APPENDIX H

Traffic Impact Report

Prepared by

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Desert Wave

TRAFFIC IMPACT ANALYSIS

CITY OF PALM DESERT

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LIST OF ABBREVIATED TERMS

(1)	Reference
ADT	Average Daily Traffic
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CMS	Changeable Message Sign
CMP	Congestion Management Program
CVAG	Coachella Valley Association of Governments
E+P	Existing Plus Project
EAP	Existing Plus Ambient Growth Plus Project
EAPC	Existing Plus Ambient Growth Plus Project Plus Cumulative
HCM	Highway Capacity Manual
HCS	Highway Capacity Software
ITE	Institute of Transportation Engineers
LOS	Level of Service
MUTCD	Manual on Uniform Traffic Control Devices
N/A	Not Applicable
NP	Without Project
PeMS	Performance Measurement System
PHF	Peak Hour Factor
Project	Desert Wave
PSA	Public Service Announcements
RivTAM	Riverside County Transportation Analysis Model
RTP	Regional Transportation Plan
SAT	Saturday
SCAG	Southern California Association of Governments
SCS	Sustainable Communities Strategy
sf	Square Feet
SHS	State Highway System
TIA	Traffic Impact Analysis
TUMF	Transportation Uniform Mitigation Fee
WP	With Project

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1 INTRODUCTION

This report presents the results of the traffic impact analysis (TIA) for the proposed Desert Wave ("Project"), which is located west of Desert Willow Drive, in the City of Palm Desert as shown on Exhibit 1-1.

The purpose of this TIA is to evaluate the potential circulation system deficiencies that may result from the development of the proposed Project, and recommend improvements to achieve acceptable circulation system operational conditions. This TIA has been prepared based on scoping agreement with the City of Palm Desert. (1) To ensure that this TIA satisfies the City of Palm Desert's traffic study requirements, Urban Crossroads, Inc. prepared a traffic study scoping package for review by City staff prior to the preparation of this report. The Agreement provides an outline of the Project study area, trip generation, trip distribution, and analysis methodology. The Agreement approved by the City is included in Appendix 1.1.

1.1 SUMMARY OF FINDINGS

For both Existing (2019) and Opening Year Cumulative (2022) traffic conditions the addition of Project traffic to study area intersections did not result in deficient intersection operations.

The Project was found to contribute to an existing transportation deficiency at the following intersection:

- Cook Street & Market Place Drive (#8)

A summary of off-site improvements needed to address intersection operational deficiencies for the intersection of Cook Street and Market Place Drive is included in Table 1-4. The Project applicant shall participate in the CVAG's TUMF program by paying the requisite TUMF fee; and in addition, shall pay the Project's fair share of 12.1% towards the installation of traffic signal at the intersection of Cook Street and Market Place Drive, or as agreed to by the City and Project Applicant.

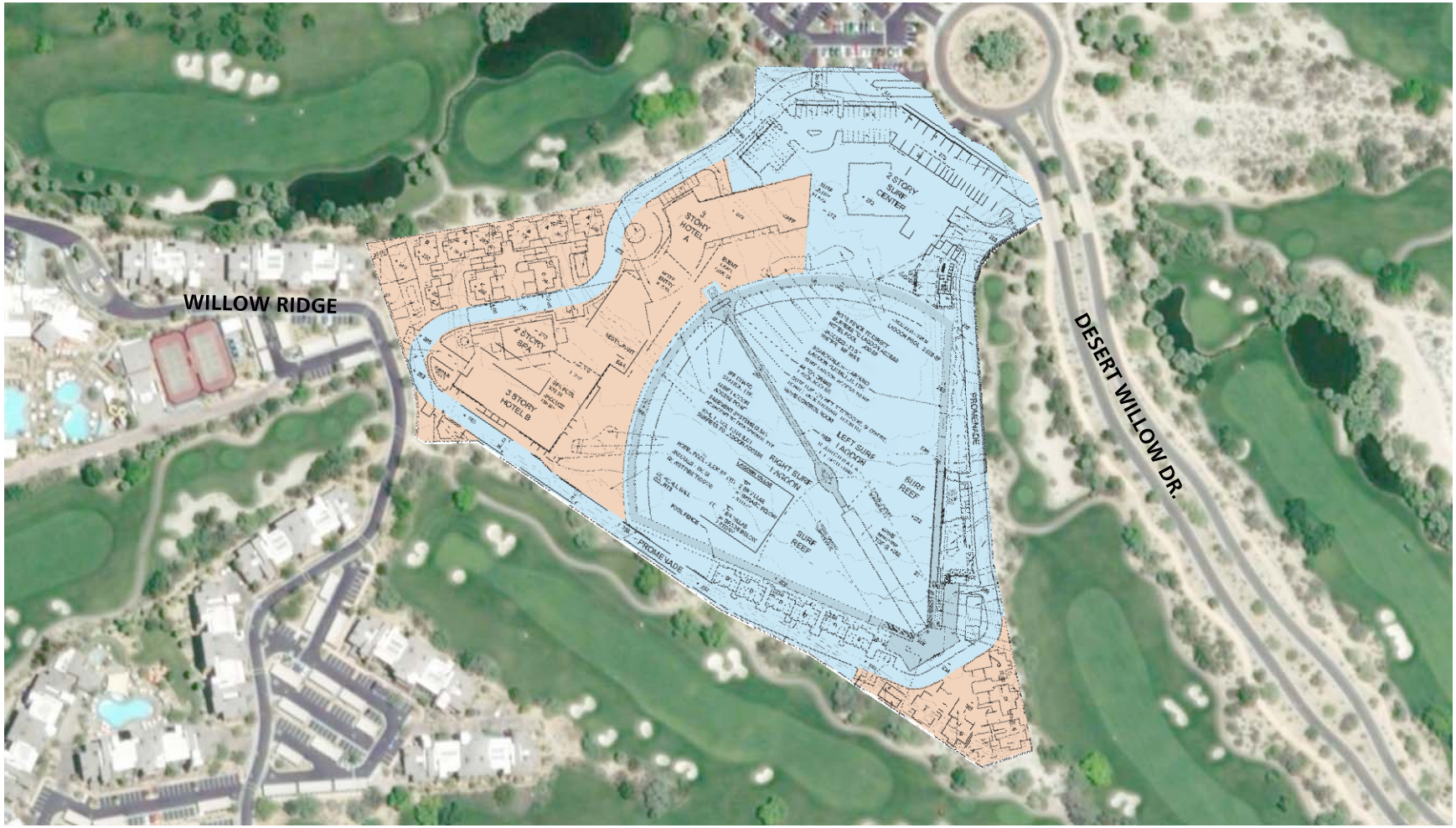
The Project shall extend the eastbound left turn lane on Market Place Drive at Cook Street to provide a minimum of 165 feet of storage.

Discussion and recommendations for managing traffic during special events are provided in Section 1.10 *Special Event Traffic Management Plan.*

1.2 PROJECT OVERVIEW

It is our understanding that the Project is to consist of a 6.0-acre surf lagoon with restaurant, café, bar, two hotels with a maximum of 350 rooms and a maximum of 88 villas. The Project consists of two planning areas: The Surf Lagoon Planning Area and the Hotels and Villas Planning Area. The Surf Lagoon Planning Area will be developed in Phase 1 and the Hotels and Villas Planning Area will be developed at a later date. For the purposes of this analysis, it is assumed that the Project will be constructed within a single phase of development with a projected Opening Year of 2022.

EXHIBIT 1-1: PRELIMINARY SITE PLAN



11825 - siteplan.dwg

URBAN CROSSROADS

Access to the Project site will be provided via the following roadways:

- Desert Willow Drive on Country Club Drive (full access)
- Market Place Drive on Cook Street (full access)

Regional access to the project site is provided via the I-10 Freeway via Cook Street.

Trips generated by the Project's proposed land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017. (2) The proposed Project is anticipated to generate a net total of 5,496 trip-ends per day on a typical weekday with 304 vehicles per hour (VPH) during the weekday PM peak hour and 448 VPH during the weekend peak hour. The trip generation estimate during special event has been calculated based on estimated 3,500 guests per day and approximately 25% of the guests arriving or departing during the peak hour. The proposed Project (Weekend Special Event) is anticipated to generate a net total of 7,288 trip-ends per day on a weekend during a special event with 761 vehicles per hour (VPH) during the arrival and departure peak hour.

The assumptions and methods used to estimate the Project's trip generation characteristics are discussed in greater detail in Section 4.1 *Project Trip Generation* of this report.

1.3 ANALYSIS SCENARIOS

For the purposes of this traffic study, potential impacts to traffic and circulation have been evaluated for each of the following conditions:

- Existing (2019) Conditions

TYPICAL OPERATION

- E+P Conditions
- Existing plus Ambient Growth plus Project (EAP) (2022) Conditions
- Existing plus Ambient Growth plus Project Plus Cumulative (EAPC) (2022) Conditions

SPECIAL EVENT

- EAP (2022) Conditions
- EAPC (2022) Conditions

All study area intersections will be evaluated using the Highway Capacity Manual (HCM) 6th Edition analysis methodology.

1.3.1 EXISTING CONDITIONS

Existing physical conditions have been disclosed to represent the baseline traffic conditions as they existed at the time this report was prepared.

1.3.2 E+P CONDITIONS

The E+P analysis determines circulation system deficiencies that would occur on the existing roadway system in the scenario of the Project being placed upon Existing conditions.

1.3.3 EAP CONDITIONS

The EAP (2022) traffic conditions analyses determine potential traffic impacts based on a comparison of the EAP traffic conditions to Existing conditions. To account for background traffic growth, an ambient growth factor from Existing conditions of 6.12% (2 percent per year over 3 years, compounded annually) for 2022 conditions is included for EAP traffic conditions. Consistent with County of Riverside traffic study guidelines, the EAP analysis is intended to identify "Opening Year" deficiencies associated with the development of the proposed Project based on the expected background growth within the study area.

1.3.4 EAPC CONDITIONS

The EAPC (2022) traffic conditions analyses determine the potential near-term cumulative circulation system deficiencies. Background traffic for these analysis scenarios follow the same ambient growth methodology described above for EAP traffic conditions. However, EAPC traffic conditions also include the addition of cumulative development traffic. The comprehensive list of cumulative development projects was compiled from information provided by the City of Palm Desert, City of Rancho Mirage, and County of Riverside.

The EAPC (2022) conditions analysis will be utilized to determine if improvements funded through regional transportation mitigation fee programs, such as the Transportation Uniform Mitigation Fee (TUMF), or other approved funding mechanism (e.g., Community Facilities District, etc.) can accommodate the long-range cumulative traffic at the target Level of Service (LOS) identified in the City of Palm Desert (lead agency) General Plan. Other improvements needed beyond the "funded" improvements (such as localized improvements to non-TUMF) are identified as such. Each of these regional transportation fee programs are discussed in more detail in Section 1.6 *Local and Regional Funding Mechanisms*.

1.4 STUDY AREA

The Project study area was defined in coordination with the City of Palm Desert. Consistent with County of Riverside traffic study guidelines, the study area includes any intersection of "Collector" or higher classification street, with "Collector" or higher classification streets, at which the proposed project will add 50 or more peak hour trips. Exhibit 1-2 presents the study area and intersection analysis locations.

The "50 peak hour trip" criteria generally represents a minimum number of trips at which a typical intersection would have the potential to be substantively impacted by a given development proposal. Although each intersection may have unique operating characteristics, this traffic engineering rule of thumb is a widely utilized tool for estimating a potential area of impact (i.e., study area).

To ensure that this TIA satisfies the needs of the City of Palm Desert, Urban Crossroads, Inc. prepared a Project specific traffic study scoping agreement for review by City staff prior to the preparation of this TIA. The agreement provides an outline of the study area, trip generation, trip distribution, and analysis methodology. The agreement approved by the City of Palm Desert is included in Appendix 1.1.

1.4.1 INTERSECTIONS

The following 12 study area intersections shown on Exhibit 1-2 and listed in Table 1-1 were selected for this TIA based on consultation with City of Palm Desert staff. In general, the study area includes intersections where the Project is anticipated to contribute 50 or more peak hour trips, and input from the City of Palm Desert staff.

TABLE 1-1: INTERSECTION ANALYSIS LOCATIONS

ID	Intersection Location	Jurisdiction
1	Monterey Avenue & Country Club Drive	Palm Desert, Rancho Mirage
2	Portola Road & Country Club Drive	Palm Desert
3	Desert Willow Drive & Country Club Drive	Palm Desert
4	Cook Street & I-10 Westbound Ramps	Caltrans, Riverside County
5	Cook Street & I-10 Eastbound Ramps	Caltrans, Riverside County
6	Cook Street & Gerald Ford Drive	Palm Desert
7	Cook Street & Frank Sinatra Drive	Palm Desert
8	Cook Street & Market Place Drive	Palm Desert
9	Cook Street & Country Club Drive	Palm Desert
10	Cook Street & Hovley Lane	Palm Desert
11	Eldorado Drive & Country Club Drive	Palm Desert
12	Tamarisk Row Drive & Country Club Drive	Palm Desert

1.4.2 FREEWAY MAINLINE SEGMENTS

Standard Caltrans guidance related to the geographic scope of the study area for the State Highway System (SHS) suggests, the traffic study should include as a minimum all State highway facilities where the project will add over 100 peak hour trips. State highway facilities that are experiencing noticeable delays should be analyzed in the scope of the traffic study for projects that add 50 to 100 peak hour trips. Because impacts to freeway segments dissipate with distance from the point of SHS entry, quantitative study of freeway segment beyond those immediately adjacent to the point of entry is not being proposed. As such, the traffic study has evaluated the segments shown on Table 1-2.

TABLE 1-2: FREEWAY MAINLINE SEGMENT ANALYSIS LOCATIONS

ID	Freeway Mainline Segments
1	I-10 Freeway Westbound – West of Cook Street
2	I-10 Freeway Westbound – East of Cook Street
3	I-10 Freeway Eastbound – West of Cook Street
4	I-10 Freeway Eastbound – East of Cook Street

EXHIBIT 1-2: LOCATION MAP



LEGEND:

0 = EXISTING INTERSECTION ANALYSIS LOCATION

N

1.4.3 FREEWAY MERGE/DIVERGE RAMP JUNCTIONS

The study area freeway merge/diverge ramp junction analysis locations include the following four I-10 Freeway ramp junctions for the westbound and eastbound directions of flow as shown on Table 1-3:

TABLE 1-3: FREEWAY MERGE/DIVERGE RAMP JUNCTION ANALYSIS LOCATIONS

ID	Freeway Merge/Diverge Ramp Junctions
1	I-10 Freeway – Westbound, On-Ramp at Cook Street (Merge)
2	I-10 Freeway – Westbound, Loop On-Ramp at Cook Street (Merge)
3	I-10 Freeway – Westbound, Off-Ramp at Cook Street (Diverge)
4	I-10 Freeway – Eastbound, Off-Ramp at Cook Street (Diverge)
5	I-10 Freeway – Eastbound, On-Ramp at Cook Street (Merge)

1.5 ANALYSIS FINDINGS

This section provides a summary of the analysis results for Existing (2019), E+P, EAP (2022), EAP (2022, Special Event), EAPC (2022), and EAPC (2022, Special Event) traffic conditions.

The results of the potentially significant cumulative impacts for the study area intersections for near term traffic conditions are summarized in Table 1-4 and Exhibit 1-3.

1.5.1 INTERSECTIONS

Existing (2019) Conditions

For Existing (2019) traffic conditions, the following study area intersection is currently operating at an unacceptable LOS (i.e., LOS E or worse) during one or both of the peak hours:

- Cook Street & Market Place Drive (#8) – LOS F PM peak hour only

Typical Operation

E+P (Project Buildout) Conditions

No additional study area intersections are anticipated to operate at an unacceptable LOS (i.e., LOS E or worse) during one or more peak hours with the addition of Project (Buildout) traffic for E+P traffic conditions.

EAP (2022) Conditions

For EAP (2022) traffic conditions, no additional study area intersections are anticipated to operate at an unacceptable LOS (i.e., LOS E or worse) during one or more peak hours.

EAPC (2022) Conditions

For EAPC (2022) traffic conditions, no additional study area intersections are anticipated to operate at an unacceptable LOS (i.e., LOS E or worse) during one or more peak hours.

Table 1-4

Summary of Improvements by Analysis Scenario

#	Intersection Location	Jurisdiction	Existing (2019)	E+P	EAP (2022)	EAPC (2022)	Improvements in CVAG TUMF?[1]	Fair Share %[2]
8	Cook St. & Market Place Dr.	Palm Desert	- Install a traffic signal[3]	- Same	- Same	- Same	No	12.1%

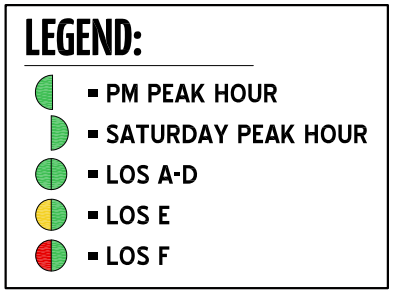
[1] Improvements included in CVAG TUMF fee programs.

[2] Program improvements constructed by project may be eligible for fee credit, at discretion of the County. See Table 1-5 for Fair Share Calculations.

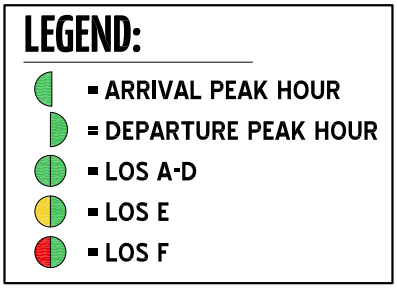
[3] Improvements include traffic signal modification to provide coordination with the adjacent traffic signal.

EXHIBIT 1-3: SUMMARY OF DEFICIENT INTERSECTIONS BY ANALYSIS SCENARIO

#	Intersection	Existing (2019)	E+P	EAP (2022, Typical Operation)	EAP (2022, Special Event)	EAPC (2022, Typical Operation)	EAPC (2022, Special Event)
1	Monterey Av. & Country Club Dr.						
2	Portola Av. & Country Club Dr.						
3	Desert Willow Dr. & Country Club Dr.						
4	Cook St. & I-10 WB Ramps						
5	Cook St. & I-10 EB Ramps						
6	Cook St. & Gerald Ford Dr.						
7	Cook St. & Frank Sinatra Dr.						
8	Cook St. & Market Place Dr.						
9	Cook St. & Country Club Dr.						
10	Cook St. & Hovley Ln.						
11	Eldorado Dr. & Country Club Dr.						
12	Tamarisk Row Dr./Oasis Club Dr. & Country Club Dr.						



TYPICAL OPERATION



SPECIAL EVENT

Special Event

EAP (2022, Special Event) Conditions

For EAP (2022*, Special Event*) traffic conditions, no additional study area intersections are anticipated to operate at an unacceptable LOS (i.e., LOS E or worse) during one or more peak hours.

EAPC (2022, Special Event) Conditions

For EAPC (2022*, Special Event*) traffic conditions, no additional study area intersections are anticipated to operate at an unacceptable LOS (i.e., LOS E or worse) during one or more peak hours.

1.5.2 FREEWAY FACILITIES

Existing (2019) Conditions

For Existing (2019) traffic conditions, the study area freeway mainline segments and ramp junctions are currently operating at an acceptable LOS (i.e., LOS D or better) during one or both of the peak hours.

Typical Operation

E+P Conditions

Consistent with Existing (2019) traffic conditions, the freeway mainline segment and ramp junction analyses indicate that the addition of Project traffic is not anticipated to result in any LOS deficiencies.

EAP (2022) Conditions

For EAP (2022) traffic conditions, the freeway mainline segments and ramp junctions are anticipated to continue to operate at an acceptable LOS (i.e., LOS D or better) during one or both of the peak hours with the addition of Project traffic, consistent with Existing traffic conditions.

EAPC (2022) Conditions

For EAPC (2022) traffic conditions, the freeway mainline segments and ramp junctions are anticipated to continue to operate at an acceptable LOS (i.e., LOS D or better) during one or both of the peak hours with the addition of Project traffic, consistent with Existing traffic conditions.

Special Event

EAP (2022, Special Event) Conditions

For EAP (2022, Special Event) traffic conditions, the freeway mainline segments and ramp junctions are anticipated to continue to operate at an acceptable LOS (i.e., LOS D or better) during one or both of the peak hours with the addition of Project (Special Event) traffic, consistent with Existing traffic conditions.

EAPC (2022, Special Event) Conditions

For EAPC (2022, Special Event) traffic conditions, the freeway mainline segments and ramp junctions are anticipated to continue to operate at an acceptable LOS (i.e., LOS D or better) during one or both of the peak hours with the addition of Project (Special Event) traffic, consistent with Existing traffic conditions.

1.6 CIRCULATION SYSTEM DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

1.6.1 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

A summary of the operationally deficient study area intersections and recommended improvements required to achieve acceptable circulation system performance are described in detail within Section 3 *Existing Conditions*, Section 5 *E+P Traffic Analysis*, Section 6 *EAP (2022, Typical Operation) Traffic Analysis*, Section 7 *EAP (2022, Special Event) Traffic Analysis*, Section 8 *EAP (2022, Typical Operation) Traffic Analysis, and* Section 9 *EAPC (2022, Special Event) Traffic Analysis*, of this report.

A summary of off-site improvements needed to address intersection operational deficiencies for each analysis scenario is included in Table 1-4. These recommended improvements are consistent with or less than the geometrics assumed in the City of Palm Desert General Plan Circulation Elements. Improvements found to be included in the Coachella Valley Association of Governments (CVAG) TUMF have been identified as such. For improvements that do not appear to be in the TUMF programs, a fair share financial contribution based on the Project's fair share impact may be imposed in order to mitigate the Project's share of impacts in lieu of construction. These fair share financial contributions are collected and distributed by the County of Riverside to surrounding agencies to ensure that regional highways and arterial expansions keep pace with the projected vehicle trip increases. Additional information related to these various fee programs are contained in Section 1.7 *Local and Regional Funding Mechanisms* of this report.

1.6.2 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES ON FREEWAY FACILITIES

The are no deficiencies on freeway mainline and merge-diverge segments. For the purposes of this analysis, no improvements have been identified for freeway facilities.

Urban Crossroads has consulted with Caltrans staff and nearby jurisdictions regarding the I-10 at Portola Interchange, and the anticipated completion of the interchange is after the year 2022. The I-10 at Portola Interchange has not been assumed in order to provide a conservative analysis. Once the Portola Interchange is open, it will provide relief to the Cook Street interchange by diverting some traffic to the new interchange.

1.7 LOCAL AND REGIONAL FUNDING MECHANISMS

1.7.1 TRANSPORTATION UNIFORM MITIGATION FEE (TUMF) PROGRAM

The TUMF program is administered by CVAG based upon a regional Nexus Study most recently updated in 2009 to address major changes in right of way acquisition and improvement cost factors. CVAG is currently in the process of completing a current Nexus Study update to the program. Final changes to network facilities, network cost allocations, and fee changes were not available at the time this assessment was prepared. This regional program was put into place to ensure that development pays its fair share and that funding is in place for construction of facilities needed to maintain the requisite level of service and critical to mobility in the region. The CVAG TUMF boundary covers many of the municipalities in the Coachella Valley while WRCOG TUMF cover those found in Western Riverside County.

TUMF fees are imposed on new residential, industrial, and commercial development through application of the TUMF fee ordinance and fees are collected at the building or occupancy permit stage. In addition, an annual inflation adjustment is considered each year in February. In this way, TUMF fees are adjusted upwards on a regular basis to ensure that the development impact fees collected keep pace with construction and labor costs, etc.

1.7.2 FAIR SHARE CONTRIBUTION

Project mitigation may include a combination of fee payments to established programs (e.g., TUMF), construction of specific improvements, payment of a fair share contribution toward future improvements or a combination of these approaches. Improvements constructed by development may be eligible for a fee credit or reimbursement through the program where appropriate (to be determined by the funding program administrator).

When off-site improvements are identified with a minor share of responsibility assigned to proposed development, the approving jurisdiction may elect to collect a fair share contribution or require the development to construct improvements. Detailed fair share calculations, for each peak hour, has been provided on Table 1-5 for the applicable deficient intersection shown previously on Table 1-4. Improvements included in a defined program and constructed by development may be eligible for a fee credit or reimbursement through the program where appropriate.

1.8 CUMULATIVE IMPACTS

A summary of the cumulatively impacted study area intersections and recommended mitigation measures to address cumulatively significant impacts are described in detail within Section 5 *E+P Traffic Conditions*, Section 6 *EAP (2022, Typical Operation) Traffic Conditions,* and Section 8 *EAPC (2022, Typical Operation) Traffic Conditions*. Cumulative impacts are deficiencies that would not be directly caused by the Project. The Project would, however, contribute traffic to these deficient facilities along with other cumulative development projects, resulting in a cumulatively considerable impact.

The following mitigation measures are based on the improvements needed under Existing (2018), E+P, EAP (2022), and EAPC (2022) traffic conditions.

1.8.1 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

A summary of off-site improvements needed to address cumulative traffic impacts was included in Table 1-4. Improvements found to be included in CVAG's TUMF program have been identified as such. For improvements that do not appear to be in the CVAG's TUMF program, a fair share financial contribution based on the Project's fair share impact shall be imposed (for City of Palm Desert facilities) and may be imposed by other jurisdictions in order to mitigate the Project's share of impacts in lieu of construction. These fees (both to the City of Palm Desert, and as determined, to surrounding agencies as fair-share contributions) are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected vehicle trip increases.

Table 1-4 shows the Project's fair share cost for EAPC (2022) traffic conditions. These estimates are a rough order of magnitude only as they are intended only for discussion purposes and do not imply any legal responsibility or formula for contributions or mitigation.

1.8.2 CUMULATIVE MITIGATION MEASURES

Impact 1.1 Cook Street & Marketplace Drive (#8) – The intersection is currently operating at an unacceptable LOS (LOS F) and will continue to operate at LOS F with the addition of Project traffic.

Mitigation Measure 1.1 – The Project applicant shall participate in the CVAG's TUMF program by paying the requisite TUMF fee; and in addition, shall pay the Project's fair share of 12.1% towards the installation of traffic signal at the intersection of Cook Street and Market Place Drive, or as agreed to by the City and Project Applicant.

1.9 ON-SITE ROADWAY AND SITE ACCESS IMPROVEMENTS

The Project is proposed to have access onto Country Club Drive at Desert Willow Drive and Cook Street at Market Place Drive. A future traffic signal is proposed at Cook Street and Market Place Drive. Regional access to the Project site will be provided by the I-10 Freeway (via Cook Street interchange).

Roadway improvements necessary to provide site access and on-site circulation are assumed to be constructed in conjunction with site development and are described below. These improvements should be in place prior to occupancy.

Improvement recommendations are the same for Typical Operation and Special Event alternatives.

1.9.1 SITE ADJACENT ROADWAY IMPROVEMENTS

The recommended site-adjacent roadway improvements for the Project are described below. These improvements need to be incorporated into the Project description prior to Project

Table 1-5

Project Fair Share Calculations for Intersections

#	Intersection	Existing	Project	EAPC (2022) Volume	Project % of Total Traffic
8	Cook St. & Market Place Dr.				
	PM:	2,191	147	2,608	5.6%
	SAT:	1,363	219	1,804	12.1%

BOLD = Denotes highest peak hour.

approval or imposed as conditions of approval as part of the Project approval. Exhibit 1-4 illustrates the site adjacent and site access roadway improvement recommendations for near-term traffic conditions.

1.9.2 SITE ACCESS IMPROVEMENTS

The recommended site access driveway improvements for the Project are described below. Exhibit 1-4 also illustrates the on-site and site adjacent recommended intersection lane improvements for Project traffic conditions.

The following intersection recommendations represent the minimum lanes that must be provided to achieve acceptable peak hour operations.

Cook Street & Market Place Drive (#8) – Contribute fair share of 12.1% towards the installation of a traffic signal and construct the intersection with the following geometrics:

- Extend the eastbound left turn lane to provide a minimum of 165-feet of storage

On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the Project site.

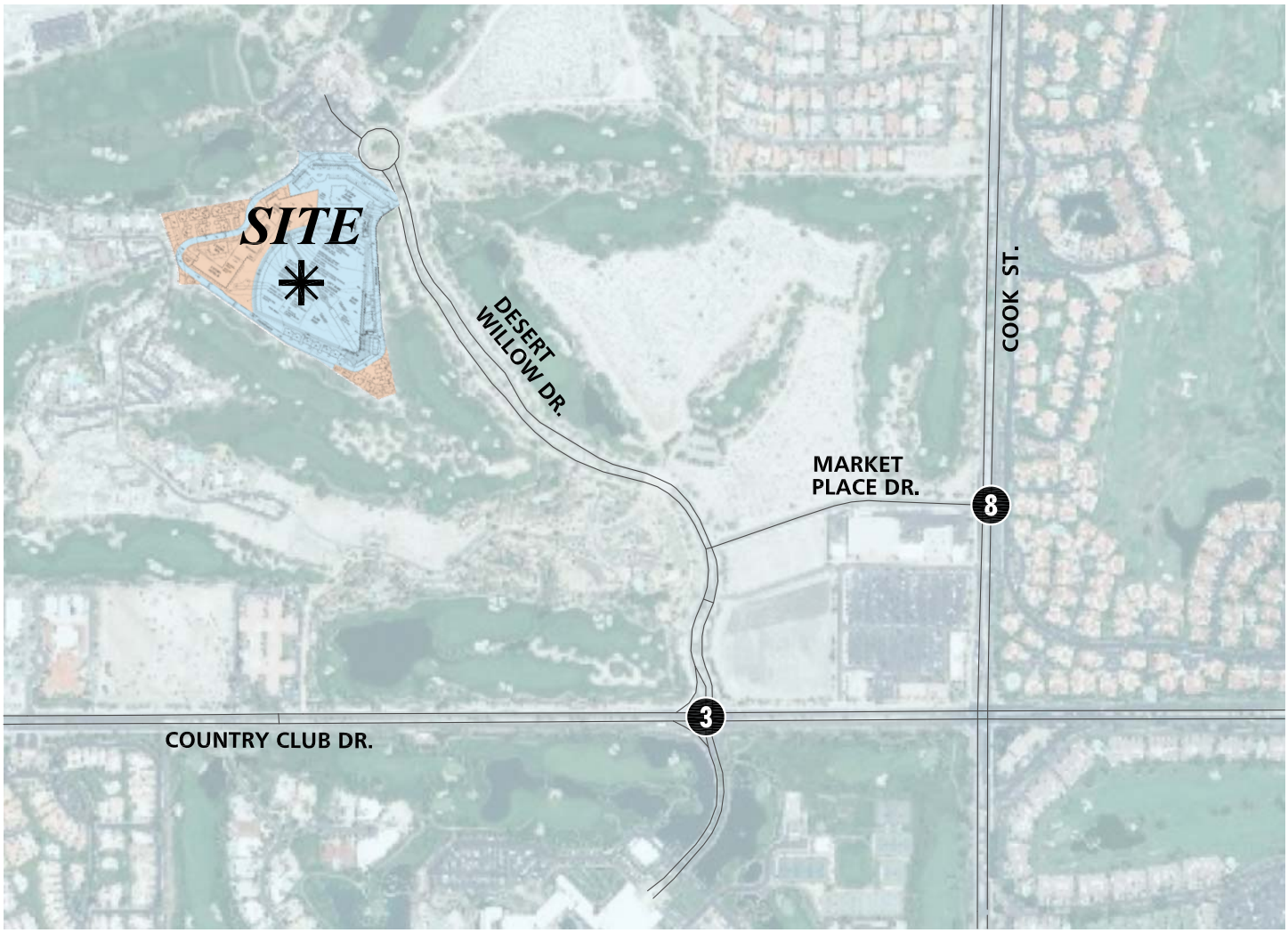
Sight distance at each project access point should be reviewed with respect to standard Caltrans and City of Palm Desert sight distance standards at the time of preparation of final grading, landscape and street improvement plans.

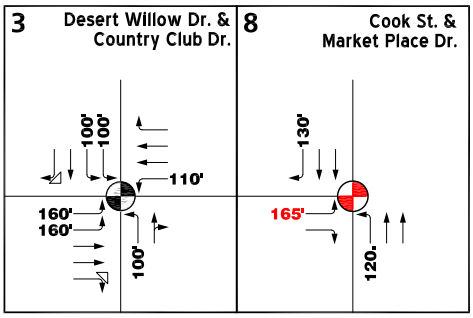
1.9.3 QUEUING ANALYSIS AT THE PROJECT DRIVEWAYS AND SITE ADJACENT INTERSECTIONS

A queuing analysis was conducted at the Project site access intersections for EAPC (2022) traffic conditions to determine the turn pocket length necessary to accommodate near-term 95th percentile peak hour volumes. The analysis was conducted for both the weekday PM and weekend peak hours. The 95th percentile queues for the applicable study area intersections can be found in Appendix 1.2.

The traffic modeling and signal timing optimization software package Synchro/SimTraffic (Version 10) has been utilized to assess queues at the Project driveways and site adjacent intersections. SimTraffic has been utilized to assess peak hour queuing at the site access driveways for Horizon Year With Project traffic conditions. The random simulations generated by SimTraffic have been utilized to determine the 95th percentile queue lengths observed for each turn lane. A SimTraffic simulation has been recorded up to 5 times, during the weekday PM and weekend peak hours, and has been seeded for 60-minute periods with 60-minute recording intervals. The storage length recommendations for the turning movements at the Project were reflected previously on Exhibit 1-4.

EXHIBIT 1-4: SITE ADJACENT ROADWAY AND SITE ACCESS RECOMMENDATIONS





LEGEND:

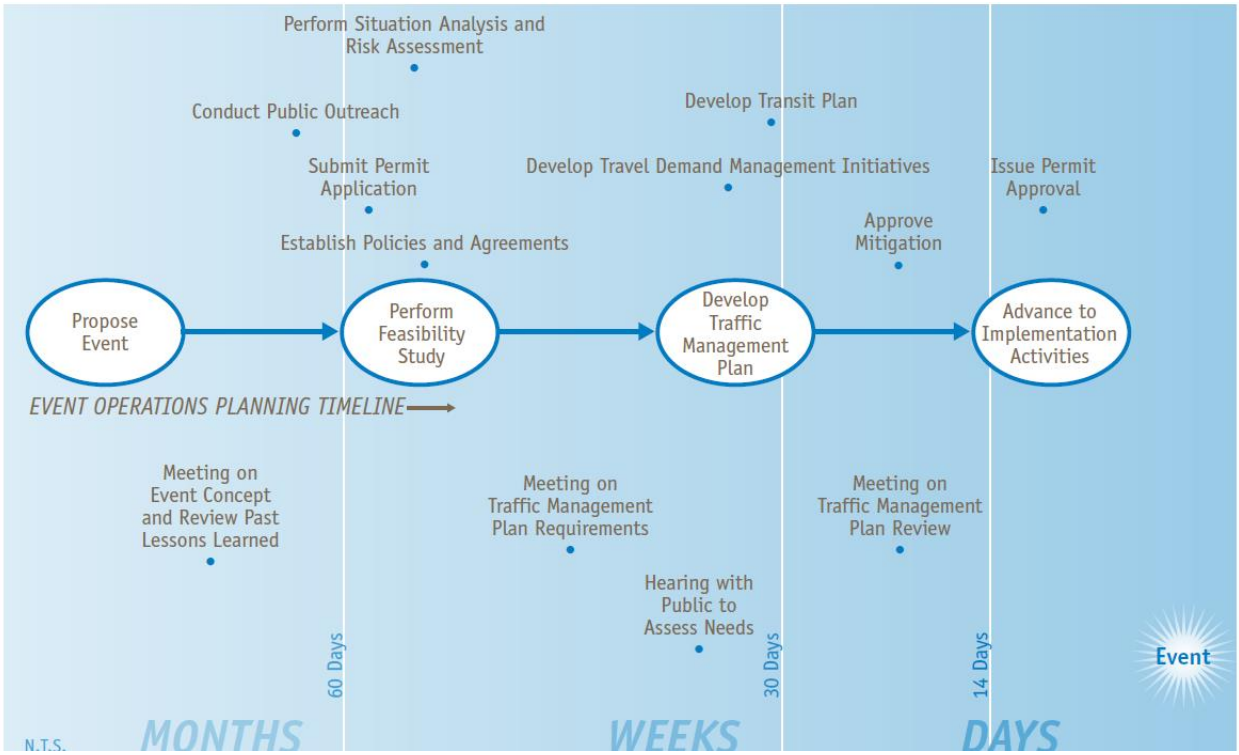
- = TRAFFIC SIGNAL
- = NEW TRAFFIC SIGNAL
- 150' = MINIMUM TURN POCKET LENGTH
- 150' = MINIMUM TURN POCKET LENGTH IMPROVEMENT
- = EXISTING LANE
- = CHANNELIZED YIELD

N

1.10 SPECIAL EVENT TRAFFIC MANAGEMENT PLAN

It is recommended that the Project applicant coordinate with the City staff to refine the traffic management plan prior to the Special Event. Exhibit 1-5 shows a high-level event operations planning.

EXHIBIT 1-5: EVENT OPERATIONS PLANNING SCHEDULE



Source: Managing Travel for Planned Special Events Handbook: Executive Summary (June 2007) prepared by Federal Highway Administration (FHWA)

Special events may result in a up to 3,500 guests. Based on a vehicle occupancy ratio of 2.4, this would result in approximately 1,459 vehicles spread throughout the day. Assuming a peak parking demand of up to 70%, the peak parking demand during special events of up to 1,021 parking spaces can be expected. As on-site parking supply provided based on the Specific Plan standards may be insufficient for special-event parking demand, an overflow lot, located at the southeast corner of Desert Willow Drive and Market Place Drive, is recommended with shuttle service to transport spectators between the Project site and overflow lot. It is recommended that the Project applicant coordinate with the Desert Springs Marketplace or other off-site parking venues for potential sharing of the parking spaces during special events, with shuttle service to the Project site.

If non-striped parking areas are used for overflow parking, approximately 150 cars per acre can be assumed as a rule of thumb to estimate the number of spaces that can be accommodated within the area. (3)

A temporary traffic management plan for the Project (Special Event) traffic conditions is shown on Exhibit 1-6. Special event flaggers, law enforcement personnel, and portable changeable message signs (CMS) are recommended to facilitate the movement of special event traffic, shuttles and pedestrians.

1.10.1 CHANGEABLE MESSAGE SIGNS

Portable changeable message signs (CMS) are recommended along the major routes of Country Club Drive and Cook Street in order to facilitate guests to and from the on-site and off-site parking.

1.10.2 LAW ENFORCEMENT OFFICERS/EVENT FLAGGERS

Law enforcement personnel and/or special event flaggers are recommended to direct traffic at the following key locations:

- Desert Willow Dr. & Country Club Dr.
- Cook St. & Market Place Dr.
- Desert Willow Dr. & Market Place Dr.
- Desert Willow Dr. & Project entrance

1.10.3 PUBLIC SERVICE ANNOUNCEMENTS

Public service announcements (PSA) are recommended to provide information to event guests prior to the event. Examples include, but are not limited to:

- Online event information (i.e., suggested routes, parking, etc.)
- CMS prior to the event
- Brochures

1.10.4 SIGNAL TIMING ADJUSTMENTS

Coordinate with the City staff to provide traffic signal timing adjustment based on the expected peak arrival and departure periods of the special event at the following intersections:

- Desert Willow Dr. & Country Club Dr.
- Cook St. & Market Place Dr.
- Cook St. & Country Club Dr.

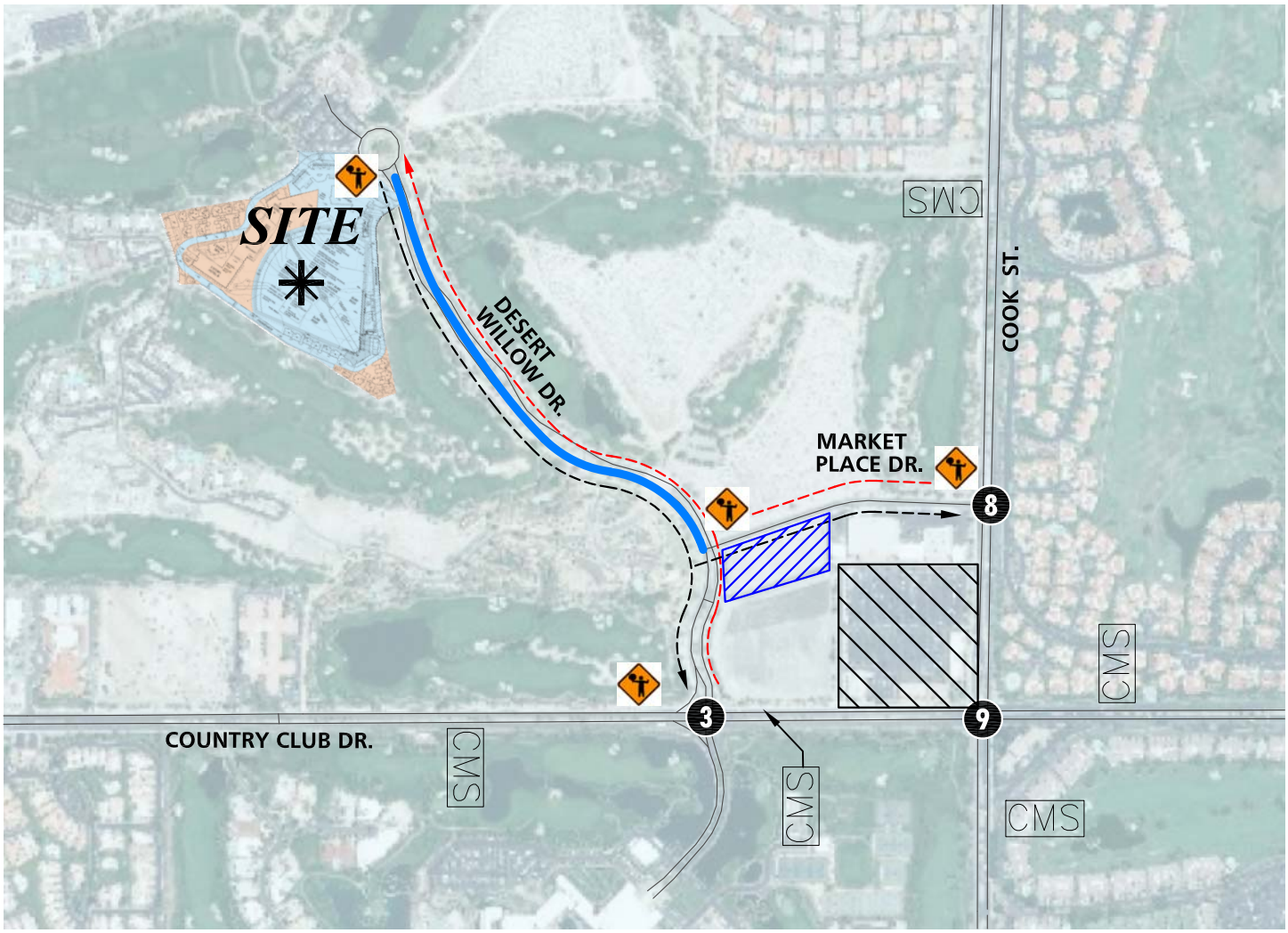
1.10.5 PARKING MANAGEMENT STRATEGIES

The recent rise in popularity of Transportation Network Companies (TNCs) such as Uber and Lyft, has the potential to significantly change future parking demands. The TNC or ridesharing model, in which users can request rides through their smartphones, provides on-demand transportation in personal vehicles with direct point-to-point trips. The use rather than ownership model of TNCs may over time substantially reduce the need for dedicated parking. In addition, on-demand transportation increases the need to promote accessible drop-off and pick-up areas. Recognizing

increased parking demand during special events, the following parking management strategies should be considered:

- **Drop-off and Pick-up areas:** Provide convenient and accessible drop-off and pick-up areas to promote ridesharing and reduce parking demands. In addition, the Project applicant may consider providing short-term parking with time restrictions of 10-15 minutes to provide staging areas for ridesharing vehicles.
- **Off-site Employee Parking:** To maximize the available on-site parking supply, employees should park off-site. According to the parking ratios published by ULI, employees can account for approximately 25% of the available parking supply. Providing off-site parking facilities with convenient shuttle service to bring employees to and from an off-site facility during special events can substantially increase the available of on-site parking supply.
- **Valet Parking**: Implementation of valet parking during special events can substantially increase the available on-site parking capacity. In addition, valet parking will also provide for convenient accessible parking special events.

EXHIBIT 1-6: TRAFFIC MANAGEMENT PLAN



LEGEND:

- CMS = PORTABLE CHANGEABLE MESSAGE SIGN
- = LAW ENFORCEMENT PERSONNEL/EVENT FLAGGER
- = POTENTIAL SHARED PARKING (NOTE: OTHER OFF-SITE PARKING VENUES COULD BE UTILIZED WITH SHUTTLE SERVICE)
- = OVERFLOW PARKING
- = EVENT ROUTE DEPARTURES
- = EVENT ROUTE ARRIVALS
- = SPECIAL EVENT SHUTTLE SERVICE

N

2 METHODOLOGIES

This section documents the methodologies and assumptions used to perform this traffic assessment.

2.1 LEVEL OF SERVICE

Traffic operations of roadway facilities are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow.

2.2 INTERSECTION CAPACITY ANALYSIS

The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The LOS is typically dependent on the quality of traffic flow at the intersections along a roadway. The *Highway Capacity Manual* (HCM) methodology expresses the LOS at an intersection in terms of delay time for the various intersection approaches. (4) The HCM uses different procedures depending on the type of intersection control.

2.2.1 SIGNALIZED INTERSECTIONS

City of Palm Desert, County of Riverside, City of Rancho Mirage

The City of Palm Desert, City of Rancho Mirage, and the County of Riverside require signalized intersection operations analysis based on the methodology described in the HCM 6th Edition (4). Intersection LOS operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections LOS is directly related to the average control delay per vehicle and is correlated to a LOS designation as described in Table 2-1.

California Department of Transportation (Caltrans)

Per the Caltrans Guide for the Preparation of Traffic Impact Studies, the traffic modeling and signal timing optimization software package Synchro (Version 10) has been utilized to analyze signalized intersections under Caltrans' jurisdiction, which include interchange to arterial ramps (i.e. I-10 Freeway ramps at Cook Street). (5) Synchro is a macroscopic traffic software program that is based on the signalized intersection capacity analysis as specified in the HCM. Macroscopic level models represent traffic in terms of aggregate measures for each movement at the study intersections.

TABLE 2-1: SIGNALIZED INTERSECTION DESCRIPTION OF LOS

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0	Level of Service, V/C > 1.0
Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00	A	F
Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00	B	F
Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00	C	F
Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.01 to 55.00	D	F
Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00	E	F
Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths	80.01 and up	F	F

Source: HCM 6th Edition

Equations are used to determine measures of effectiveness such as delay and queue length. The level of service and capacity analysis performed by Synchro takes into consideration optimization and coordination of signalized intersections within a network. Signal timing for the freeway arterial-to-ramp intersections have been obtained from Caltrans District 8 and were utilized for the purposes of this analysis. All signalized study area intersections within the County of Riverside, City of Rancho Mirage, and City of Palm Desert have also utilized the Synchro software.

The peak hour traffic volumes have been adjusted using a peak hour factor (PHF) to reflect peak 15 minute volumes. Common practice for LOS analysis is to use a peak 15-minute rate of flow. However, flow rates are typically expressed in vehicles per hour. The PHF is the relationship between the peak 15-minute flow rate and the full hourly volume (e.g. PHF = [Hourly Volume] / [4 x Peak 15-minute Flow Rate]). The use of a 15-minute PHF produces a more detailed analysis as compared to analyzing vehicles per hour. Existing PHFs have been used for all analysis scenarios. Per Chapter 4 of the HCM 6th Edition, PHF values over 0.95 often are indicative of high traffic volumes with capacity constraints on peak hour flows while lower PHF values are indicative of greater variability of flow during the peak hour. (7)

2.2.2 UNSIGNALIZED INTERSECTIONS

The City of Palm Desert, the City of Rancho Mirage, and City of Palm Desert require the operations of unsignalized intersections be evaluated using the methodology described in the HCM 6th Edition. (4) The LOS rating is based on the weighted average control delay expressed in seconds per vehicle (see Table 2-2).

TABLE 2-2: UNSIGNALIZED INTERSECTION DESCRIPTION OF LOS

Description	Average Control Delay Per Vehicle (Seconds)	Level of Service, V/C ≤ 1.0	Level of Service, V/C > 1.0
Little or no delays.	0 to 10.00	A	F
Short traffic delays.	10.01 to 15.00	B	F
Average traffic delays.	15.01 to 25.00	C	F
Long traffic delays.	25.01 to 35.00	D	F
Very long traffic delays.	35.01 to 50.00	E	F
Extreme traffic delays with intersection capacity exceeded.	> 50.00	F	F

Source: HCM 2010, Chapter 19 and Chapter 20

At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. For all-way stop controlled intersections, LOS is computed for the intersection as a whole.

2.3 FREEWAY OFF-RAMP QUEUING ANALYSIS

The study area for this TIA includes the freeway-to-arterial interchanges of the I-10 Freeway at Cook Street. Consistent with Caltrans requirements, the queuing of vehicles based on the 95th percentile peak hour traffic flows have been assessed at the off-ramps to determine potential queuing issues at the freeway ramp intersections on Cook Street. Specifically, the queuing analysis is utilized to identify any potential queuing and "spill back" onto the I-10 Freeway mainline from the off-ramps.

The traffic progression analysis tool and HCM intersection analysis program, Synchro, has been used to assess the potential issues/needs of the intersections with traffic added from the proposed Project. Storage (turn-pocket) length recommendations at the ramps have been based upon the 95th percentile queue resulting from the Synchro progression analysis. The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The queue length reported is for the lane with the highest queue in the lane group.

A footnote on the Synchro outputs indicates if the 95th percentile cycle exceeds capacity. Traffic is simulated for two complete cycles of the 95th percentile traffic in Synchro in order to account for the effects of spillover between cycles. In practice, the 95th percentile queue shown will rarely

be exceeded and the queues shown with the footnote are acceptable for the design of storage bays.

A vehicle is considered queued whenever it is traveling at less than 10 feet/second. A vehicle will only become queued when it is either at the stop bar or behind another queued vehicle. Although only the 95th percentile queue has been reported in the tables, the 50th percentile queue can be found in the appendix alongside the 95th percentile queue for each ramp location. The 50th percentile maximum queue is the maximum back of queue on a typical cycle during the peak hour, while the 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes during the peak hour. In other words, if traffic were observed for 100 cycles, the 95th percentile queue would be the queue experienced with the 95th busiest cycle (or 5% of the time). The 50th percentile or average queue represents the typical queue length for peak hour traffic conditions, while the 95th percentile queue is derived from the average queue plus 1.65 standard deviations. The 95th percentile queue is not necessarily ever observed; it is simply based on statistical calculations.

2.4 TRAFFIC SIGNAL WARRANT ANALYSIS METHODOLOGY

The term "signal warrants" refers to the list of established criteria used by Caltrans and other public agencies to quantitatively justify or ascertain the potential need for installation of a traffic signal at an otherwise unsignalized intersection. This TIA uses the signal warrant criteria presented in the latest edition of the Caltrans California Manual on Uniform Traffic Control Devices (CA MUTCD), for all study area intersections. (6)

The signal warrant criteria for Existing conditions are based upon several factors, including volume of vehicular and pedestrian traffic, frequency of accidents, and location of school areas. The CAMUTCD indicates that the installation of a traffic signal should be considered if one or more of the signal warrants are met. (6) Specifically, this TIA utilizes the Peak Hour Volume-based Warrant 3 as the appropriate representative traffic signal warrant analysis for existing study area intersections for all analysis scenarios. Warrant 3 is appropriate to use for this TIA because it provides specialized warrant criteria for intersections with rural characteristics (e.g. located in communities with populations of less than 10,000 persons or with adjacent major streets operating above 40 miles per hour). For the purposes of this study, the speed limit was the basis for determining whether Urban or Rural warrants were used for a given intersection.

Future intersections that do not currently exist have been assessed regarding the potential need for new traffic signals based on future average daily traffic (ADT) volumes, using the Caltrans planning level ADT-based signal warrant analysis worksheets.

Traffic signal warrant analyses were performed for all of the following unsignalized study area intersections (see Table 2-3):

TABLE 2-3: UNSIGNALIZED INTERSECTION LOCATIONS

ID	Intersection Location
8	Cook Street & Market Place Drive

The Existing conditions traffic signal warrant analysis is presented in the subsequent section, Section 3 *Existing Conditions* of this report. The traffic signal warrant analysis for future conditions is presented Section 5 *E+P Traffic Analysis*, Section 6 *EAP (2022, Typical Operation) Traffic Analysis*, Section 7 *EAP (2022, Special Event) Traffic Analysis*, Section 8 *EAP (2022, Typical Operation) Traffic Analysis, and* Section 9 *EAPC (2022, Special Event) Traffic Analysis,* of this report.

It is important to note that a signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with LOS. An intersection may satisfy a signal warrant condition and operate at or above acceptable LOS or operate below acceptable LOS and not meet a signal warrant.

2.5 FREEWAY MAINLINE SEGMENT ANALYSIS

The freeway system in the study area has been broken into segments defined by the freeway-to-arterial interchange locations. The freeway segments have been evaluated in this TIA based upon peak hour directional volumes. The freeway segment analysis is based on the methodology described in the HCM and performed using Highway Capacity Software (HCS) 7 software. The performance measure preferred by Caltrans to calculate LOS is density. Density is expressed in terms of passenger cars per mile per lane. Table 2-4 illustrates the freeway segment LOS descriptions for each density range utilized for this analysis.

TABLE 2-4: DESCRIPTION OF FREEWAY MAINLINE LOS

Level of Service	Description	Density Range (pc/mi/ln)[1]
A	Free-flow operations in which vehicles are relatively unimpeded in their ability to maneuver within the traffic stream. Effects of incidents are easily absorbed.	0.0 – 11.0
B	Relative free-flow operations in which vehicle maneuvers within the traffic stream are slightly restricted. Effects of minor incidents are easily absorbed.	11.1 – 18.0
C	Travel is still at relative free-flow speeds, but freedom to maneuver within the traffic stream is noticeably restricted. Minor incidents may be absorbed, but local deterioration in service will be substantial. Queues begin to form behind significant blockages.	18.1 – 26.0
D	Speeds begin to decline slightly and flows and densities begin to increase more quickly. Freedom to maneuver is noticeably limited. Minor incidents can be expected to create queuing as the traffic stream has little space to absorb disruptions.	26.1 – 35.0
E	Operation at capacity. Vehicles are closely spaced with little room to maneuver. Any disruption in the traffic stream can establish a disruption wave that propagates throughout the upstream traffic flow. Any incident can be expected to produce a serious disruption in traffic flow and extensive queuing.	35.1 – 45.0
F	Breakdown in vehicle flow.	>45.0

[1] pc/mi/ln = passenger cars per mile per lane. Source: HCM 6th Edition

The number of lanes for existing baseline conditions has been obtained from field observations conducted by Urban Crossroads in January 2019. These existing freeway geometrics have been utilized for all analysis scenarios.

The I-10 Freeway mainline volume data was obtained from the Caltrans Performance Measurement System (PeMS) website for the segments of the I-10 Freeway interchange at Cook Street. The data was obtained from January 2019. In an effort to conduct a conservative analysis, the maximum value observed within the three-day period was utilized for the weekday evening and weekend (PM) peak hours. In addition, truck traffic, represented as a percentage of total traffic, has been utilized for the purposes of this analysis in an effort to not overstate traffic volumes and peak hour deficiencies. As such, actual vehicles (as opposed to passenger-car-equivalent volumes) have been utilized for the purposes of the basic freeway segment analysis. (7)

2.6 FREEWAY MERGE/DIVERGE RAMP JUNCTION ANALYSIS

The freeway system in the study area has been broken into segments defined by freeway-to-arterial interchange locations resulting in two existing on and off ramp locations. Although the HCM indicates the influence area for a merge/diverge junction is 1,500 feet, the analysis presented in this traffic study has been performed at the Cook Street ramp locations with respect to the nearest on or off ramp at each interchange in an effort to be consistent with Caltrans guidance/comments on other projects Urban Crossroads has worked on along the I-10 corridor.

The merge/diverge analysis is based on the HCM Ramps and Ramp Junctions analysis method and performed using Highway Capacity Software (HCS) 7 software. The measure of effectiveness (reported in passenger car/mile/lane) are calculated based on the existing number of travel lanes,

number of lanes at the on and off ramps both at the analysis junction and at upstream and downstream locations (if applicable) and acceleration/deceleration lengths at each merge/diverge point. Table 2-5 presents the merge/diverge area level of service descriptions for each density range utilized for this analysis.

TABLE 2-5: DESCRIPTION OF FREEWAY MERGE AND DIVERGE LOS

Level of Service	Density Range (pc/mi/ln)[1]
A	≤10.0
B	10.0 – 20.0
C	20.0 – 28.0
D	28.0 – 35.0
E	>35.0
F	Demand Exceeds Capacity

[1] pc/mi/ln = passenger cars per mile per lane. Source: HCM 6th Edition

The ramp data (per the count data presented in Appendix 3.1) were utilized to flow conserve the mainline volumes to determine the I-10 Freeway mainline volumes west of Cook Street. Flow conservation checks ensure that traffic flows from west of the I-10 to east of the I-10 with no unexplained loss of vehicles. Similar to the basic freeway segment analysis, actual vehicles (as opposed to passenger-car-equivalent volumes) have also been utilized for the purposes of the freeway ramp junction (merge/diverge) analysis.

2.7 MINIMUM LEVEL OF SERVICE (LOS)

The definition of an intersection deficiency has been obtained from each of the applicable surrounding jurisdictions.

2.7.1 CITY OF PALM DESERT

Per Goal 2, Policy 1, Program 1.A of the City of Palm Desert General Plan, the following LOS will be utilized for study area intersections located within the City: The City shall make good-faith efforts to achieve LOS C along roadway segments and for peak hour intersection operations. LOS D shall be acceptable in instances when physical constraints, land use compatibility or other urban design considerations make achieving LOS C impractical.

2.7.2 CITY OF RANCHO MIRAGE

Per Goal 1, Policy 1 of the City of Rancho Mirage General Plan, the following LOS will be utilized for study area intersections located within the City: Require development to achieve a peak hour LOS D or better at intersections and roadway segments.

2.7.3 COUNTY OF RIVERSIDE

Riverside County General Plan Policy C 2.1 states that the County will maintain the following County-wide target LOS:

The following minimum target levels of service have been designated for the review of development proposals in the unincorporated areas of Riverside County with respect to transportation impacts on roadways designated in the Riverside County Circulation Plan which are currently County maintained, or are intended to be accepted into the County maintained roadway system:

- *LOS C shall apply to all development proposals in any area of the Riverside County not located within the boundaries of an Area Plan, as well as those areas located within the following Area Plans: REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non-Community Development areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.*
- *LOS D shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.*
- *LOS E may be allowed by the Board of Supervisors within designated areas where transit-oriented development and walkable communities are proposed.*

Notwithstanding the forgoing minimum LOS targets, the Board of Supervisors may, on occasion by virtue of their discretionary powers, approve a project that fails to meet these LOS targets in order to balance congestion management considerations in relation to benefits, environmental impacts and costs, provided an Environmental Impact Report, or equivalent, has been completed to fully evaluate the impacts of such approval. Any such approval must incorporate all feasible mitigation measures, make specific findings to support the decision, and adopt a statement of overriding considerations.

2.7.4 CALTRANS

Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on SHS facilities, however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. Consistent with the City of Palm Desert minimum LOS of LOS D, LOS D will be used as the target LOS for both arterial-to-freeway ramps and freeway mainline segments and ramp junctions.

2.8 DEFICIENCY CRITERIA

This section outlines the methodology used in this analysis related to identifying circulation system deficiencies.

2.8.1 INTERSECTIONS

To determine whether the addition of project traffic at a study intersection would result in a deficiency, the following will be utilized:

- A deficiency occurs at study area intersections if the pre-Project condition is at or better than LOS D (i.e., acceptable LOS), and the addition of project trips causes the peak hour LOS of the study area intersection to operate at unacceptable LOS (i.e., LOS E or F). Per the County of Riverside

traffic study guidelines, for intersections currently operating at unacceptable LOS (LOS E or F), a deficiency would occur if the Project contributes 50 or more peak hour trips to pre-project traffic conditions.

2.8.2 CALTRANS FACILITIES

To determine whether the addition of project traffic to the SHS freeway segments would result in a deficiency, the following will be utilized:

- The traffic study finds that the LOS of a segment will degrade from D or better to E or F.
- The traffic study finds that the project will exacerbate an already deficient condition. A segment that is operating at or near capacity is deemed to be deficient.

2.9 PROJECT FAIR SHARE CALCULATION METHODOLOGY

In cases where this TIA identifies that the Project would contribute additional traffic volumes to cumulative traffic deficiencies, Project fair share costs of improvements necessary to address deficiencies have been identified. The Project's fair share cost of improvements is determined based on the following equation, which is the ratio of Project traffic to total future traffic:

Project Fair Share % = Project Traffic / (EAPC Total Traffic)

The Project fair share contribution calculations are presented in Section 1.7 *Local and Regional Funding Mechanisms* of this TIA.

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3 EXISTING CONDITIONS

This section provides a summary of the existing circulation network, the City of Palm Desert General Plan Circulation Network, and a review of existing peak hour intersection operations, freeway mainline operations, and traffic signal warrant analyses.

3.1 EXISTING CIRCULATION NETWORK

Pursuant to the agreement with City of Palm Desert staff (Appendix 1.1), the study area includes a total of 12 existing and future intersections as shown on Exhibit 1-2. Exhibit 3-1 illustrates the study area intersections located near the proposed Project and identifies the number of through traffic lanes for existing roadways and intersection traffic controls.

3.2 CITY OF PALM DESERT GENERAL PLAN CIRCULATION ELEMENT

Exhibit 3-2 shows the adopted City of Palm Desert General Plan Circulation Element, and Exhibit 3-3 illustrates the adopted City of Palm Desert General Plan roadway cross-sections.

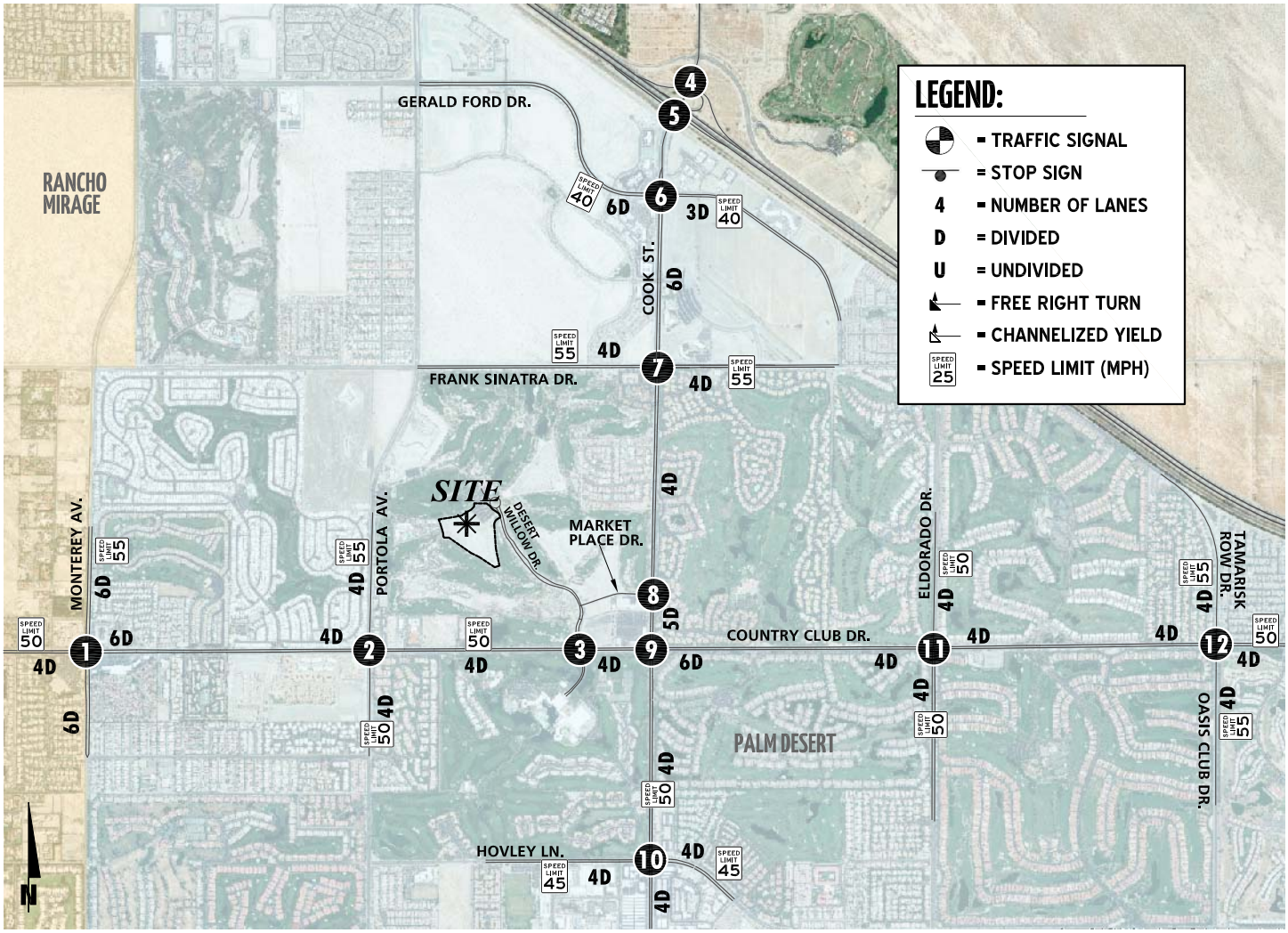
3.3 CITY OF RANCHO MIRAGE GENERAL PLAN CIRCULATION ELEMENT

Exhibit 3-4 shows the City of Rancho Mirage General Plan Circulation Element, and Exhibit 3-5 illustrates the City of Rancho Mirage General Plan roadway cross-sections.

3.4 COUNTY OF RIVERSIDE GENERAL PLAN CIRCULATION ELEMENT

Exhibit 3-6 shows the County of Riverside General Plan Circulation Element, and Exhibit 3-7 illustrates the County of Riverside General Plan roadway cross-sections.

EXHIBIT 3-1: EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS



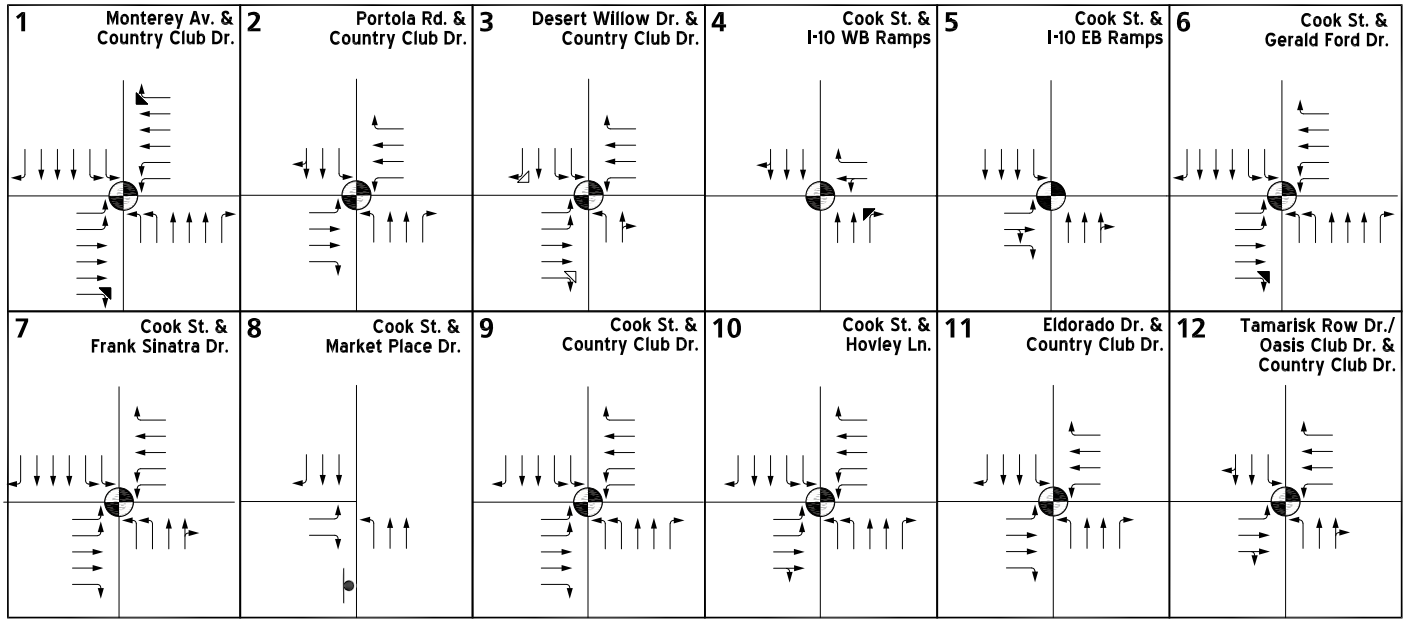


EXHIBIT 3-2: CITY OF PALM DESERT GENERAL PLAN CIRCULATION ELEMENT

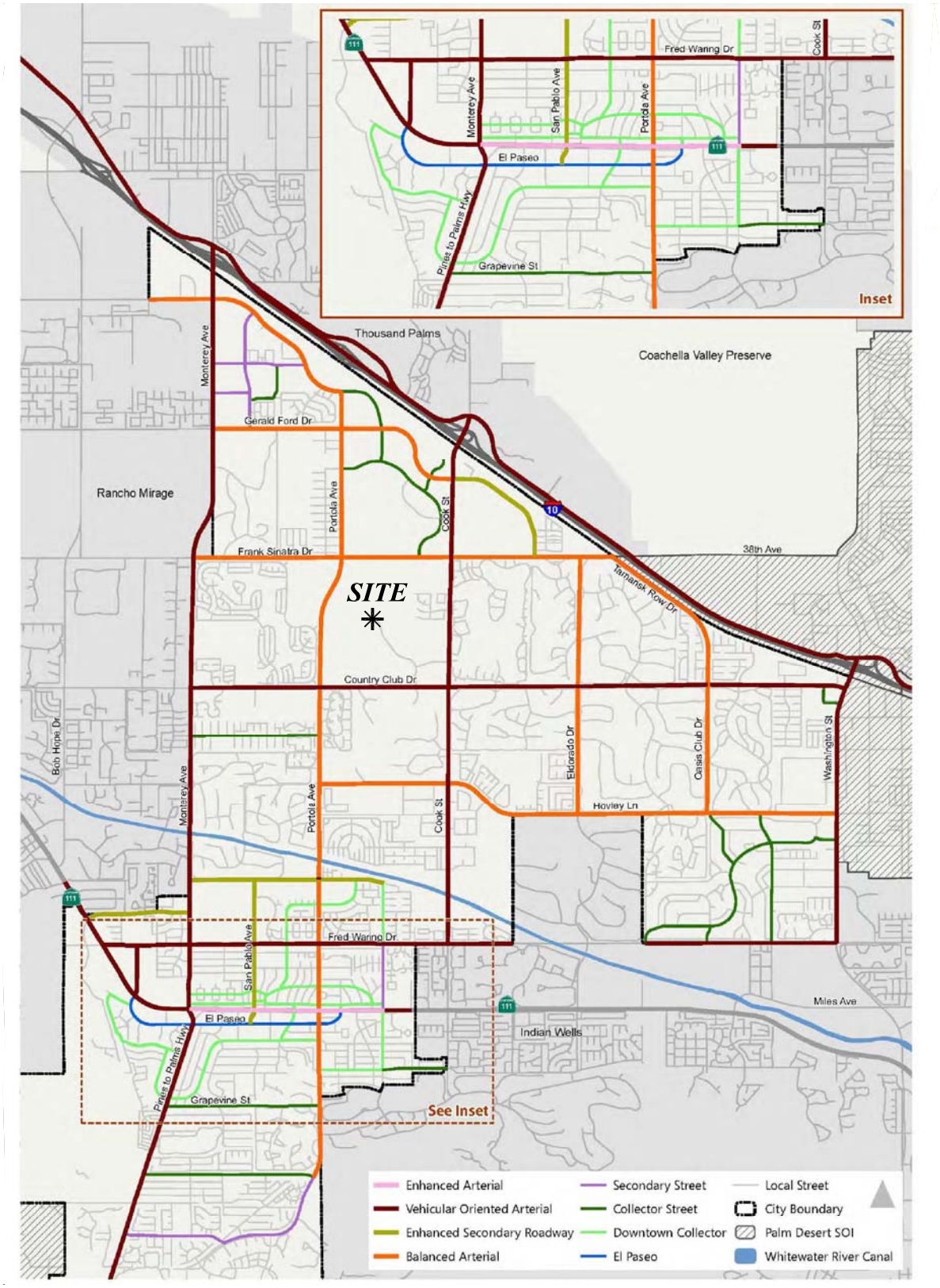


EXHIBIT 3-3: CITY OF PALM DESERT GENERAL PLAN ROADWAY CROSS-SECTIONS

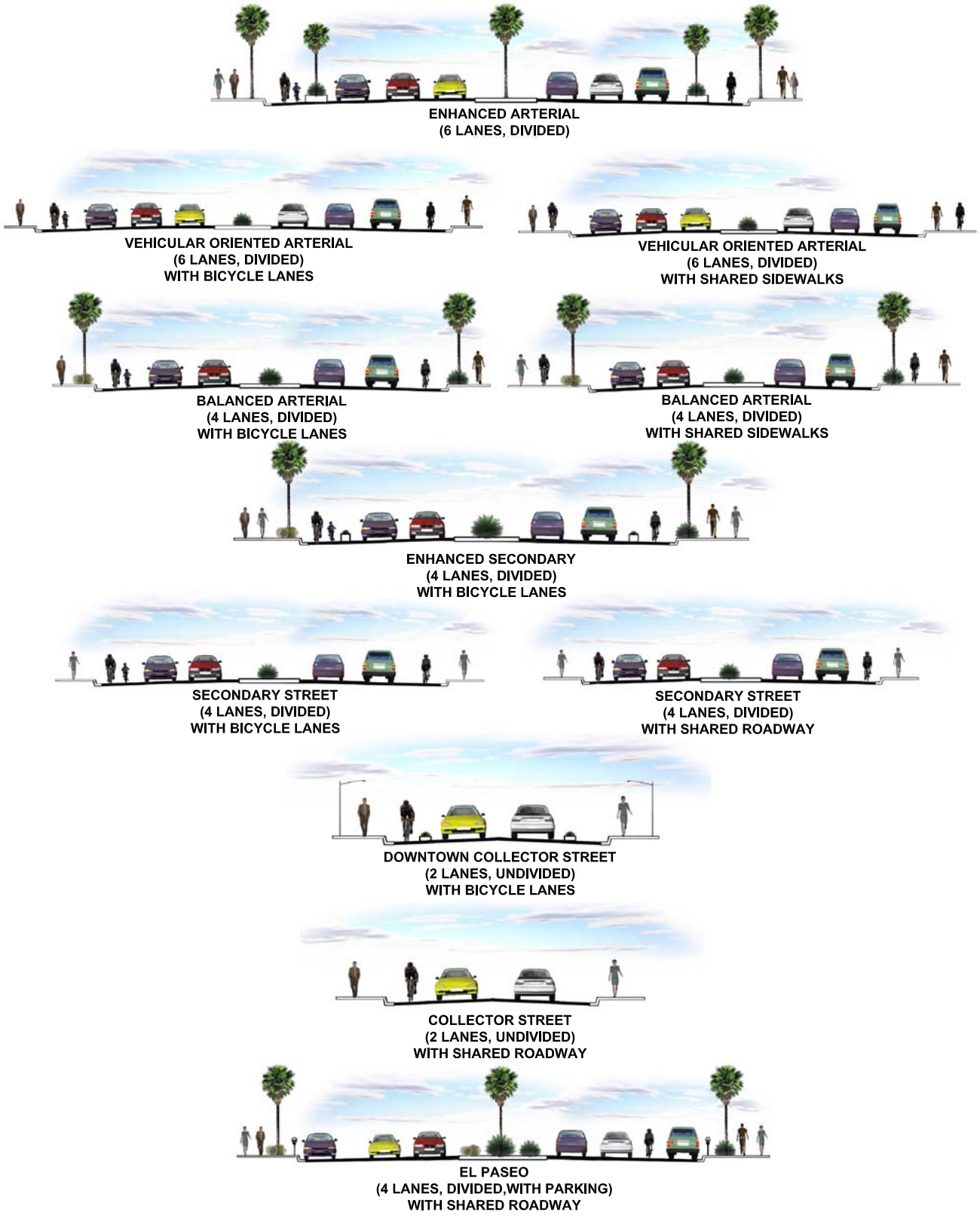


EXHIBIT 3-4: CITY OF RANCHO MIRAGE GENERAL PLAN CIRCULATION ELEMENT

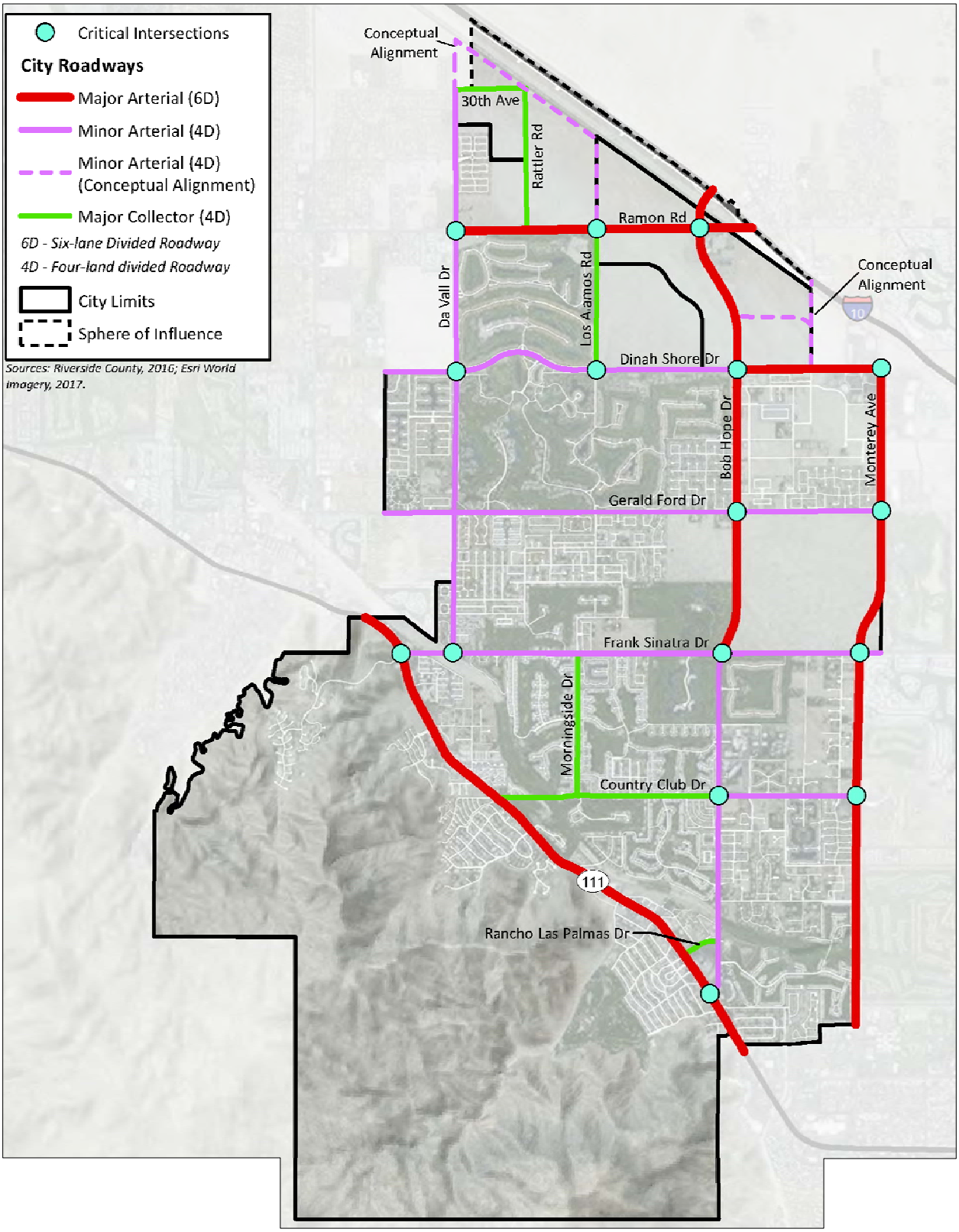


EXHIBIT 3-5: CITY OF RANCHO MIRAGE GENERAL PLAN ROADWAY CROSS-SECTIONS

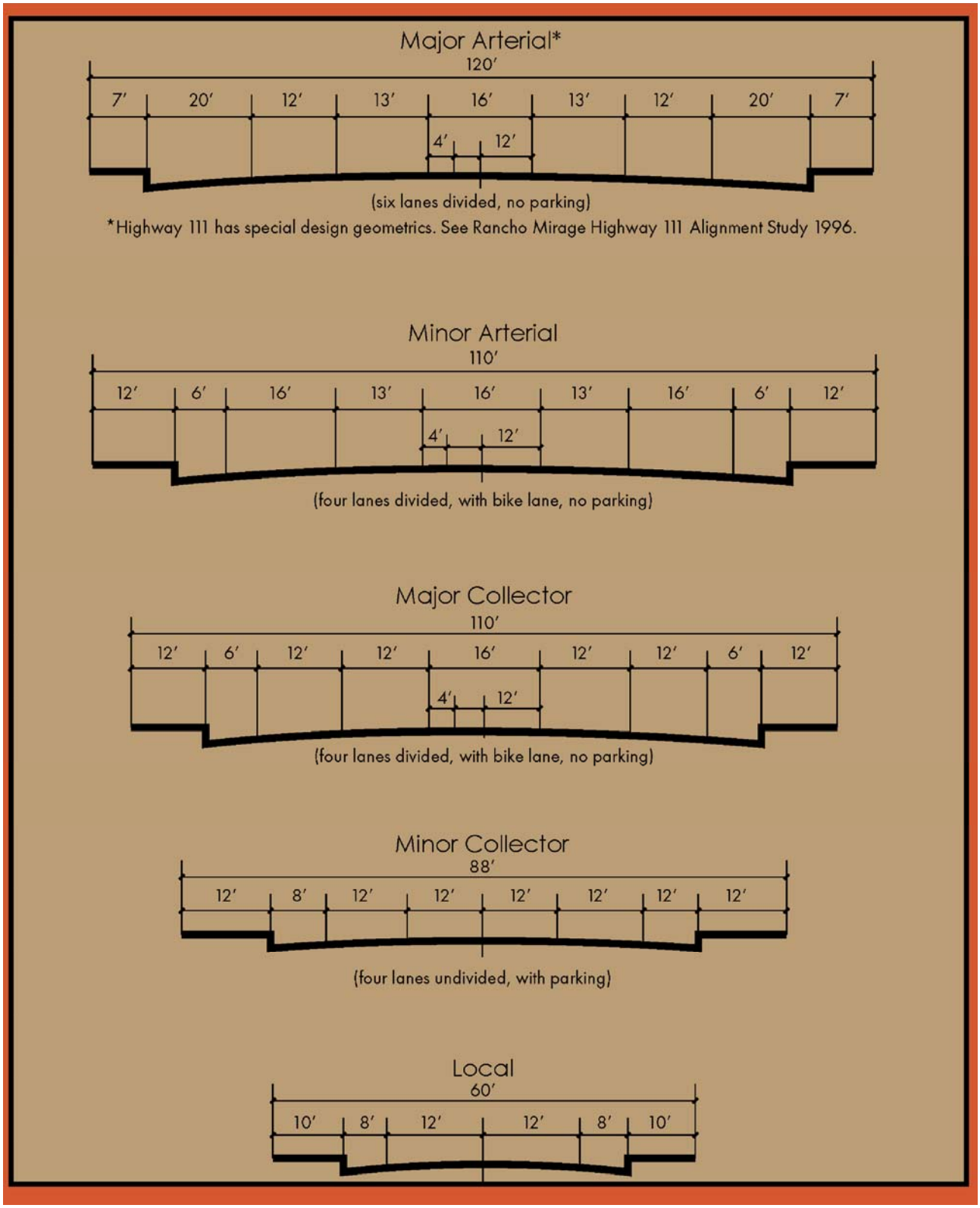


EXHIBIT 3-6: COUNTY OF RIVERSIDE GENERAL PLAN CIRCULATION ELEMENT

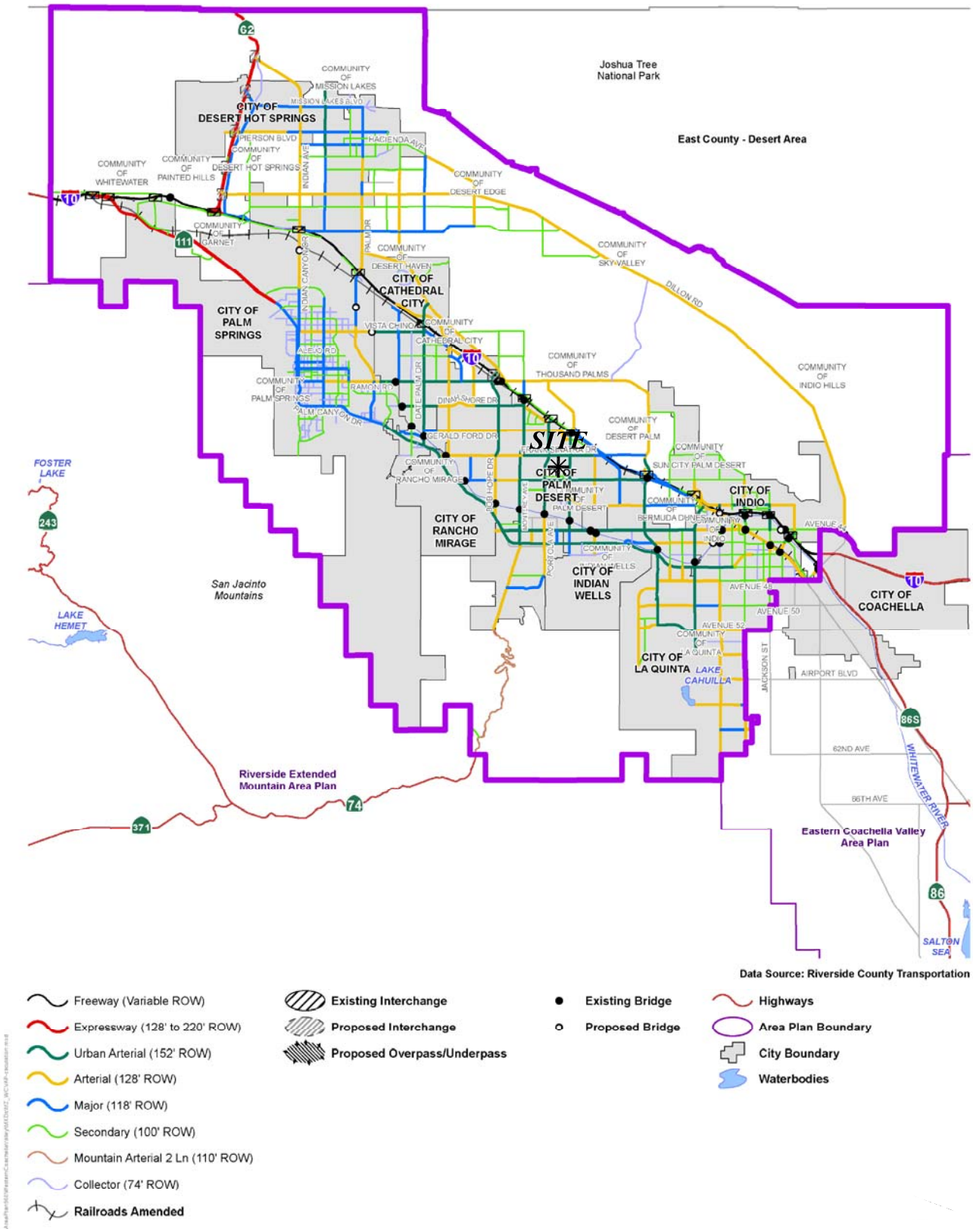
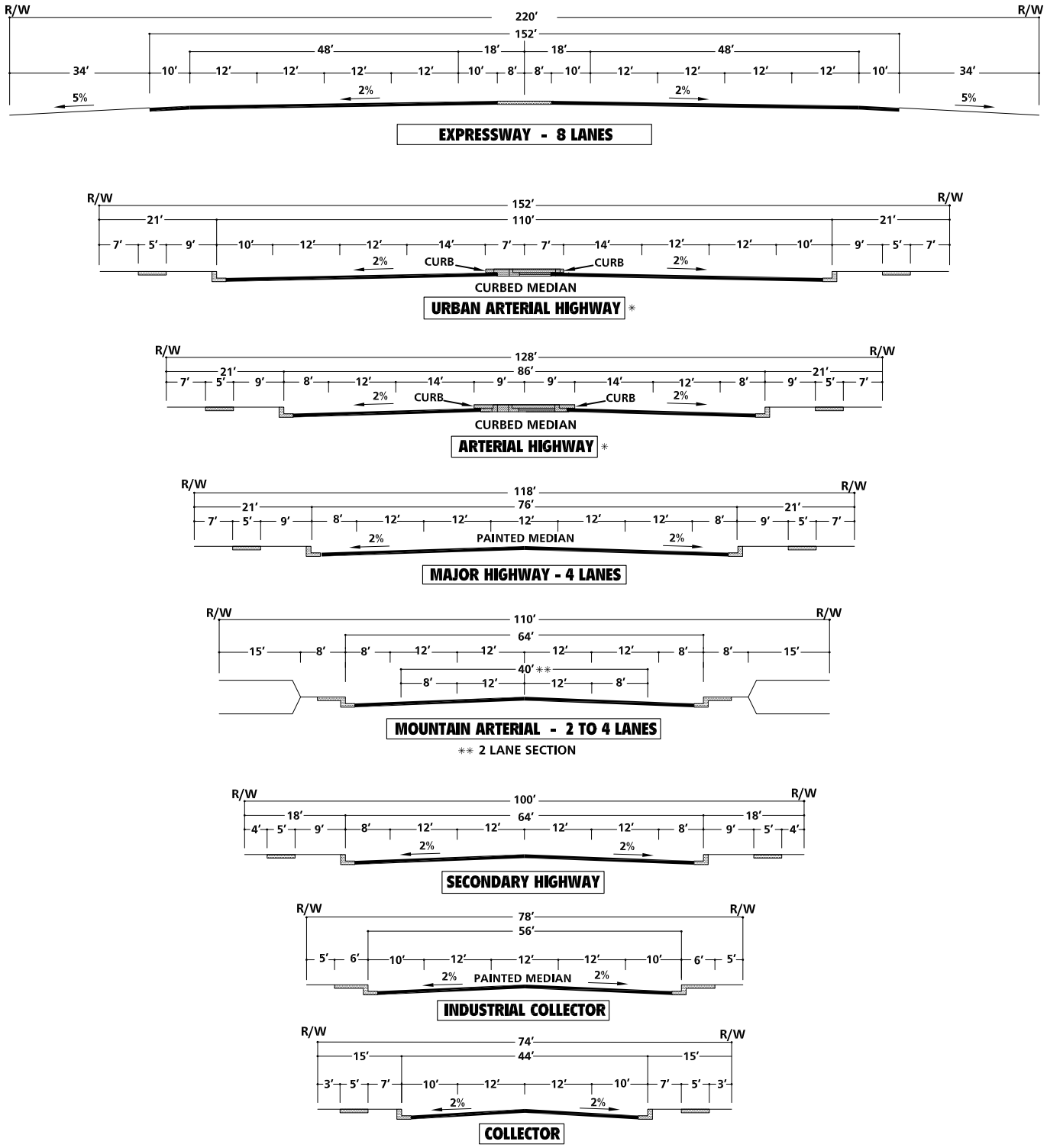


EXHIBIT 3-7: COUNTY OF RIVERSIDE GENERAL PLAN ROADWAY CROSS-SECTIONS



* *IMPROVEMENTS MAY BE RECONFIGURED TO ACCOMMODATE EXCLUSIVE TRANSIT LANES OR ALTERNATIVE LANE ARRANGEMENTS ADDITIONAL RIGHT OF WAY MAY BE REQUIRED AT INTERSECTIONS TO ACCOMMODATE ULTIMATE IMPROVEMENTS FOR STATE HIGHWAYS SHALL CONFORM TO CALTRANS DESIGN STANDARDS.*

NOT TO SCALE

SOURCE: COUNTY OF RIVERSIDE

3.5 TRANSIT SERVICE

The study area is currently served by the Sunline with bus services along Monterey Avenue, Country Club Drive, and Cook Street via Route 20, Route 21, Route 32, and Route 220. The transit services are illustrated on Exhibit 3-8. There appears to be existing transit routes that could potentially serve the Project. Transit service is reviewed and updated by Sunline periodically to address ridership, budget and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate.

3.6 PEDESTRIAN AND BICYCLE FACILITIES

Exhibit 3-9 illustrates the County of Riverside trails and bikeway system for the Western Coachella Valley area. As shown on Exhibit 3-9, there are no proposed paths within the study area.

Field observations conducted in January 2019 indicate nominal pedestrian and bicycle activity within the study area. Existing pedestrian facilities currently exist throughout the study area and along Desert Willow Drive and Market Place Drive within the City of Palm Desert. The existing pedestrian facilities within the study area are shown on Exhibit 3-10.

3.7 EXISTING TRAFFIC VOLUMES

The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected in January 2019. The following peak hours were selected for analysis:

- Weekday PM Peak Hour (peak hour between 3:00 PM and 7:00 PM)
- Weekday Saturday Peak Hour (peak hour between 10:00 AM and 2:00 PM)

The raw manual peak hour turning movement traffic count data sheets are included in Appendix 3.1.

Manual weekday PM and weekend peak hour turning movement counts were conducted in January 2019. The weekday PM and weekend peak hour count data is representative of typical peak hour traffic conditions in the study area. There were no observations made in the field that would indicate atypical traffic conditions on the count dates, such as construction activity that would prevent or limit roadway access and detour routes. These raw turning volumes have been flow conserved between intersections with limited access, no access and where there are currently no uses generating traffic.

EXHIBIT 3-8: EXISTING TRANSIT ROUTES

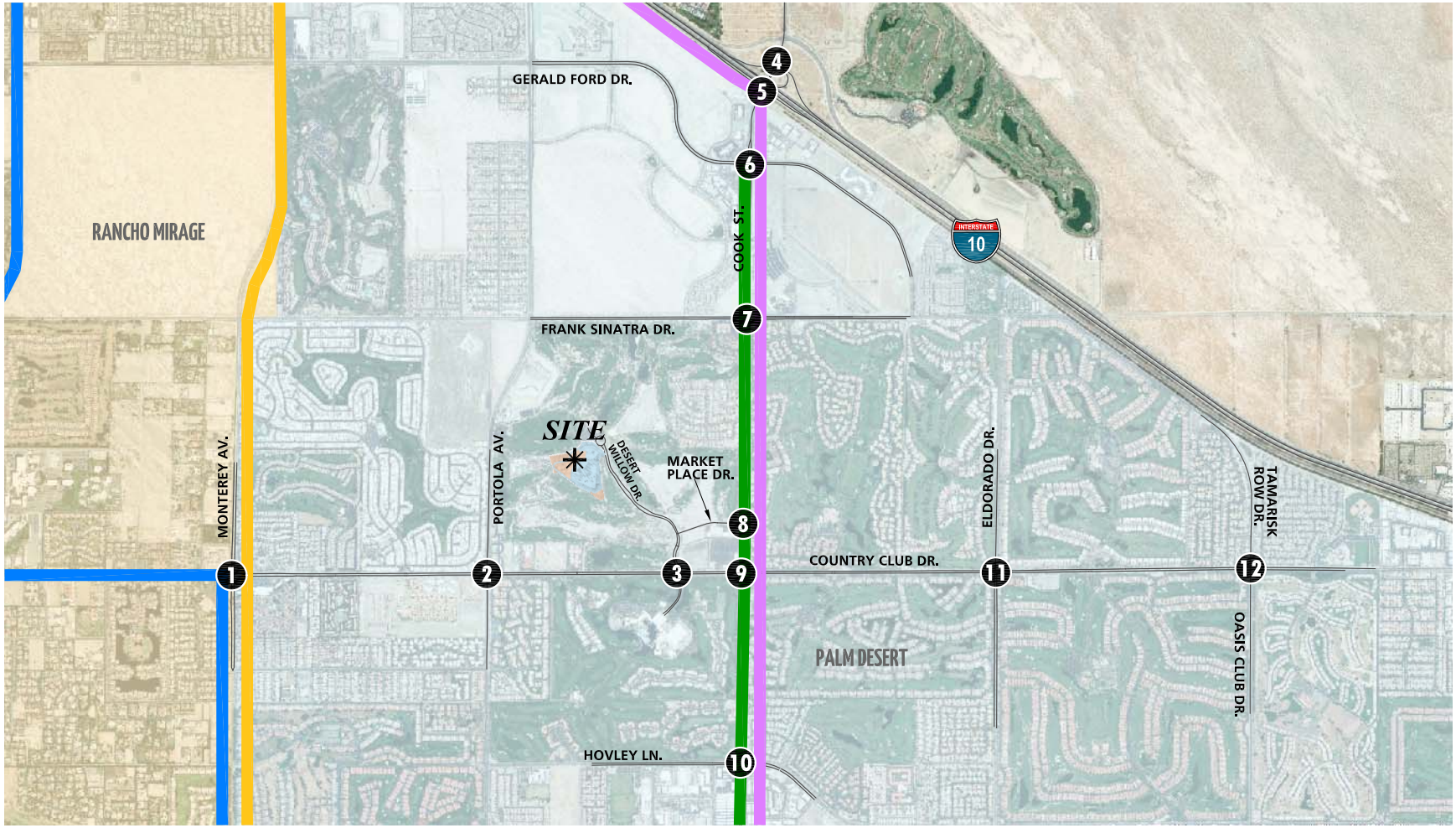


EXHIBIT 3-9: COUNTY OF RIVERSIDE TRAILS AND BIKEWAY SYSTEM

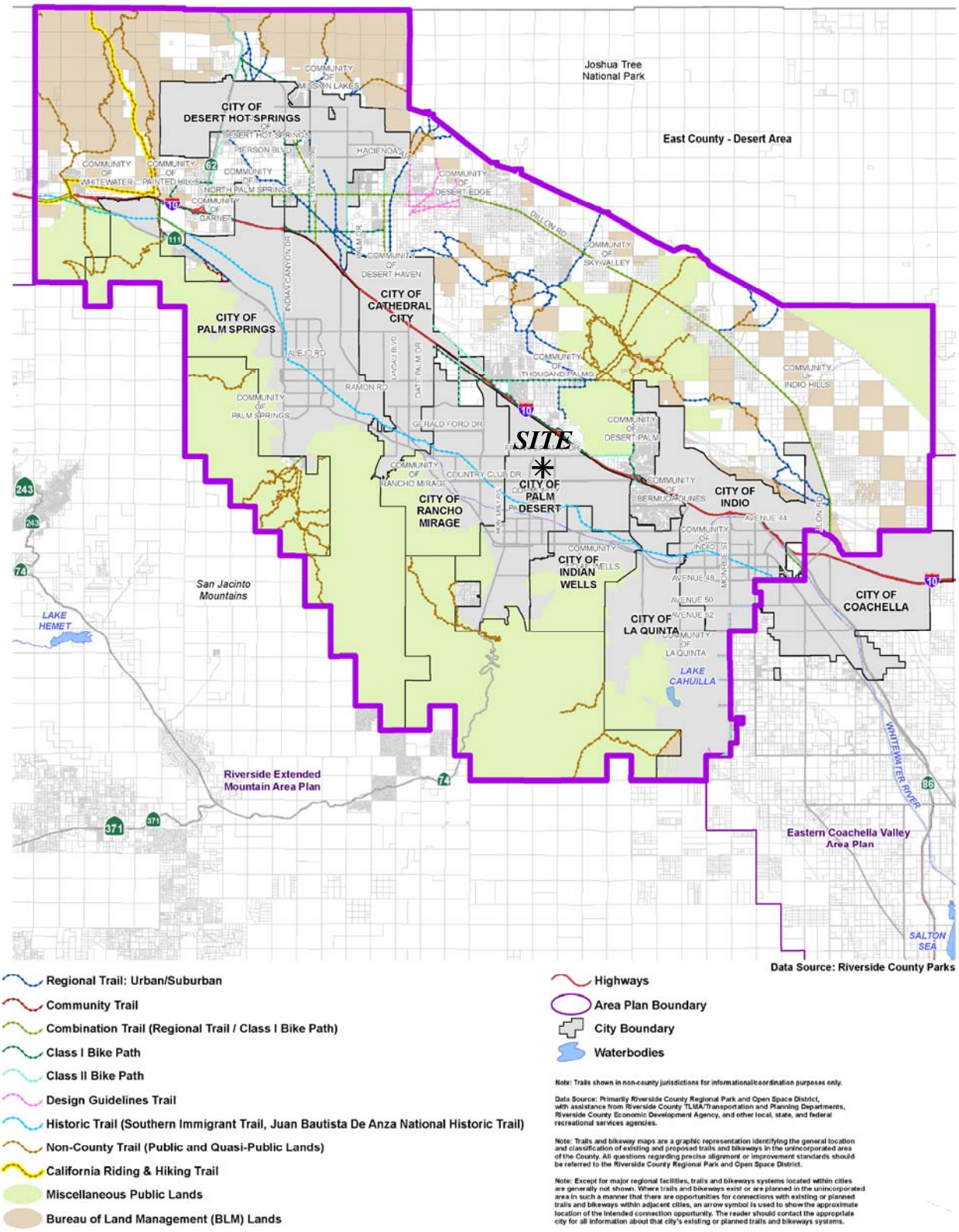
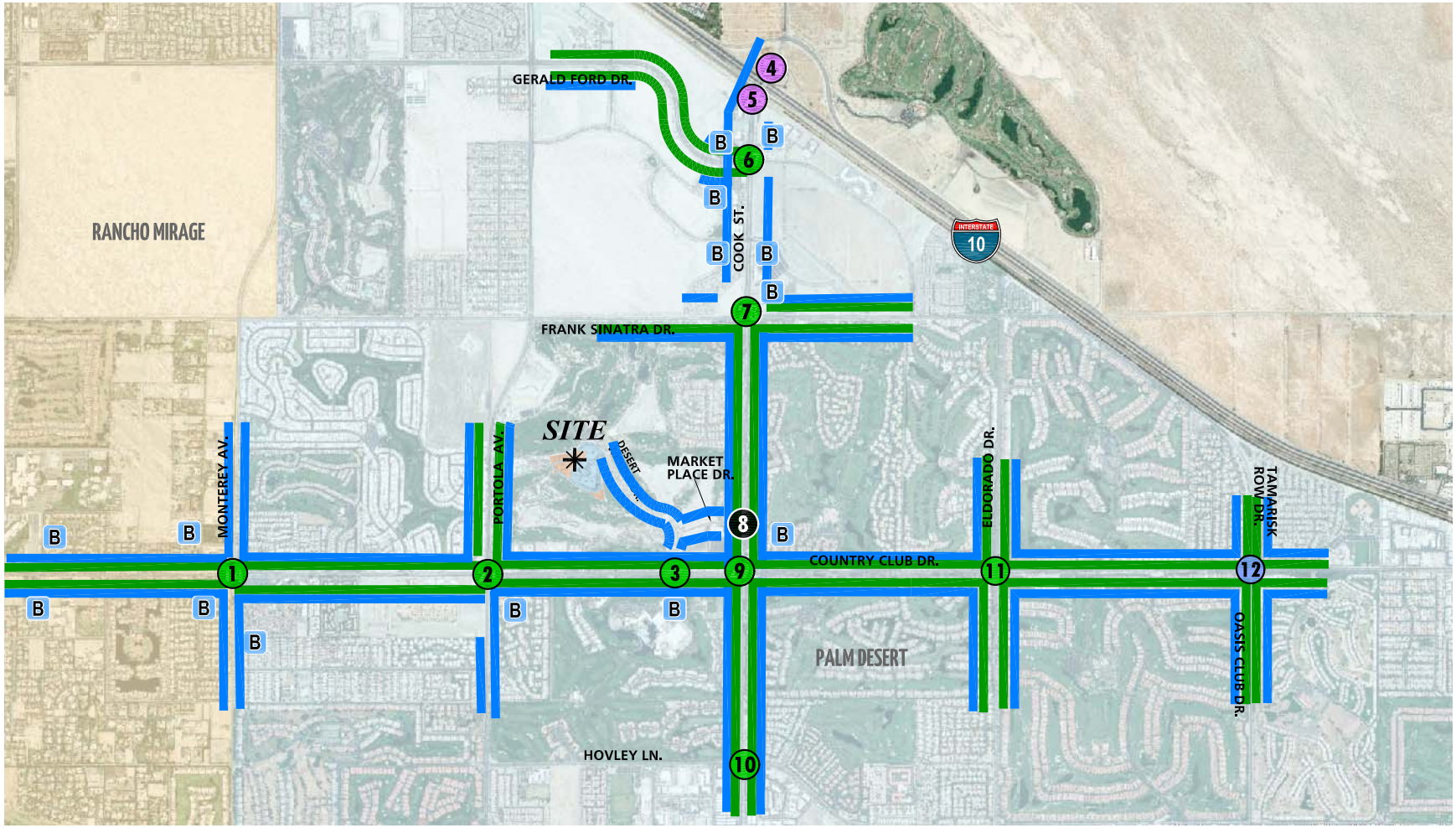


EXHIBIT 3-10: EXISTING PEDESTRIAN FACILITIES



Existing weekday average daily traffic (ADT) volumes on arterial highways throughout the study area are shown on Exhibit 3-11. Existing ADT volumes are based upon factored intersection peak hour counts collected by Urban Crossroads, Inc. using the following formula for each intersection leg:

Weekday PM Peak Hour (Approach Volume + Exit Volume) x 11.56 = Leg Volume

For those roadway segments which have 24-hour tube count data available in close proximity to the study area, a comparison between the PM peak hour and daily traffic volumes indicated that the peak-to-daily relationship of approximately 8.65 percent would sufficiently estimate ADT volumes for planning-level analyses. As such, the above equation utilizing a factor of 11.56 estimates the ADT volumes on the study area roadway segments assuming a peak-to-daily relationship of approximately 8.65 percent (i.e., 1/0.0865 = 11.56). Existing weekday PM and weekend peak hour intersection volumes are also shown on Exhibit 3-11.

3.8 EXISTING CONDITIONS INTERSECTION OPERATIONS ANALYSIS

Existing peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2.2 *Intersection Capacity Analysis* of this report. The intersection operations analysis results are summarized in Table 3-1 which indicates that the following existing study area intersection is currently operating at an unacceptable LOS during one or more of the peak hours:

- Cook Street & Market Place Drive (#8) – LOS F PM peak hour only

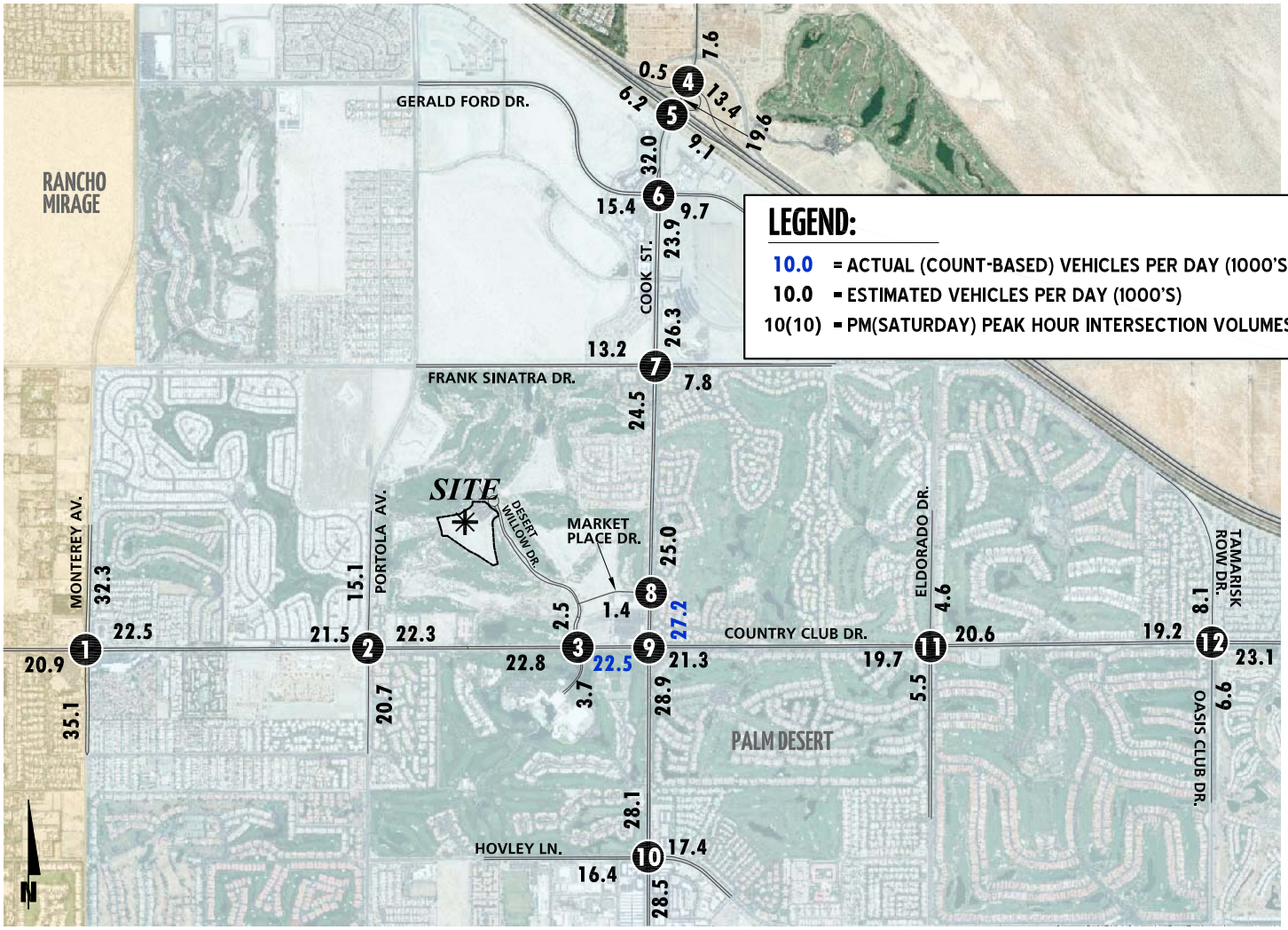
Consistent with Table 3-1, a summary of the peak hour intersection LOS for Existing conditions are shown on Exhibit 3-12. The intersection operations analysis worksheets are included in Appendix 3.2 of this TIA.

3.9 EXISTING CONDITIONS TRAFFIC SIGNAL WARRANTS ANALYSIS

Traffic signal warrants for Existing traffic conditions are based on existing peak hour intersection turning volumes. For Existing (2019) traffic conditions, the following existing study area intersection appears to currently warrant a traffic signal based on peak hour traffic flows (see Appendix 3.3):

- Cook Street & Market Place Drive (#8)

EXHIBIT 3-11: EXISTING (2019) TRAFFIC VOLUMES



1 Monterey Av. & Country Club Dr.	2 Portola Rd. & Country Club Dr.	3 Desert Willow Dr. & Country Club Dr.	4 Cook St. & I-10 WB Ramps	5 Cook St. & I-10 EB Ramps	6 Cook St. & Gerald Ford Dr.
90(38) 977(1142) 223(166)	44(26) 391(272) 67(57)	56(1) 2(4) 28(22)	38(16) 225(111)	611(386)	166(97) 699(552) 183(154)
178(157) 434(272) 264(298)	144(67) 569(445) 185(140)	18(17) 779(562) 79(111)	44(23) 1(3) 451(307)	65(18)	151(78) 178(184) 49(52)
162(99) 671(383) 232(123)	56(27) 775(511) 218(133)	107(110) 933(550) 41(54)		58(33) 2(1) 477(428)	460(169) 252(167) 99(105)
216(135) 1167(974) 180(89)	200(138) 606(300) 189(138)	58(59) 6(8) 131(69)	352(132) 667(332)	961(431) 722(273)	179(182) 1020(458) 25(29)

7 Cook St. & Frank Sinatra Dr.	8 Cook St. & Market Place Dr.	9 Cook St. & Country Club Dr.	10 Cook St. & Hovley Ln.	11 Eldorado Dr. & Country Club Dr.	12 Tamarisk Row Dr./ Oasis Club Dr. & Country Club Dr.
167(139) 820(584) 48(50)	32(31) 995(705)	138(131) 810(506) 247(222)	187(185) 803(531) 148(81)	30(27) 97(71) 63(51)	16(26) 146(110) 211(141)
53(50) 191(146) 41(42)		138(118) 474(388) 141(125)	146(74) 333(271) 189(86)	62(37) 575(471) 60(18)	158(120) 599(495) 53(29)
252(121) 275(133) 155(94)	53(48) 28(13)	155(93) 670(430) 225(120)	216(167) 415(197) 128(112)	35(40) 933(563) 71(62)	22(19) 887(430) 77(40)
105(103) 932(476) 69(39)	5(7) 1078(559)	273(161) 882(427) 171(124)	138(69) 933(488) 276(110)	57(46) 107(63) 87(25)	60(38) 146(95) 91(35)

EXHIBIT 3-12: EXISTING (2019) SUMMARY OF LOS



Table 3-1

Intersection Analysis for Existing (2019) Conditions

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Delay[2] (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	PM	SAT	PM	SAT
1	Monterey Av. & Country Club Dr.	TS	2	3	1	2	3	1	2	3	1>>	2	3	1>>	32.3	25.7	C	C
2	Portola Av. & Country Club Dr.	TS	1	2	1	1	2	0	1	2	1	1	2	1	39.0	29.8	D	C
3	Desert Willow Dr. & Country Club Dr.	TS	1	1	0	2	1	1	2	2	1	1	2	1	18.7	19.4	B	B
4	Cook St. & I-10 WB Ramps	TS	0	2	1>>	0	3	0	0	0	0	0	1	1	38.0	29.3	D	C
5	Cook St. & I-10 EB Ramps	TS	0	3	0	1	3	0	1	1	1	0	0	0	13.0	12.7	B	B
6	Cook St. & Gerald Ford Dr.	TS	2	3	1	2	3	1	2	2	1>>	2	2	1	28.1	23.2	C	C
7	Cook St. & Frank Sinatra Dr.	TS	2	2	0	2	3	1	2	2	1	2	2	1	27.9	20.4	C	C
8	Cook St. & Market Place Dr.	CSS	1	2	0	0	2	1	1	0	1	0	0	0	**81.9**	26.6	**F**	D
9	Cook St. & Country Club Dr.	TS	2	2	1	2	2	1	2	2	1	2	2	1	35.9	29.2	D	C
10	Cook St. & Hovley Ln.	TS	2	2	1	2	2	1	2	2	0	2	2	1	30.2	22.7	C	C
11	Eldorado Dr. & Country Club Dr.	TS	1	2	1	1	2	1	1	2	1	1	2	1	18.4	16.6	B	B
12	Tamarisk Row Dr./Oasis Club Dr. & Country Club Dr.	TS	1	2	0	1	2	0	1	2	0	1	2	1	17.8	14.3	B	B

* **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Right Turn Overlap; >> = Free-Right Turn Lane; d= Defacto Right Turn Lane

[2] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] CSS = Cross-street Stop; TS = Traffic Signal

3.10 EXISTING CONDITIONS OFF-RAMP QUEUING ANALYSIS

A queuing analysis was performed for westbound and eastbound off-ramps at the I-10 Freeway at Cook Street interchange to assess vehicle queues for the off ramps that may potentially impact peak hour operations at the ramp-to-arterial intersections and may potentially "spill back" onto the I-10 Freeway mainline. Queuing analysis findings are presented in Table 3-2. It is important to note that off-ramp lengths are consistent with the measured distance between the intersection and the freeway mainline. As shown on Table 3-2, there are no existing queuing issues. Worksheets for Existing conditions off-ramp queuing analysis are provided in Appendix 3.4.

3.11 EXISTING CONDITIONS BASIC FREEWAY SEGMENT ANALYSIS

Existing mainline directional volumes for the weekday PM and weekend peak hours are provided on Exhibit 3-12. As shown on Table 3-3, I-10 Freeway segments analyzed for this study are currently operating at an acceptable LOS (i.e., LOS D or better) during the peak hours. Existing basic freeway segment analysis worksheets are provided in Appendix 3.5.

3.12 EXISTING CONDITIONS FREEWAY MERGE/DIVERGE ANALYSIS

Ramp merge and diverge operations were also evaluated for Existing conditions and the results of this analysis are presented in Table 3-4. As shown in Table 3-4, the I-10 Freeway ramp merge and diverge areas at Cook Street are currently operating at LOS D or better (i.e., acceptable LOS). Existing freeway ramp junction operations analysis worksheets are provided in Appendix 3.5.

3.13 RECOMMENDED IMPROVEMENTS

Improvement strategies have been recommended for those intersections identified as deficient under Existing (2019) traffic conditions. The recommended improvements would improve each location's peak hour delay and achieve acceptable LOS standards. The effectiveness of the proposed recommended improvements is presented in Table 3-5 for Existing (2019) traffic conditions and described below:

Recommended Improvement – Cook Street & Market Place Drive (#8)

- Install a traffic signal

The intersection of Cook Street and Market Place Drive is currently less than ¼ mile away from the adjacent signalized intersection of Cook Street and Country Club Drive. Although the minimum traffic signal spacing is typically ¼ mile between adjacent intersections, a traffic signal is required to improve the intersection to acceptable LOS. It is recommended that the signal timing is coordinated between the two intersections.

The intersection operations analysis worksheets for Existing(2019) traffic conditions, with improvements, is included in Appendix 3.6.

Table 3-2

Peak Hour Freeway Off-Ramp Queuing Summary for Existing (2019) Conditions

Intersection	Movement	Available Stacking Distance (Feet)	95th Percentile Queue (Feet)[2]		Acceptable?[1]	
			PM Peak Hour	SAT Peak Hour	PM	SAT
Cook St. / I-10 WB Ramps	WBL/T	1,650	331	271	Yes	Yes
	WBR	250	19	15	Yes	Yes
Cook St. / I-10 EB Ramps	EBL	1,250	78	51	Yes	Yes
	EBT/R	1,250	80	75	Yes	Yes
	EBR	450	77	74	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

[2] Maximum queue length for the approach reported.

Table 3-3

Basic Freeway Segment Analysis for Existing (2019) Conditions

Freeway	Direction[1]	Mainline Segment	Lanes[2]	Volume		Truck %	Truck %	Density[3]		LOS[4]	
				PM	SAT	PM	SAT	PM	SAT	PM	SAT
I-10	WB	West of Cook St.	3	2,725	2,162	5%	4%	14.8	11.6	B	B
		East of Cook St.	3	2,515	2,144	4%	4%	13.5	11.5	B	B
	EB	West of Cook St.	3	3,182	2,639	5%	5%	13.0	10.8	B	B
		East of Cook St.	3	3,434	2,470	4%	4%	18.5	13.3	B	B

[1] EB = Eastbound; WB = Westbound

[2] Number of lanes are in the specified direction and is based on existing conditions.

[3] Density is measured by passenger cars per mile per lane (pc/mi/ln).

[4] LOS = Level of Service

Table 3-4

Freeway Ramp Junction Merge/Diverge Analysis for Existing (2019) Conditions

Freeway	Direction[1]	Ramp or Segment	Lanes on Freeway[2]	PM Peak Hour		SAT Peak Hour	
				Density[3]	LOS[4]	Density[3]	LOS[4]
I-10	WB	Cook St. On-Ramp	4	11.8	B	9.2	A
		Cook St. Loop On-Ramp	3	8.2	A	7.3	A
		Cook St. Off-Ramp	3	15.9	B	13.5	B
	EB	Cook St. Off-Ramp	3	19.8	B	16.4	B
		Cook St. On-Ramp	3	21.0	C	14.4	B

[1] EB = Eastbound; WB = Westbound

[2] Number of lanes are in the specified direction and is based on existing conditions.

[3] Density is measured by passenger cars per mile per lane (pc/mi/ln).

[4] LOS = Level of Service

EXHIBIT 3-13: EXISTING (2019) FREEWAY MAINLINE VOLUMES



LEGEND:

⟵ 100/200 = PM/SATURDAY PEAK HOUR VOLUMES

NOTE: VOLUMES IN ACTUAL VEHICLES (NOT PCE)

Table 3-5

Intersection Analysis for Existing (2019) Conditions With Improvements

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Delay[2] (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	PM	SAT	PM	SAT
8	Cook St. & Market Place Dr.																	
	- Without Improvements	CSS	1	2	0	0	2	1	1	0	1	0	0	0	**81.9**	26.6	**F**	D
	- With Improvements	**TS**	1	2	0	0	2	1	1	0	1	0	0	0	4.7	5.0	A	A

* **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; **1** = Improvement

[2] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] CSS = Cross-street Stop; TS = Traffic Signal; **TS** = Improvement

4 PROJECTED FUTURE TRAFFIC

This section presents the traffic volumes estimated to be generated by the Project, as well as the Project's trip assignment onto the study area roadway network.

It is our understanding that the Project is to consist of a 6.0-acre surf lagoon with restaurant, café, bar, two hotels with a maximum of 350 rooms and a maximum of 88 villas. The Project consists of two planning areas: The Surf Lagoon Planning Area and the Hotels and Villas Planning Area. The Surf Lagoon Planning Area will be developed in Phase 1 and the Hotels and Villas Planning Area will be developed at a later date.

For the purposes of this analysis, it is assumed that the Project will be constructed within a single phase of development with a projected Opening Year of 2022.

Access to the Project site will be provided via the following roadways:

- Desert Willow Drive on Country Club Drive (full access)
- Market Place Drive on Cook Street (full access)

Regional access to the project site is provided via the I-10 Freeway via Cook Street.

4.1 PROJECT TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development.

Trip generation rates used to estimate Project traffic and a summary of the Project's trip generation are shown in Table 4-1. The trip generation rates are based upon data collected by the Institute of Transportation Engineers (ITE) for Resort Hotel (ITE Land Use Code 330), Shopping Center (ITE Land Use Code 820), and High-Turnover (Sit-Down) Restaurant (ITE Land Use Code 932) land uses in their published Trip Generation Manual, 10th Edition, 2017. (2) The ITE Trip Generation Manual does not provide trip generation rates for a surf lagoon since the use is very specific. As such, vehicle trips are calculated based on estimated number of guests during normal operations and a vehicle occupancy of 2.4.

As shown on Table 4-1, the proposed Project is anticipated to generate a net total of 5,496 trip-ends per day on a typical weekday with 304 vehicles per hour (VPH) during the weekday PM peak hour and 448 VPH during the weekend peak hour. The trip generation estimate during special event has been calculated based on estimated 3,500 guests per day and approximately 25% of the guests arriving or departing during the peak hour. As shown on Table 4-2, the proposed Project (Weekend Special Event) is anticipated to generate a net total of 7,288 trip-ends per day on a weekend during a special event with 761 vehicles per hour (VPH) during the arrival and departure peak hour.

Table 4-1

Project Trip Generation Summary - Typical Operation

Land Use	ITE Code	Units[2]	Weekday PM Peak Hour In	Weekday PM Peak Hour Out	Weekday PM Peak Hour Total	Weekend Peak Hour[3] In	Weekend Peak Hour[3] Out	Weekend Peak Hour[3] Total	Weekday Daily
Project Trip Generation Rates[1]									
Resort Hotel[3]	330	Rooms	0.18	0.23	0.41	0.40	0.32	0.72	8.36
Surf Lagoon[4]	N/A								
Shopping Center	820	TSF	1.83	1.98	3.81	2.34	2.16	4.50	37.75
High-Turnover (Sit-Down) Restaurant	932	TSF	6.06	3.71	9.77	5.71	5.48	11.19	112.18

Land Use	Quantity	Weekday PM Peak Hour In	Weekday PM Peak Hour Out	Weekday PM Peak Hour Total	Weekend Peak Hour In	Weekend Peak Hour Out	Weekend Peak Hour Total	Weekday Daily
Project Trip Generation Summary								
Hotel/Villas	438 Rooms	79	101	180	175	140	315	3,662
Surf Lagoon[4]	1,350 Guests	31	31	62	31	31	62	1,126
Retail	4.000 TSF	7	8	15	9	9	18	152
Internal Trip Reduction[6]		-4	-4	-8	-5	-5	-10	-76
Retail Subtotal		***3***	***4***	***7***	***4***	***4***	***8***	***76***
Restaurant/Café/Bar[5]	11.250 TSF	68	42	110	64	62	126	1,264
Internal Trip Reduction[6]		-34	-21	-55	-32	-31	-63	-632
Restaurant/Café/Bar Subtotal		***34***	***21***	***55***	***32***	***31***	***63***	***632***
TOTAL		**147**	**157**	**304**	**242**	**206**	**448**	**5,496**

[1] Source: ITE (Institute of Transportation Engineers) Trip Generation, 10th Edition, 2017.

[2] TSF = Thousand Square Feet

[3] No weekend or weekday daily data available for ITE Land Use 330. As such, weekday daily and Saturday data for Hotel (ITE Land Use 310) has been utilized.

[4] Vehicle trips are calculated based on estimated number of guests during normal operations and vehicle occupancy of 2.4.

[5] Trips have been calculated based on rates for LUC 932 - High-Turnover (Sit-Down) Restaurant.

[6] Internal capture reductions reduction of 50% has been applied as a significant portion of the patrons would be internal to the resort.

Table 4-2

Project Trip Generation Summary - Weekend Special Event

Land Use	ITE Code	Units[2]	Arrival Peak Hour[3] In	Arrival Peak Hour[3] Out	Arrival Peak Hour[3] Total	Departure Peak Hour[3] In	Departure Peak Hour[3] Out	Departure Peak Hour[3] Total	Weekend Daily
Project Trip Generation Rates[1]									
Resort Hotel[3]	330	Rooms	0.40	0.32	0.72	0.40	0.32	0.72	8.19
Surf Lagoon[4]	N/A								
Shopping Center	820	TSF	2.34	2.16	4.50	2.34	2.16	4.50	46.12
High-Turnover (Sit-Down) Restaurant	932	TSF	5.71	5.48	11.19	5.71	5.48	11.19	122.40

Land Use	Quantity	Arrival Peak Hour[3] In	Arrival Peak Hour[3] Out	Arrival Peak Hour[3] Total	Departure Peak Hour[3] In	Departure Peak Hour[3] Out	Departure Peak Hour[3] Total	Weekend Daily
Project Trip Generation Summary								
Hotel/Villas	438 Rooms	175	140	315	175	140	315	3,588
Surf Lagoon[4]	3,500 Guests	365	10	375	10	365	375	2,918
Retail	4.000 TSF	9	9	18	9	9	18	184
Internal Trip Reduction[6]		-5	-5	-10	-5	-5	-10	-92
Retail Subtotal		***4***	***4***	***8***	***4***	***4***	***8***	***92***
Restaurant/Café/Bar[5]	11.250 TSF	64	62	126	64	62	126	1,380
Internal Trip Reduction[6]		-32	-31	-63	-32	-31	-63	-690
Restaurant/Café/Bar Subtotal		***32***	***31***	***63***	***32***	***31***	***63***	***690***
TOTAL		**576**	**185**	**761**	**221**	**540**	**761**	**7,288**

[1] Source: ITE (Institute of Transportation Engineers) Trip Generation, 10th Edition, 2017.

[2] TSF = Thousand Square Feet

[3] No weekend data available for ITE Land Use 330. As such, weekday daily and Saturday data for Hotel (ITE Land Use 310) has been utilized.

[4] Vehicle trips are calculated based on estimated number of guests during special events and vehicle occupancy of 2.4.

[5] Trips have been calculated based on rates for LUC 932 - High-Turnover (Sit-Down) Restaurant.

[6] Internal capture reductions reduction of 50% has been applied as a significant portion of the patrons would be internal to the resort.

4.2 PROJECT TRIP DISTRIBUTION

The trip distribution patterns for the typical operation and special event components of the proposed Project are graphically depicted on Exhibits 4-1 and 4-2, respectively. The trip distributions have been developed based on past work experience in the vicinity of the Project site and refined to reflect the roadway network and the surrounding uses in the vicinity of the proposed Project as they exist today.

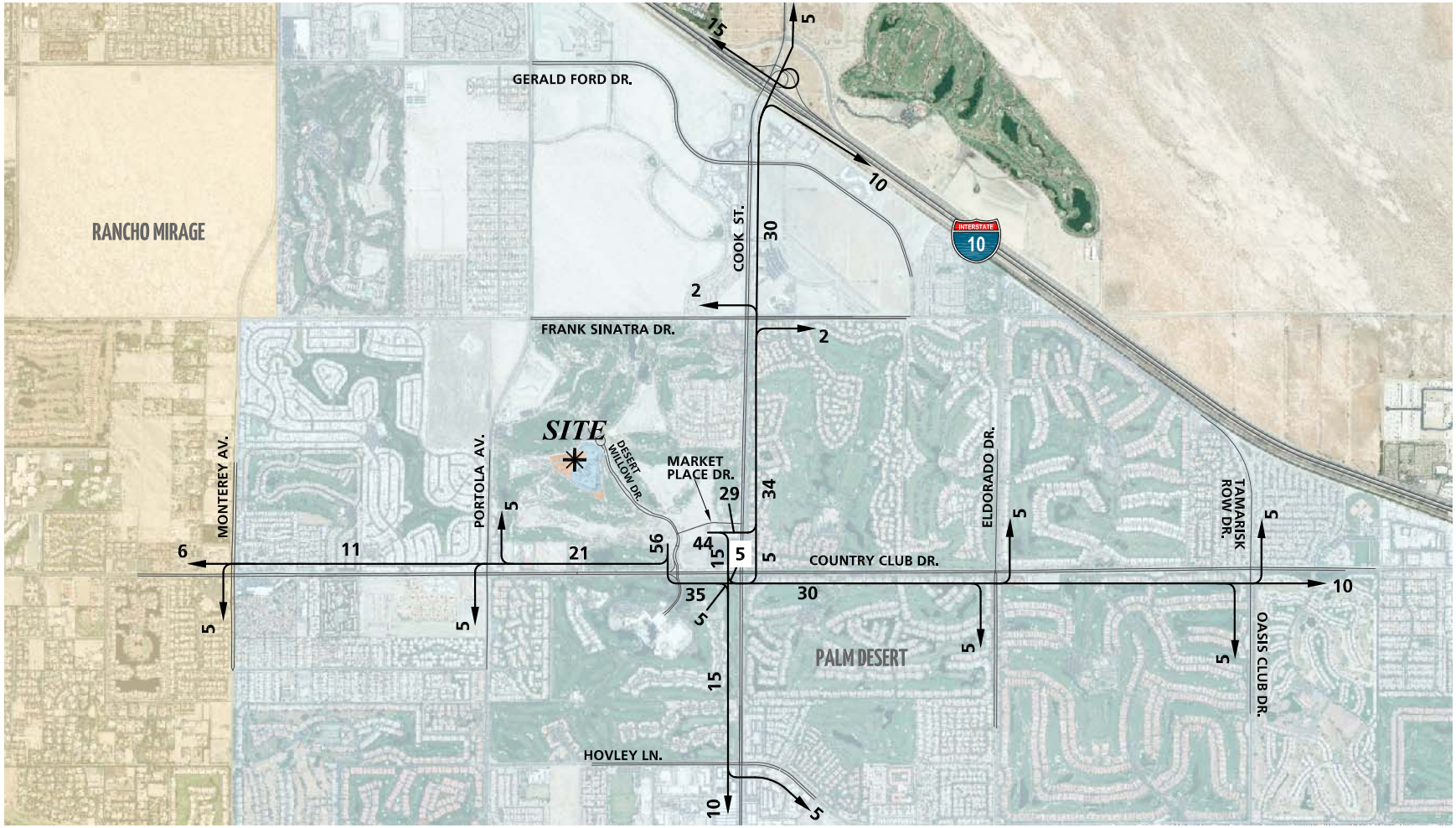
4.3 MODAL SPLIT

Although the use of public transit, walking, and/or bicycling have the potential to reduce Project-related traffic, such reductions have not been taken into considerations in this traffic study in order to provide a conservative analysis of the Project's potential to contribute to circulation system deficiencies.

4.4 TRIP ASSIGNMENT

The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, Project (Typical Operation) weekday ADT, weekday PM peak hour, and weekend Saturday peak hour intersection turning movement volumes are shown on Exhibit 4-3. Project (Special Event) weekend Saturday arrival and departure peak hour intersection turning movement volumes are shown on Exhibit 4-4.

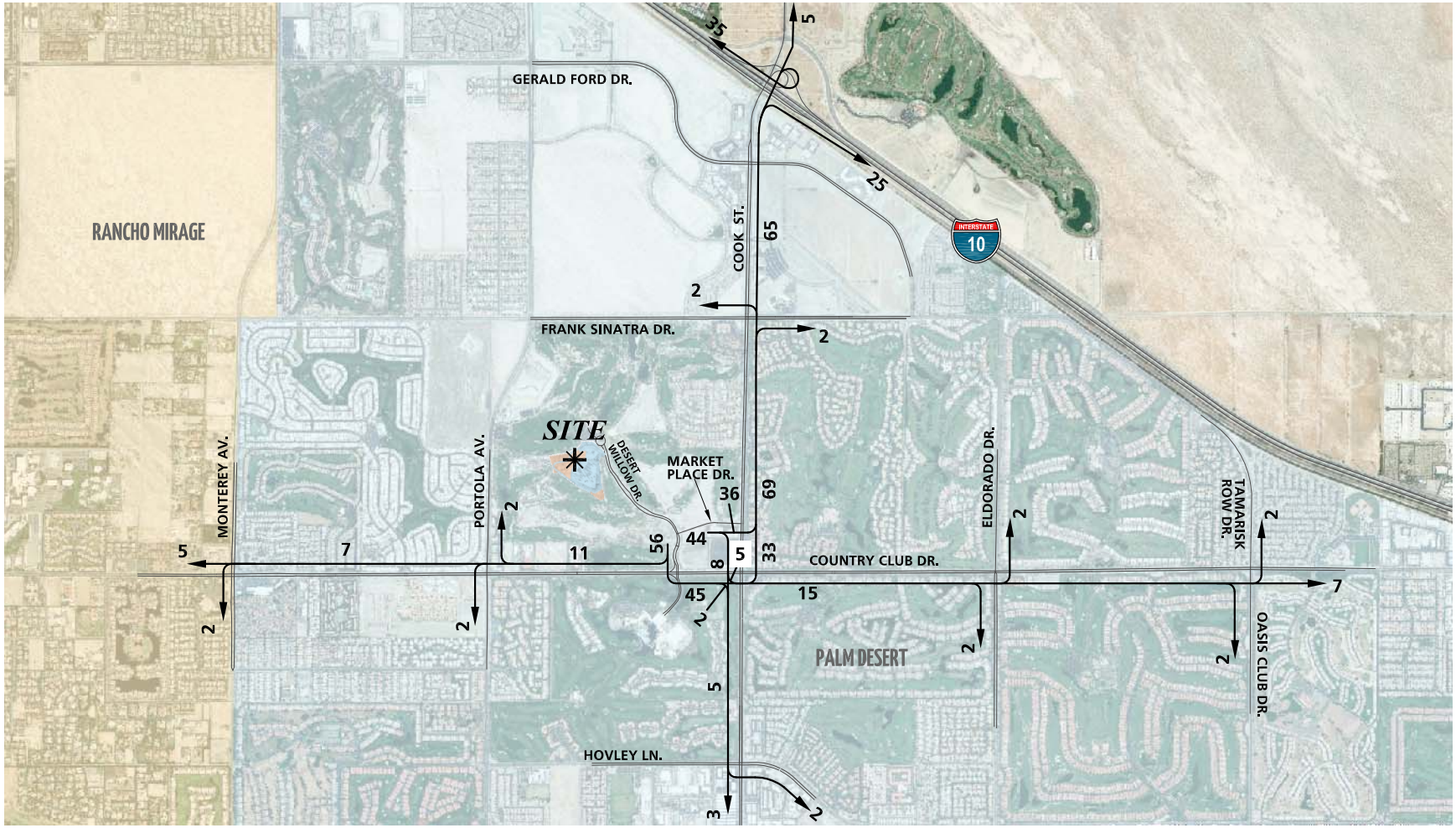
EXHIBIT 4-1: PROJECT TRIP DISTRIBUTION (TYPICAL OPERATION)



LEGEND:

10 = PERCENT TO/FROM PROJECT

EXHIBIT 4-2: PROJECT TRIP DISTRIBUTION (SPECIAL EVENT)

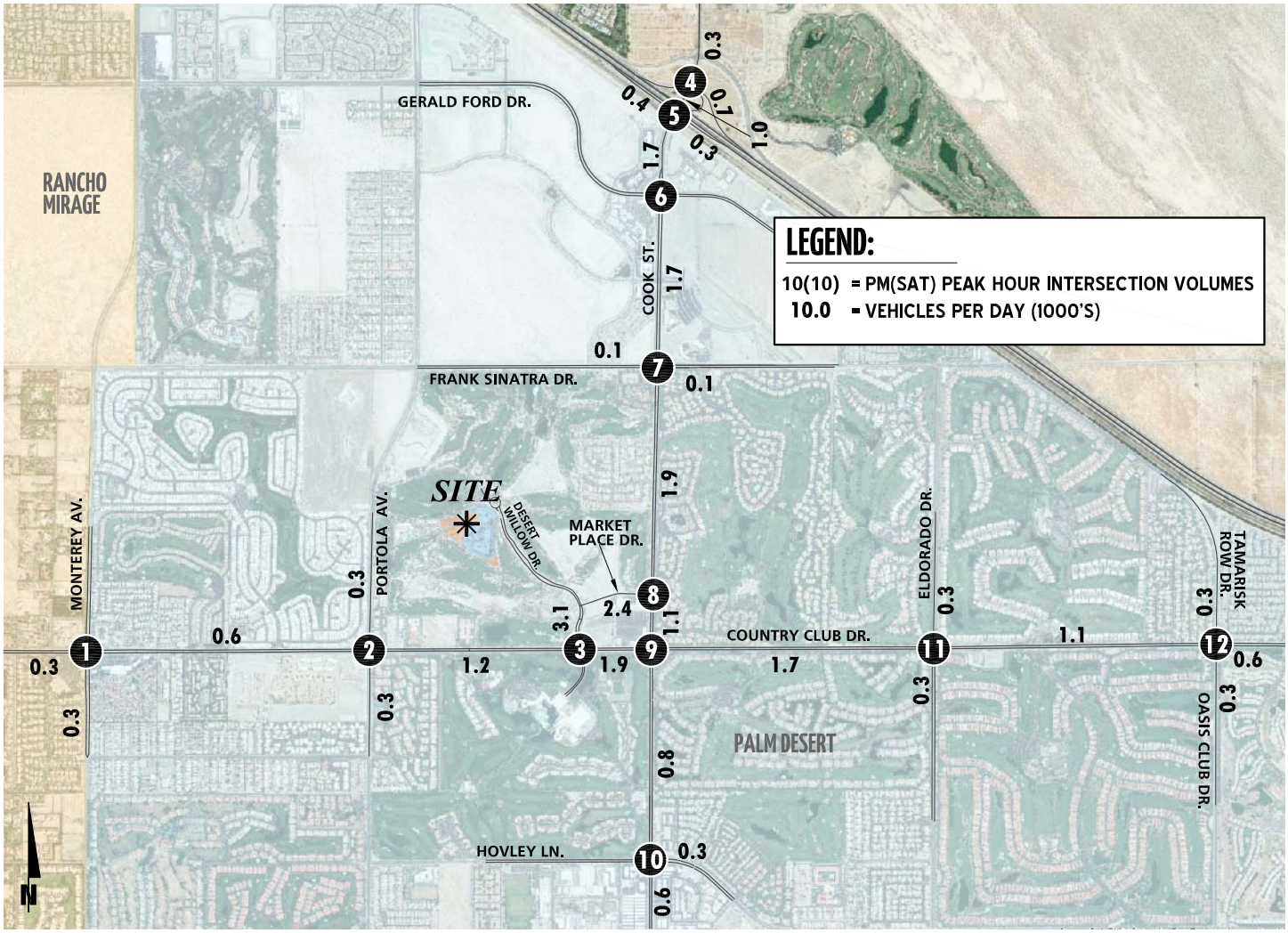


LEGEND:

10 = PERCENT TO/FROM PROJECT

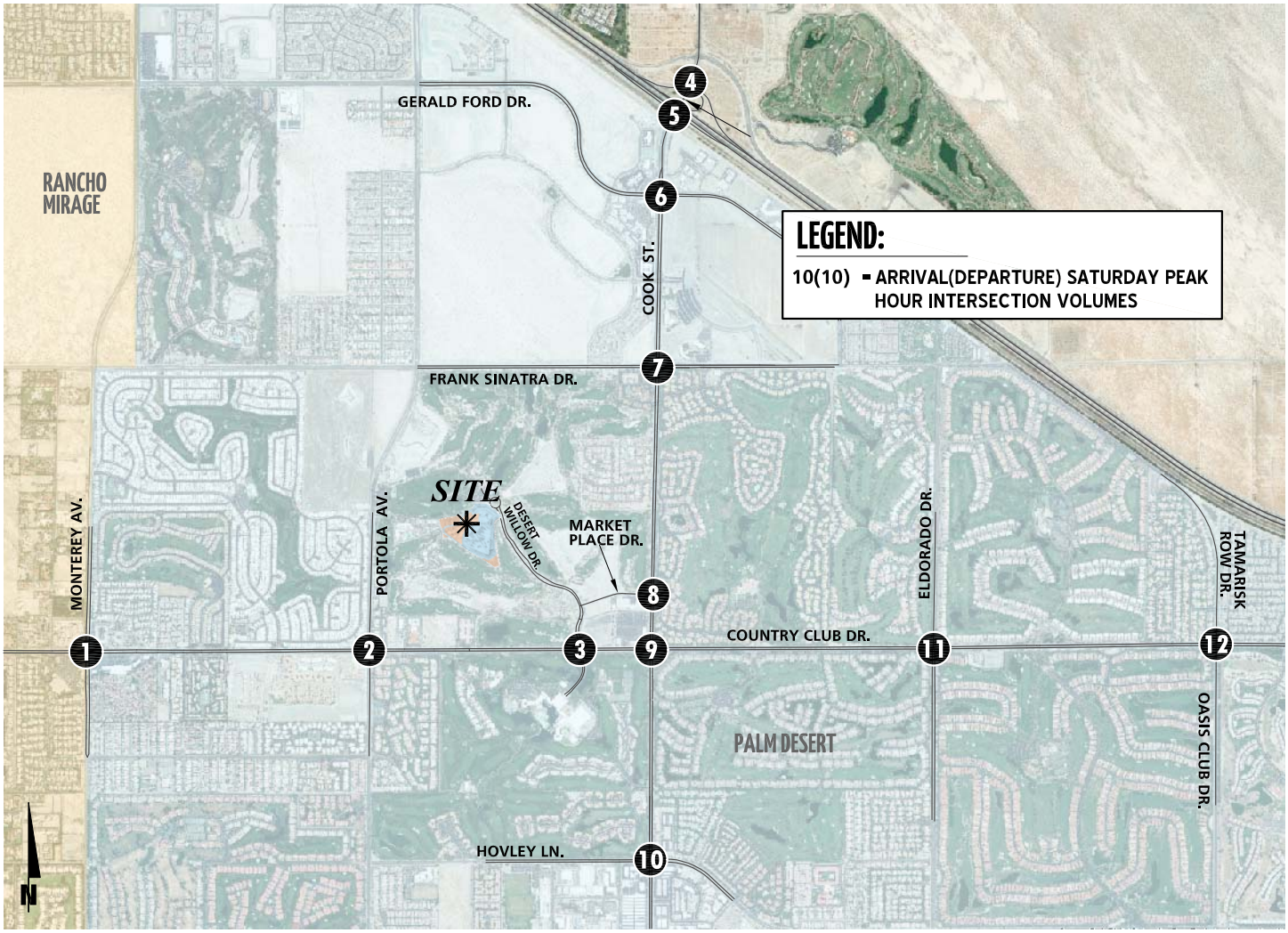
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EXHIBIT 4-3: PROJECT ONLY (TYPICAL OPERATION) TRAFFIC VOLUMES



1 Monterey Av. & Country Club Dr.	2 Portola Rd. & Country Club Dr.	3 Desert Willow Dr. & Country Club Dr.	4 Cook St. & I-10 WB Ramps	5 Cook St. & I-10 EB Ramps	6 Cook St. & Gerald Ford Dr.
0(0) 0(0) 0(0) → 0(0) ← 9(12) ← 8(10)	0(0) 0(0) 7(12) → 8(10) ← 17(23) ← 8(10)	32(43) 0(0) 54(72) → 51(85) ← 0(0) ← 0(0)	0(0) 7(12) → 0(0) ← 0(0) ← 15(24)	22(36) ← 0(0)	0(0) 44(73) 0(0) → 0(0) ← 0(0) ← 0(0)
0(0) 9(15) 0(0) → 0(0) 0(0) 7(12)	0(0) 16(27) 0(0) → 0(0) 0(0) 7(12)	30(51) 0(0) 0(0) → 0(0) 0(0) 0(0)	8(10) 23(31)	0(0) 0(0) 22(36) → 31(41) 15(21)	0(0) 0(0) 0(0) → 0(0) 46(62) 0(0)
7 Cook St. & Frank Sinatra Dr.	**8 Cook St. & Market Place Dr.**	**9 Cook St. & Country Club Dr.**	**10 Cook St. & Hovley Ln.**	**11 Eldorado Dr. & Country Club Dr.**	**12 Tamarisk Row Dr./ Oasis Club Dr. & Country Club Dr.**
0(0) 44(73) 0(0) → 0(0) ← 0(0) ← 3(5)	42(70) ← 7(12)	7(12) 15(21) 8(10) → 0(0) ← 44(73) ← 0(0)	0(0) 15(21) 8(10) → 7(12) ← 0(0) ← 0(0)	7(12) 0(0) 0(0) → 0(0) ← 29(48) ← 0(0)	7(12) 0(0) 0(0) → 0(0) ← 15(24) ← 0(0)
0(0) 0(0) 3(5) → 3(4) 46(62) 3(4)	45(60) 23(31) → 22(36) 8(10)	8(10) 46(62) 0(0) → 7(12) 15(24) 0(0)	0(0) 0(0) 0(0) → 0(0) 15(24) 0(0)	8(10) 31(41) 8(10) → 7(12) 0(0) 0(0)	8(10) 15(21) 8(10) → 7(12) 0(0) 0(0)

EXHIBIT 4-4: PROJECT ONLY (SPECIAL EVENT) TRAFFIC VOLUMES



1 Monterey Av. & Country Club Dr.	2 Portola Rd. & Country Club Dr.	3 Desert Willow Dr. & Country Club Dr.	4 Cook St. & I-10 WB Ramps	5 Cook St. & I-10 EB Ramps	6 Cook St. & Gerald Ford Dr.
0(0) 0(0) 0(0) → 0(0) ← 9(27) ← 4(11)	0(0) 0(0) 12(4) → 4(11) ← 13(38) ← 4(11)	20(59) 0(0) 83(243) → 259(100) ← 0(0) ← 0(0)	0(0) 29(11) → 0(0) ← 0(0) ← 144(55)	173(66) 0(0) →	0(0) 374(144) 0(0) → 0(0) ← 0(0) ← 0(0)
0(0) → 29(11) → 0(0) → 0(0) 0(0) 12(4)	0(0) → 40(15) → 0(0) → 0(0) 0(0) 12(4)	63(24) → 0(0) → 0(0) → 0(0) 0(0) 0(0)	9(27) 65(189) ←	0(0) → 0(0) → 202(77) → 74(216) 46(135) ←	0(0) → 0(0) → 0(0) → 0(0) 120(351) 0(0) ←

7 Cook St. & Frank Sinatra Dr.	8 Cook St. & Market Place Dr.	9 Cook St. & Country Club Dr.	10 Cook St. & Hovley Ln.	11 Eldorado Dr. & Country Club Dr.	12 Tamarisk Row Dr./ Oasis Club Dr. & Country Club Dr.
0(0) 374(144) 0(0) → 0(0) ← 0(0) ← 12(4)	207(80) 190(73) →	190(73) 6(16) 9(27) → 29(11) ← 58(22) ← 0(0)	0(0) 6(16) 4(11) → 12(4) ← 0(0) ← 0(0)	12(4) 0(0) 0(0) → 0(0) ← 63(24) ← 0(0)	12(4) 0(0) 0(0) → 0(0) ← 40(15) ← 0(0)
0(0) → 0(0) → 12(4) → 4(11) 120(351) 4(11) ←	67(194) → 15(43) → 46(18) 61(178) ←	61(178) → 19(54) → 4(11) → 12(4) 17(7) 0(0) ←	0(0) → 0(0) → 0(0) → 0(0) 17(7) 0(0) ←	4(11) → 20(59) → 4(11) → 12(4) 0(0) 0(0) ←	4(11) → 13(38) → 4(11) → 12(4) 0(0) 0(0) ←

4.5 CUMULATIVE GROWTH TRAFFIC

4.5.1 AMBIENT GROWTH RATE

Future year traffic forecasts have been based upon background (ambient) growth at 6.12 percent (2 percent per year over 3 years) for EAP and EAPC traffic conditions. The ambient growth factor is intended to approximate regional traffic growth. This ambient growth rate is added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects. Ambient growth has been added to daily and peak hour traffic volumes on surrounding roadways, in addition to traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies, for EAPC traffic conditions.

4.5.2 CUMULATIVE DEVELOPMENT TRAFFIC

California Environmental Quality Act (CEQA) guidelines require that other reasonably foreseeable development projects which are either approved or being processed concurrently in the study area also be included as part of a cumulative analysis scenario. A cumulative project list was developed for the purposes of this analysis through consultation with planning and engineering staff from the City of Palm Desert.

Exhibit 4-5 illustrates the cumulative development location map. A summary of cumulative development projects and their proposed land uses are shown on Table 4-3. If applicable, the traffic generated by individual cumulative projects was manually added to the Opening Year Cumulative forecasts to ensure that traffic generated by the listed cumulative development projects in Table 4-3 are reflected as part of the background traffic.

4.5.3 NEAR-TERM TRAFFIC FORECASTS

The "buildup" approach combines existing traffic counts with a background ambient growth factor to forecast EAP (2022) and EAPC (2022) traffic conditions. An ambient growth factor of 2% per year accounts for background (area-wide) traffic increases that occur over time up to the year 2022 from the year 2019 (compounded 2% per year growth over a 3-year period). Project traffic is added to assess both forecast EAP (2022) and EAPC (2022) traffic conditions. Traffic volumes generated by cumulative development projects are not included in the EAP (2022) traffic conditions.

EXHIBIT 4-5: CUMULATIVE DEVELOPMENT LOCATION MAP

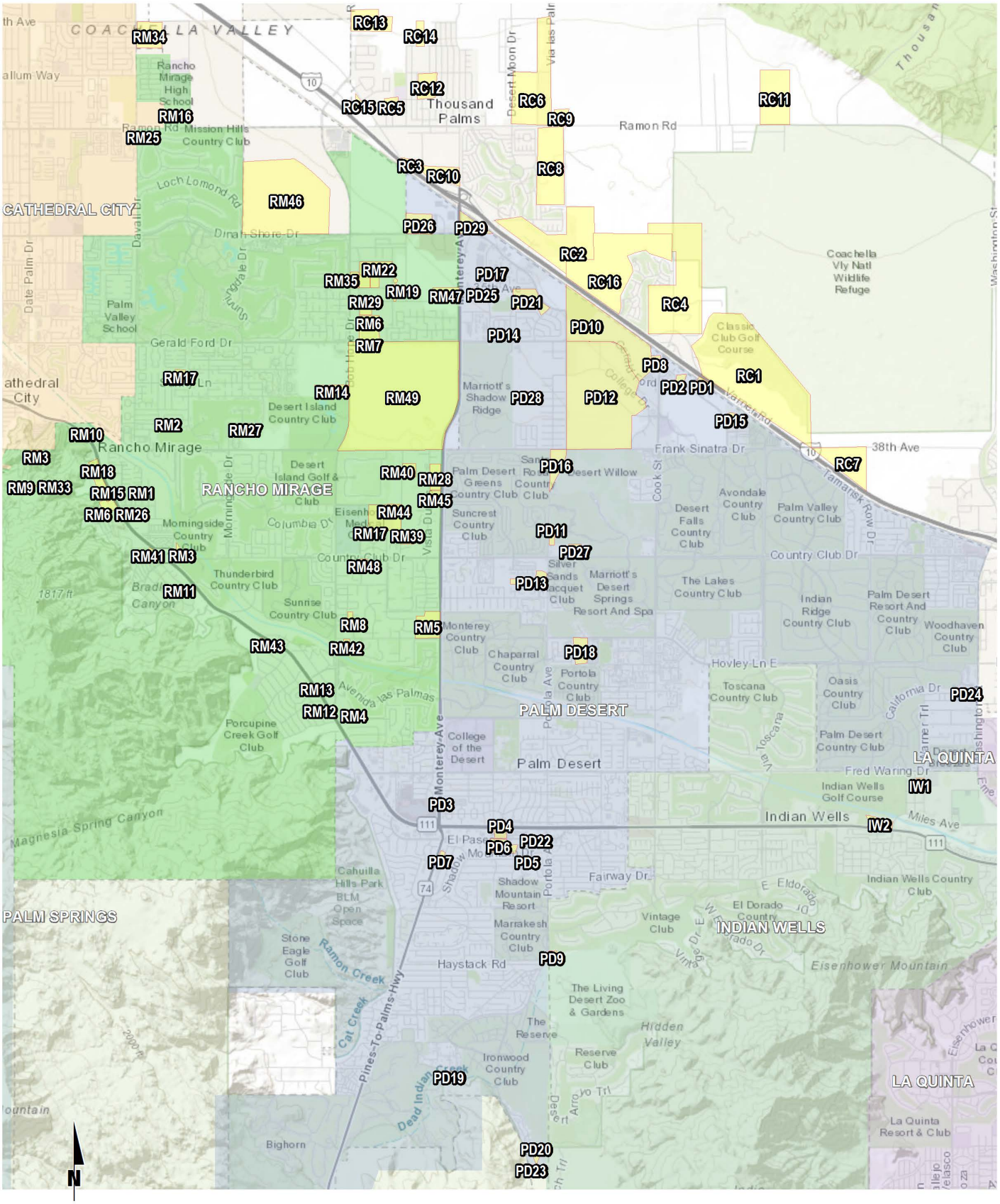


Table 4-3

Cumulative Development Land Use Summary

#	Project/Location	Land Use[1]	Quantity	Units[2]
City of Palm Desert				
PD1	Gerald Ford Business Park	Office	62.000	TSF
		Retail	18.000	TSF
		Bank	4.500	TSF
		Restaurant	16.000	TSF
PD2	Candlewood Suites	Hotel	88	RM
PD3	Delio Office Building	Commercial/Industrial	17.600	TSF
PD4	Jensen's	Retail	76.195	TSF
PD5	Larkspur Hotel	Hotel	106	RM
PD6	Gardens on El Paso	Retail	27.000	TSF
PD7	Rosewood Hotel	Hotel	82	RM
		Condo	59	DU
PD8	Fairfield Inn & Suites Marriott Hotel	Hotel	108	RM
PD9	Hope Lutheran Church	Church	11.000	TSF
PD10	Millennium Palm Desert	SFDR	166	DU
		Multi-Family	612	DU
		Commercial	551.0	TSF
		Hotel	250	RM
PD11	Scotelle Office Building	Commercial	10.732	TSF
PD12	University Park	SFDR	773	DU
		Multi-Family	336	DU
PD13	Villa Portofino	Congregate Care	161	DU
		Assisted Living	150	DU
		SFDR	288	DU
		Multi-Family	182	DU
PD14	Dolce	SFDR	159	DU
PD15	Spanish Walk Apartments	Multi-Family	150	DU
PD16	Catavina	SFDR	159	DU
PD17	Falling Waters	SFDR	159	DU
PD18	Canterra Apartments	Apartments	306	DU
PD19	TPM36502	SFDR	3	DU
PD20	Canyon View Estates	SFDR	2	DU
PD21	Ponderosa II	SFDR	111	DU
		Multi-Family	114	DU
PD22	TTM36816	Condo/Townhouse	4	DU
PD23	TPM36838	SFDR	3	DU
PD24	Carlos Ortega Villas	Multi-Family	73	DU
PD25	Monterey Specific Plan	Multi-Family	384	DU
		Commercial	120.000	TSF
PD26	Landmark Specific Plan	Multi-Family	1,339	DU
		Commercial	20.000	TSF
		Storage	250.000	TSF
PD27	Wolff Cottages	Senior Adult Living	167	DU
PD28	128-Acres	SFDR	400	DU
		Multi-Family	200	DU
PD29	Monterey Crossings	Commercial	120.000	TSF

Table 4-3

Cumulative Development Land Use Summary

#	Project/Location	Land Use[1]	Quantity	Units[2]
County of Riverside				
RC1	SP00343 (NorthStar Ranch)	Golf Course	18	Hole
		Golf-View Hotel	350	RM
		Golf-View Villas	54	DU
		Timeshare Units	216	DU
		Golf-View Condo/Townhomes	550	DU
		Mixed-Use Retail Village - Residential	150	DU
		Mixed-Use Retail Village - Commercial	400	TSF
		Industrial Park (R&D)	1200	TSF
		Executive Office	230	TSF
		Community Commercial	100	TSF
RC2	TR29150	SFDR	257	DU
	TR29151	SFDR	105	DU
RC3	PM32953	Warehouse	36.000	TSF
RC4	SP00225	SFDR	280	DU
RC5	PM35323	SFDR	2	DU
RC6	PM36804 (TR36805)	SFDR	371	DU
RC7	TR34651	Multifamily	460	DU
RC8	SP00386 (PM37191)	SFDR	590	DU
RC9	PM34772	SFDR	2	DU
RC10	PM34755	Commercial	1,089.000	TSF
RC11	TR35289	SFDR	6	DU
RC12	PM36601	Emergency Youth Center	16.795	TSF
RC13	PM36108	Industrial	20	AC
RC14	TR32440	SFDR	30	DU
RC15	PM33553	Mini-Warehouse	6.89	AC
RC16	SP00392 (Ivey Palms)	SFDR	600	DU
		Multi-Family	901	DU
		Commercial	378.972	TSF
City of Rancho Mirage				
RM1	CUP 16004	SFDR	1	DU
RM2	CUP 16002	SFDR	1	DU
RM3	MOD 16019	SFDR	28	DU
		Condo	6	DU
RM4	CUP 14006	Commercial Retail	79.606	TSF
RM5	PDP 13003/FDP 13004	SFDR	32	DU
RM6	MOD 11022 (Escala South)	SFDR	27	DU
RM7	PDP 04024/EA 040047	SFDR	27	DU
RM8	EA 050025/MOD 05016 (Bella Clancy)	SFDR	20	DU
RM9	PDP 04011/MOD 06024 (Mirada Villas)	SFDR	46	DU
RM10	PDP 16003 (Horizon Pacific)	Condo	35	DU
		Hotel	100	RM
		Commercial Retail/Restaurant	20.000	TSF
RM11	PDP 16002/TPM 37197	Condo/Townhouse	4	DU
RM12	PDP 16001	Medical Office	4.614	TSF
RM13	PDP 15002	Commercial Retail	6.004	TSF
RM14	MOD 15008/FDP 15003 (Annenberg Retreat)	Retreat	144.120	TSF

Table 4-3

Cumulative Development Land Use Summary

#	Project/Location	Land Use[1]	Quantity	Units[2]
RM15	SPA 14002/TPM 36885 (Thunderbird Resort)	Hotel	125	RM
		Condo/Townhouse	48	DU
RM16	TTM 36553/PDP 13005	SFDR	122	DU
RM17	TTM 36623/PDP 14003	SFDR	17	DU
RM18	TTM 36622/ EA 130008	SFDR	10	DU
RM19	TTM 36621/ EA 130007	SFDR	10	DU
RM20	TTM 36620/ EA 13006	SFDR	97	DU
RM21	TTM 36530/ PDP 13001	SFDR	10	DU
RM22	PDP 12003/TR 34227 (Merenda)	SFDR	30	DU
RM23	PDP 14002/EA 110005	New Car Sales	35.755	TSF
RM24	PDP 11001 (Escala North)	SFDR	22	DU
RM25	PDP 07012/TPM 31761	Hospital	70	Beds
RM26	PDP 07006/EA 070005	SFDR	20	DU
RM27	TTM 36698	SFDR	7	DU
RM28	TTM 32308 (Los Ranchos)	SFDR	7	DU
RM29	TTM 35498	SFDR	19	DU
RM30	TTM 35619	SFDR	9	DU
RM31	TTM 35573	SFDR	20	DU
RM32	TTM 33329	SFDR	9	DU
RM33	TTM 34640 (Mirada Villas)	Spa	24.000	TSF
		Hotel Villas	57	DU
		Condo/Townhouse	136	DU
RM34	TTM 34435 (DaVall Place)	SFDR	27	DU
RM35	TTM 35089	SFDR	18	DU
RM36	TPM 32649	SFDR	2	DU
RM37	TPM 33599	SFDR	2	DU
RM38	TPM 34232	SFDR	4	DU
RM39	TPM 34233	SFDR	4	DU
RM40	TPM 34741	SFDR	4	DU
RM41	TPM 35442	Commercial Retail	51.150	TSF
RM42	TPM 36542	SFDR	3	DU
RM43	TPM 35684	Commercial Retail	229.032	TSF
RM44	TPM 36683	SFDR	1	DU
RM45	TPM 36849	SFDR	3	DU
RM46	Pulte Homes / Del Webb	Senior Adult Living	1,200	DU
RM47	Monterey Medical Center	Medical Office	75.164	TSF
RM48	Pulte Homes / Del Webb	Assisted Living	84	Beds
City of Indian Wells				
IW1	TTM No. 37467	SFDR	18	DU
IW2	Hotel Development	Condo/Townhouse	70	DU
		Hotel	263	Rooms
		Quality Restaurant	5.500	TSF

[1] SFDR = Single Family Detached Residential

[2] TSF = Thousand Square Feet; DU = Dwelling Unit; VFP = Vehicle Fueling Position ; AC = Acres

The near-term traffic analysis includes the following traffic conditions, with the various traffic components:

- EAP (2022, Typical Operation)
  - Existing 2019 volumes
  - Ambient growth traffic (6.12%)
  - Typical Operation Project Traffic
- EAP (2022, Special Event)
  - Existing 2019 volumes
  - Ambient growth traffic (6.12%)
  - Special Event Project Traffic
- EAPC (2022, Typical Operation)
  - Existing 2019 volumes
  - Ambient growth traffic (6.12%)
  - Cumulative Development traffic
  - Typical Operation Project Traffic
- EAPC (2022, Special Event)
  - Existing 2019 volumes
  - Ambient growth traffic (6.12%)
  - Cumulative Development traffic
  - Special Event Project Traffic

The currently adopted Southern California Association of Governments (SCAG) 2016 Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS) (April 2016) growth forecasts for the City of Palm Desert identifies projected growth in population of 49,800 in 2012 to 61,700 in 2040, or a 23.90 percent increase over the 28-year period. (8) The change in population equates to roughly a 0.77 percent annual growth rate, compounded annually. Similarly, growth over the same 28-year period in households is projected to increase by 34.19 percent, or a 1.06 percent annual growth rate. Finally, growth in employment over the same 28-year period is projected to increase by 45.26 percent, or a 1.34 percent annual growth rate. The average growth rate is 1.34%, compounded annually between Year 2012 and Year 2040.

The average growth rate is estimated at approximately 5.49%, compounded annually between Existing (2019) and EAPC (2022) traffic conditions. The annual growth rate at each individual intersection is not lower than 3.04% compounded annually to as high as 12.70% compounded annually over the same time period. Therefore, the annual growth rate utilized for the purposes of this analysis would appear to conservatively approximate the anticipated regional growth in traffic volumes in the City of Palm Desert for EAPC (2022) traffic conditions, especially when considered along with the addition of project-related traffic.

5 E+P TRAFFIC CONDITIONS

This section discusses the traffic forecasts for Existing Plus Project (E+P) traffic conditions and the resulting peak hour intersection operations, freeway mainline operations, and traffic signal warrant analyses.

5.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for E+P conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for E+P conditions only (e.g., intersection and roadway improvements at the Project's frontage and driveways).

5.2 E+P TRAFFIC VOLUME FORECASTS

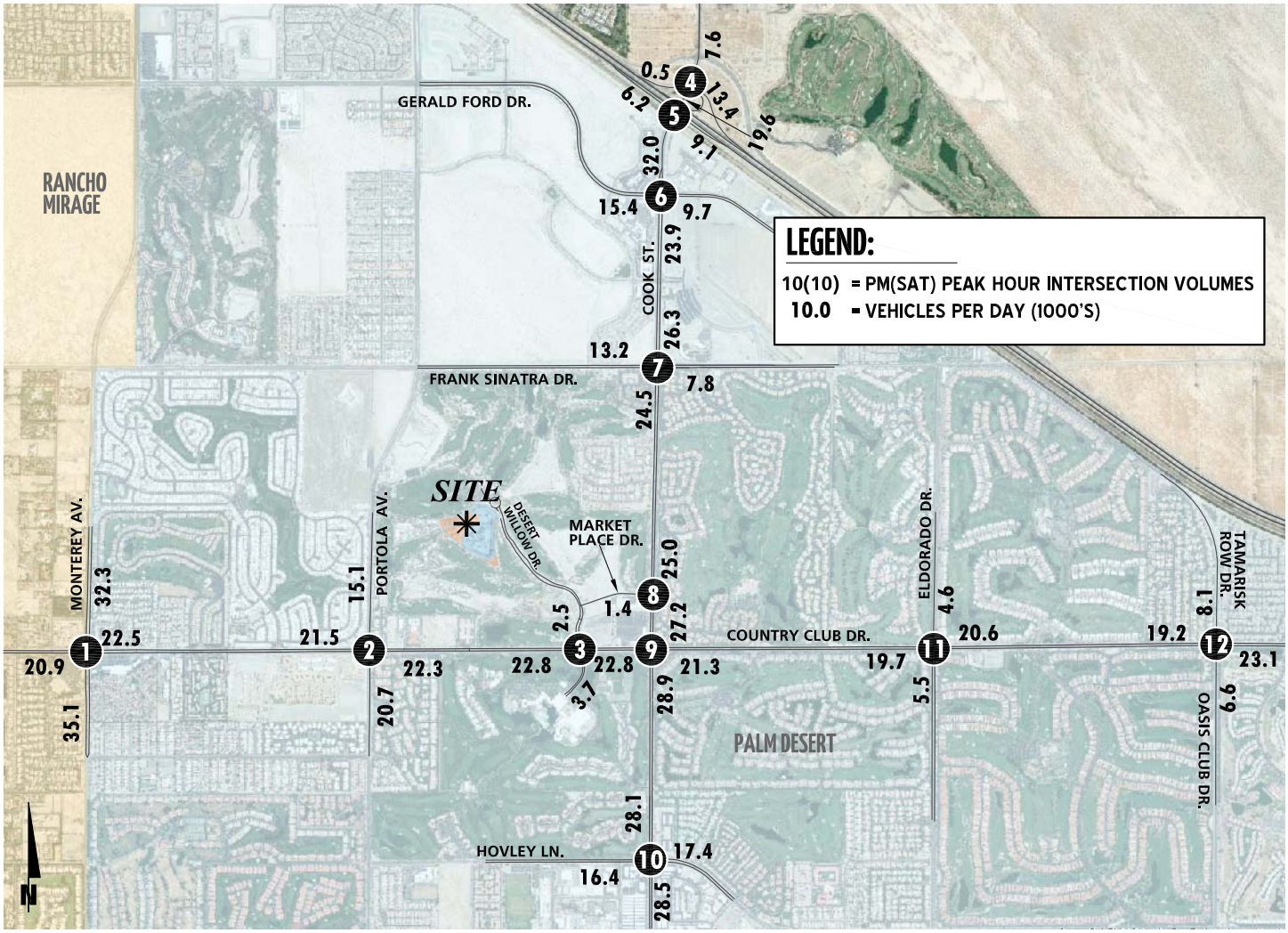
This scenario includes Existing traffic volumes plus Project traffic. E+P weekday ADT, weekday PM, and weekend peak hour intersection turning movement volumes are shown on Exhibit 5-1.

5.3 E+P INTERSECTION OPERATIONS ANALYSIS

E+P peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 *Methodologies* of this TIA. The intersection analysis results are summarized in Table 5-1, which indicate that there are no additional intersections operating at an unacceptable LOS with the addition of Project traffic.

Consistent with Table 5-1, a summary of the peak hour intersection LOS for E+P conditions is shown on Exhibit 5-2. The intersection operations analysis worksheets for E+P traffic conditions is included in Appendix 5.1 of this TIA.

EXHIBIT 5-1: E+P TRAFFIC VOLUMES



1 Monterey Av. & Country Club Dr.	2 Portola Rd. & Country Club Dr.	3 Desert Willow Dr. & Country Club Dr.	4 Cook St. & I-10 WB Ramps	5 Cook St. & I-10 EB Ramps	6 Cook St. & Gerald Ford Dr.
90(38) → 977(1142) → 223(166)	44(26) → 391(272) → 74(69)	88(44) → 2(4) → 82(94)	38(16) → 232(123)	633(422) → 65(18)	166(97) → 743(625) → 183(154)
← 178(157) ← 443(284) ← 272(308)	← 152(77) ← 586(468) ← 193(150)	← 69(102) ← 779(562) ← 79(111)	← 44(23) ← 1(3) ← 466(331)		← 151(78) ← 178(184) ← 49(52)
162(99) → 680(398) → 232(123) →	56(27) → 791(538) → 218(133) →	137(161) → 933(550) → 41(54) →		58(33) → 2(1) → 499(464) →	460(169) → 252(167) → 99(105) →
216(135) ↑ 1167(974) ↑ 187(101) ↑	200(138) ↑ 606(300) ↑ 196(150) ↑	58(59) ↑ 6(8) ↑ 131(69) ↑	360(142) ↑ 690(363) ↑	992(472) ↑ 737(294) ↑	179(182) ↑ 1066(520) ↑ 25(29) ↑

7 Cook St. & Frank Sinatra Dr.	8 Cook St. & Market Place Dr.	9 Cook St. & Country Club Dr.	10 Cook St. & Hovley Ln.	11 Eldorado Dr. & Country Club Dr.	12 Tamarisk Row Dr./ Oasis Club Dr. & Country Club Dr.
167(139) → 864(657) → 48(50)	74(101) → 1002(717)	145(143) → 833(537) → 247(222)	187(185) → 818(552) → 156(91)	37(39) → 97(71) → 63(51)	23(38) → 146(110) → 211(141)
← 53(50) ← 191(146) ← 44(47)		← 138(118) ← 518(461) ← 141(125)	← 153(86) ← 333(271) ← 189(86)	← 62(37) ← 604(519) ← 60(18)	← 158(120) ← 614(519) ← 53(29)
252(121) → 275(133) → 158(99) →	98(108) → 51(44) →	163(103) → 716(492) → 225(120) →	216(167) → 415(197) → 128(112) →	43(50) → 964(604) → 79(72) →	30(29) → 902(451) → 85(50) →
108(107) ↑ 978(538) ↑ 72(43) ↑	27(43) ↑ 1086(569) ↑	273(161) ↑ 904(463) ↑ 171(124) ↑	138(69) ↑ 948(512) ↑ 276(110) ↑	64(58) ↑ 107(63) ↑ 87(25) ↑	67(50) ↑ 146(95) ↑ 91(35) ↑

EXHIBIT 5-2: E+P SUMMARY OF LOS



Table 5-1

Intersection Analysis for E+P Conditions

#	Intersection	Traffic Control[2]	Existing (2019)				E+P			
			Delay[1] (secs.)		Level of Service		Delay[1] (secs.)		Level of Service	
			PM	SAT	PM	SAT	PM	SAT	PM	SAT
1	Monterey Av. & Country Club Dr.	TS	32.3	25.7	C	C	32.6	26.2	C	C
2	Portola Av. & Country Club Dr.	TS	39.0	29.8	D	C	40.2	30.8	D	C
3	Desert Willow Dr. & Country Club Dr.	TS	18.7	19.4	B	B	19.9	21.5	B	C
4	Cook St. & I-10 WB Ramps	TS	38.0	29.3	D	C	39.1	29.6	D	C
5	Cook St. & I-10 EB Ramps	TS	13.0	12.7	B	B	13.6	13.2	B	B
6	Cook St. & Gerald Ford Dr.	TS	28.1	23.2	C	C	28.2	23.6	C	C
7	Cook St. & Frank Sinatra Dr.	TS	27.9	20.4	C	C	27.9	20.4	C	C
8	Cook St. & Market Place Dr.	CSS	**81.9**	26.6	**F**	D	**>100.0**	**56.1**	**F**	**F**
9	Cook St. & Country Club Dr.	TS	35.9	29.2	D	C	37.1	30.1	D	C
10	Cook St. & Hovley Ln.	TS	30.2	22.7	C	C	30.5	22.8	C	C
11	El Dorado Dr. & Country Club Dr.	TS	18.4	16.6	B	B	18.7	17.1	B	B
12	Tamarisk Row Dr./Oasis Club Dr. & Country Club Dr.	TS	17.8	14.3	B	B	18.0	14.6	B	B

* **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[2] CSS = Cross-street Stop; TS = Traffic Signal

5.4 E+P TRAFFIC SIGNAL WARRANTS ANALYSIS

Traffic signal warrants for E+P traffic conditions are based on planning level (ADT) intersection volumes. For E+P traffic conditions, the following study area intersection is anticipated to warrant a traffic signal based on ADT traffic flows (see Appendix 5.2):

- Cook Street & Market Place Drive (#8)

5.5 E+P OFF-RAMP QUEUING ANALYSIS

A queuing analysis was performed for westbound and eastbound off-ramps at the I-10 Freeway at Cook Street interchange to assess vehicle queues for the off ramps that may potentially impact peak hour operations at the ramp-to-arterial intersections and may potentially "spill back" onto the I-10 Freeway mainline. Queuing analysis findings are presented in Table 5-2. It is important to note that off-ramp lengths are consistent with the measured distance between the intersection and the freeway mainline. As shown on Table 5-2 and consistent with Existing (2019) conditions, there are no potential queuing issues anticipated during the weekday PM or weekend peak 95th percentile traffic flows for E+P traffic conditions. Worksheets for E+P conditions off-ramp queuing analysis are provided in Appendix 5.3.

5.6 E+P BASIC FREEWAY SEGMENT ANALYSIS

E+P mainline directional volumes for the weekday PM and weekend peak hours are provided on Exhibit 5-3. As shown on Table 5-3 and consistent with Existing (2019) conditions, I-10 Freeway segments analyzed for this study are anticipated to operate at an acceptable LOS (i.e., LOS D or better) during the peak hours for E+P traffic conditions. E+P basic freeway segment analysis worksheets are provided in Appendix 5.4.

5.7 E+P FREEWAY MERGE/DIVERGE ANALYSIS

Ramp merge and diverge operations were also evaluated for E+P conditions and the results of this analysis are presented in Table 5-4. As shown in Table 5-4 and consistent with Existing (2019) conditions, the I-10 Freeway ramp merge and diverge areas at Cook Street are anticipated to operate at LOS D or better (i.e., acceptable LOS). E+P freeway ramp junction operations analysis worksheets are provided in Appendix 5.4.

Table 5-2

Peak Hour Freeway Off-Ramp Queuing Summary for E+P Conditions

Intersection	Movement	Available Stacking Distance (Feet)	Existing (2019)				E+P			
			95th Percentile Queue (Feet)[2]		Acceptable?[1]		95th Percentile Queue (Feet)[2]		Acceptable?[1]	
			PM Peak Hour	SAT Peak Hour	PM	SAT	PM Peak Hour	SAT Peak Hour	PM	SAT
Cook St. / I-10 WB Ramps	WBL/T	1,650	331	271	Yes	Yes	333	285	Yes	Yes
	WBR	250	19	15	Yes	Yes	18	14	Yes	Yes
Cook St. / I-10 EB Ramps	EBL	1,250	78	51	Yes	Yes	76	51	Yes	Yes
	EBT/R	1,250	80	75	Yes	Yes	95	77	Yes	Yes
	EBR	450	77	74	Yes	Yes	92	76	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

[2] Maximum queue length for the approach reported.

Table 5-3

Basic Freeway Segment Analysis for E+P Conditions

Freeway	Direction[1]	Mainline Segment	Lanes[2]	Existing (2019)				E+P			
				Density[3]		LOS[4]		Density[3]		LOS[4]	
				PM	SAT	PM	SAT	PM	SAT	PM	SAT
I-10	WB	West of Cook St.	3	14.8	11.6	B	B	14.8	11.8	B	B
		East of Cook St.	3	13.5	11.5	B	B	13.6	11.7	B	B
	EB	West of Cook St.	3	13.0	10.8	B	B	13.1	10.9	B	B
		East of Cook St.	3	18.5	13.3	B	B	18.6	13.4	B	B

[1] EB = Eastbound; WB = Westbound

[2] Number of lanes are in the specified direction and is based on existing conditions.

[3] Density is measured by passenger cars per mile per lane (pc/mi/ln).

[4] LOS = Level of Service

Table 5-4

Freeway Ramp Junction Merge/Diverge Analysis for E+P Conditions

Freeway	Direction[1]	Ramp or Segment	Lanes on Freeway[2]	Existing (2019)				E+P			
				PM Peak Hour		SAT Peak Hour		PM Peak Hour		SAT Peak Hour	
				Density[3]	LOS[4]	Density[3]	LOS[4]	Density[3]	LOS[4]	Density[3]	LOS[4]
I-10	WB	Cook St. On-Ramp	4	11.8	B	9.2	A	11.8	B	9.3	A
		Cook St. Loop On-Ramp	3	8.2	A	7.3	A	8.2	A	7.3	A
		Cook St. Off-Ramp	3	15.9	B	13.5	B	16.0	B	13.7	B
	EB	Cook St. Off-Ramp	3	19.8	B	16.4	B	19.9	B	16.7	B
		Cook St. On-Ramp	3	21.0	C	14.4	B	21.1	C	14.6	B

[1] EB = Eastbound; WB = Westbound

[2] Number of lanes are in the specified direction and is based on existing conditions.

[3] Density is measured by passenger cars per mile per lane (pc/mi/ln).

[4] LOS = Level of Service

EXHIBIT 5-3: E+P FREEWAY MAINLINE VOLUMES



LEGEND:

⟵ 100/200 = PM/SATURDAY PEAK HOUR VOLUMES

NOTE: VOLUMES IN ACTUAL VEHICLES (NOT PCE)

5.8 RECOMMENDED IMPROVEMENTS

5.8.1 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

Improvement strategies have been recommended for those intersections identified as deficient for E+P traffic conditions. The recommended improvements would improve each location's peak hour delay and achieve acceptable LOS standards. The effectiveness of the proposed recommended improvements is presented in Table 5-5 for E+P traffic conditions. Recommended improvements to address deficiencies for E+P traffic conditions are described below.

Recommended Improvement – Cook Street & Market Place Drive (#8)

- Contribute fair share of 12.1% towards the installation of a traffic signal

The intersection of Cook Street and Market Place Drive is currently less than ¼ mile away from the adjacent signalized intersection of Cook Street and Country Club Drive. Although the minimum traffic signal spacing is typically ¼ mile between adjacent intersections, a traffic signal is required to improve the intersection to acceptable LOS. It is recommended that the signal timing is coordinated between the two intersections.

The intersection operations analysis worksheets for E+P traffic conditions, with improvements, is included in Appendix 5.5 of this TIA.

5.8.2 RECOMMENDED IMPROVEMENTS TO ADDRESS OFF-RAMP QUEUES

As shown previously on Table 5-2, there are no peak hour queuing issues anticipated at the I-10 Freeway at Cook Street interchange for E+P traffic conditions. As such, no improvements have been recommended.

5.8.3 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES ON FREEWAY FACILITIES

As shown previously on Table 5-3 and Table 5-4, all study area freeway mainline segments and ramp junctions are currently operating at an acceptable LOS for E+P traffic conditions. As such, no improvements have been recommended.

Table 5-5

Intersection Analysis for E+P Conditions With Improvements

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Delay[2] (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	PM	SAT	PM	SAT
8	Cook St. & Market Place Dr.																	
	- Without Improvements	CSS	1	2	0	0	2	1	1	0	1	0	0	0	**>100.0**	**56.1**	**F**	**F**
	- With Improvements	**TS**	1	2	0	0	2	1	1	0	1	0	0	0	7.7	10.4	A	B

* **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; **1** = Improvement

[2] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] CSS = Cross-street Stop; TS = Traffic Signal; **TS** = Improvement

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6 EAP (2022, TYPICAL OPERATION) TRAFFIC CONDITIONS

This section discusses the methods used to develop Existing plus Ambient Growth plus Project (EAP) (2022, Typical Operation) traffic conditions and the resulting peak hour intersection operations, freeway mainline operations, and traffic signal warrant analyses.

6.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for EAP conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for EAP conditions only (e.g., intersection and roadway improvements at the Project's frontage and driveways).

6.2 EAP (2022, TYPICAL OPERATION) TRAFFIC VOLUME FORECASTS

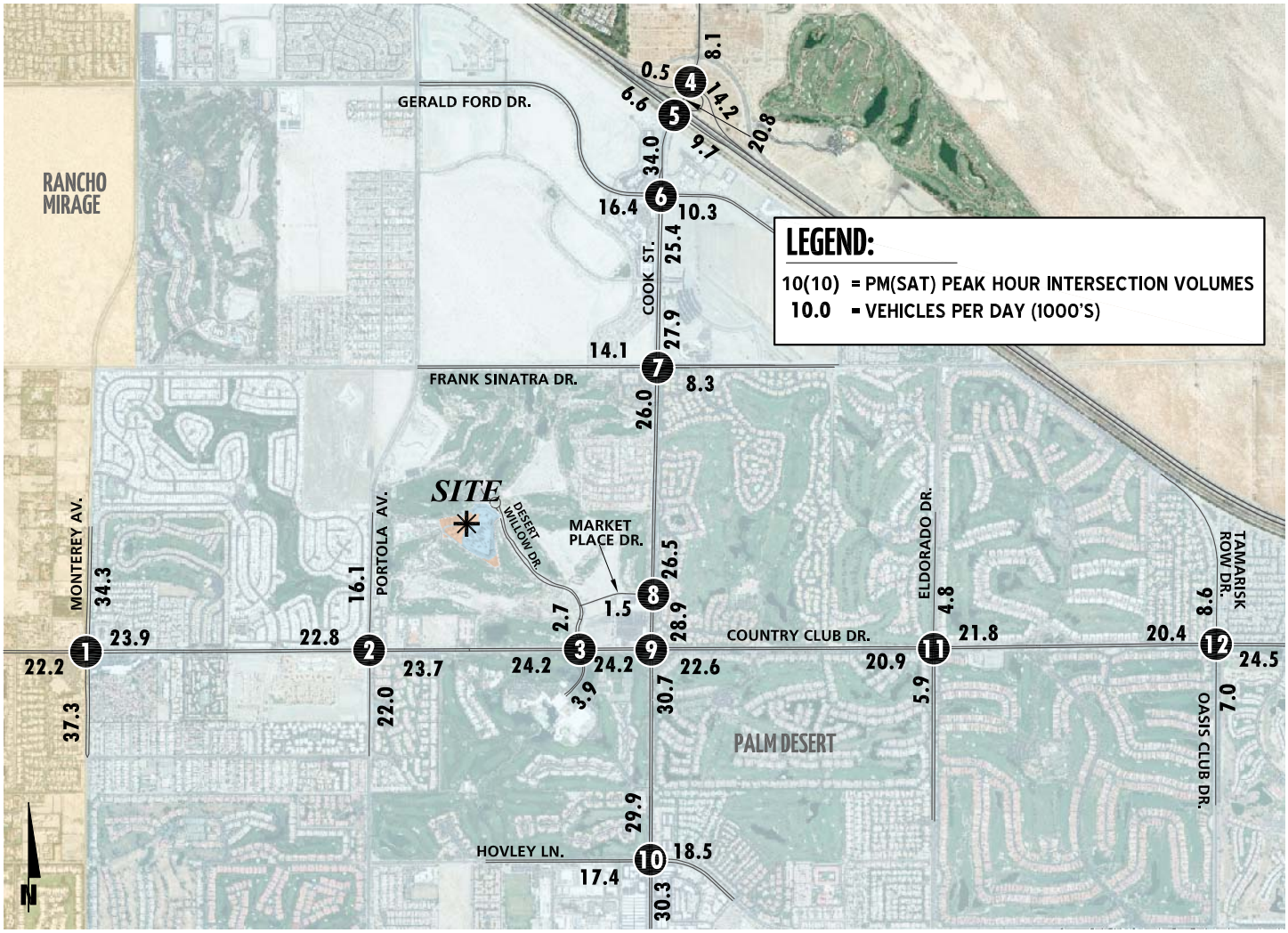
To account for background traffic growth, an ambient growth from Existing conditions of 6.12% (2 percent per year over 3 years, compounded annually) is included for EAP traffic conditions. Cumulative development projects are not included as part of the EAP analysis. EAP weekday ADT, weekday PM, and weekend peak hour intersection turning movement volumes are shown on Exhibit 6-1.

6.3 EAP (2022, TYPICAL OPERATION) INTERSECTION OPERATIONS ANALYSIS

EAP peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 *Methodologies* of this TIA. The intersection analysis results are summarized in Table 6-1, which indicate that there are no additional intersections operating at an unacceptable LOS with the addition of Project traffic.

Consistent with Table 6-1, a summary of the peak hour intersection LOS for EAP conditions is shown on Exhibit 6-2. The intersection operations analysis worksheets for EAP traffic conditions is included in Appendix 6.1 of this TIA.

EXHIBIT 6-1: EAP (2022, TYPICAL OPERATION) TRAFFIC VOLUMES



1 Monterey Av. & Country Club Dr.	2 Portola Rd. & Country Club Dr.	3 Desert Willow Dr. & Country Club Dr.	4 Cook St. & I-10 WB Ramps	5 Cook St. & I-10 EB Ramps	6 Cook St. & Gerald Ford Dr.
96(40) ↓ 1037(1212) ↓ 237(176)	47(28) ↓ 415(289) ↓ 78(72)	91(44) ↓ 2(4) ↓ 84(95)	40(17) ↓ 246(130)	670(446) ↓ 69(19)	176(103) ↓ 786(659) ↓ 194(163)
↳ 189(167) ← 470(301) ↱ 288(326)	↳ 161(81) ← 621(495) ↱ 204(159)	↳ 70(103) ← 827(596) ↱ 84(118)	↳ 47(24) ← 1(3) ↱ 494(350)		↳ 160(83) ← 189(195) ↱ 52(55)
172(105) → 721(421) → 246(131) ↱	59(29) → 838(569) → 231(141) ↱	144(168) → 990(584) → 44(57) ↱	↑ 382(150) ↑ 731(383)	62(35) → 2(1) → 528(490) ↱	488(179) → 267(177) → 105(111) ↱
↑ 229(143) ↑ 1238(1034) ↑ 198(106)	↑ 212(146) ↑ 643(318) ↑ 208(158)	↑ 62(63) ↑ 6(8) ↑ 139(73)		↑ 1051(498) ↑ 781(311)	↑ 190(193) ↑ 1128(548) ↑ 27(31)

7 Cook St. & Frank Sinatra Dr.	8 Cook St. & Market Place Dr.	9 Cook St. & Country Club Dr.	10 Cook St. & Hovley Ln.	11 Eldorado Dr. & Country Club Dr.	12 Tamarisk Row Dr./ Oasis Club Dr. & Country Club Dr.
177(148) ↓ 914(693) ↓ 51(53)	76(103) ↓ 1063(760)	153(151) ↓ 883(568) ↓ 262(236)	198(196) ↓ 867(585) ↓ 165(96)	39(41) ↓ 103(75) ↓ 67(54)	24(40) ↓ 155(117) ↓ 224(150)
↳ 56(53) ← 203(155) ↱ 47(50)		↳ 146(125) ← 547(485) ↱ 150(133)	↳ 162(91) ← 353(288) ↱ 201(91)	↳ 66(39) ← 639(548) ↱ 64(19)	↳ 168(127) ← 651(549) ↱ 56(31)
267(128) → 292(141) → 167(105) ↱	101(111) → 53(45) ↱	172(109) → 757(518) → 239(127) ↱	229(177) → 440(209) → 136(119) ↱	45(52) → 1021(638) → 83(76) ↱	31(30) → 956(477) → 90(52) ↱
↑ 114(113) ↑ 1035(567) ↑ 76(45)	↑ 27(43) ↑ 1152(603)	↑ 290(171) ↑ 958(489) ↑ 181(132)	↑ 146(73) ↑ 1005(542) ↑ 293(117)	↑ 67(61) ↑ 114(67) ↑ 92(27)	↑ 71(52) ↑ 155(101) ↑ 97(37)

EXHIBIT 6-2: EAP (2022, TYPICAL OPERATION) SUMMARY OF LOS



Table 6-1

Intersection Analysis for EAP (2022, Typical Operation) Conditions

#	Intersection	Traffic Control[2]	Existing (2019)				EAP (2022)			
			Delay[1] (secs.)		Level of Service		Delay[1] (secs.)		Level of Service	
			PM	SAT	PM	SAT	PM	SAT	PM	SAT
1	Monterey Av. & Country Club Dr.	TS	32.3	25.7	C	C	34.3	27.2	C	C
2	Portola Av. & Country Club Dr.	TS	39.0	29.8	D	C	43.3	31.9	D	C
3	Desert Willow Dr. & Country Club Dr.	TS	18.7	19.4	B	B	20.5	21.8	C	C
4	Cook St. & I-10 WB Ramps	TS	38.0	29.3	D	C	41.3	29.5	D	C
5	Cook St. & I-10 EB Ramps	TS	13.0	12.7	B	B	14.9	13.7	B	B
6	Cook St. & Gerald Ford Dr.	TS	28.1	23.2	C	C	29.2	23.4	C	C
7	Cook St. & Frank Sinatra Dr.	TS	27.9	20.4	C	C	29.9	20.6	C	C
8	Cook St. & Market Place Dr.	CSS	**81.9**	26.6	**F**	D	**>100.0**	**72.2**	**F**	**F**
9	Cook St. & Country Club Dr.	TS	35.9	29.2	D	C	39.6	30.9	D	C
10	Cook St. & Hovley Ln.	TS	30.2	22.7	C	C	32.3	23.3	C	C
11	El Dorado Dr. & Country Club Dr.	TS	18.4	16.6	B	B	19.2	17.4	B	B
12	Tamarisk Row Dr./Oasis Club Dr. & Country Club Dr.	TS	17.8	14.3	B	B	18.9	15.0	B	B

* **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[2] CSS = Cross-street Stop; TS = Traffic Signal

6.4 EAP (2022, TYPICAL OPERATION) TRAFFIC SIGNAL WARRANTS ANALYSIS

No traffic signal warrant analysis has been performed for EAP (2022, Typical Operation) traffic conditions as the only unsignalized intersection was previously warranted for a traffic signal during Existing (2019) traffic conditions.

6.5 EAP (2022, TYPICAL OPERATION) OFF-RAMP QUEUING ANALYSIS

A queuing analysis was performed for westbound and eastbound off-ramps at the I-10 Freeway at Cook Street interchange to assess vehicle queues for the off ramps that may potentially impact peak hour operations at the ramp-to-arterial intersections and may potentially "spill back" onto the I-10 Freeway mainline. Queuing analysis findings are presented in Table 6-2. It is important to note that off-ramp lengths are consistent with the measured distance between the intersection and the freeway mainline. As shown on Table 6-2 and consistent with Existing (2019) conditions, there are no potential queuing issues anticipated during the weekday PM or weekend peak 95th percentile traffic flows for EAP (2022, Typical Operation) traffic conditions. Worksheets for EAP (2022, Typical Operation) conditions off-ramp queuing analysis are provided in Appendix 6.2.

6.6 EAP (2022, TYPICAL OPERATION) BASIC FREEWAY SEGMENT ANALYSIS

EAP (2022, Typical Operation) mainline directional volumes for the weekday PM and weekend peak hours are provided on Exhibit 6-3. As shown on Table 6-3 and consistent with Existing (2019) conditions, I-10 Freeway segments analyzed for this study are anticipated to operate at an acceptable LOS (i.e., LOS D or better) during the peak hours for EAP (2022, Typical Operation) traffic conditions. EAP (2022, Typical Operation) basic freeway segment analysis worksheets are provided in Appendix 6.3.

6.7 EAP (2022, TYPICAL OPERATION) FREEWAY MERGE/DIVERGE ANALYSIS

Ramp merge and diverge operations were also evaluated for EAP (2022, Typical Operation) conditions and the results of this analysis are presented in Table 6-4. As shown in Table 6-4 and consistent with Existing (2019) conditions, the I-10 Freeway ramp merge and diverge areas at Cook Street are anticipated to operate at LOS D or better (i.e., acceptable LOS). EAP (2022, Typical Operation) freeway ramp junction operations analysis worksheets are provided in Appendix 6.3.

Table 6-2

Peak Hour Freeway Off-Ramp Queuing Summary for EAP (2022, Typical Operation) Conditions

Intersection	Movement	Available Stacking Distance (Feet)	Existing (2019)				EAP (2022)			
			95th Percentile Queue (Feet)[2]		Acceptable?[1]		95th Percentile Queue (Feet)[2]		Acceptable?[1]	
			PM Peak Hour	SAT Peak Hour	PM	SAT	PM Peak Hour	SAT Peak Hour	PM	SAT
Cook St. / I-10 WB Ramps	WBL/T	1,650	331	271	Yes	Yes	341	292	Yes	Yes
	WBR	250	19	15	Yes	Yes	18	15	Yes	Yes
Cook St. / I-10 EB Ramps	EBL	1,250	78	51	Yes	Yes	77	53	Yes	Yes
	EBT/R	1,250	80	75	Yes	Yes	125	80	Yes	Yes
	EBR	450	77	74	Yes	Yes	124	78	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

[2] Maximum queue length for the approach reported.

Table 6-3

Basic Freeway Segment Analysis for EAP (2022, Typical Operation) Conditions

Freeway	Direction[1]	Mainline Segment	Lanes[2]	Existing (2019)				EAP (2022)			
				Density[3]		LOS[4]		Density[3]		LOS[4]	
				PM	SAT	PM	SAT	PM	SAT	PM	SAT
I-10	WB	West of Cook St.	3	14.8	11.6	B	B	15.8	12.6	B	B
		East of Cook St.	3	13.5	11.5	B	B	14.6	12.5	B	B
	EB	West of Cook St.	3	13.0	10.8	B	B	14.0	11.7	B	B
		East of Cook St.	3	18.5	13.3	B	B	20.0	14.4	C	B

[1] EB = Eastbound; WB = Westbound

[2] Number of lanes are in the specified direction and is based on existing conditions.

[3] Density is measured by passenger cars per mile per lane (pc/mi/ln).

[4] LOS = Level of Service

Table 6-4

Freeway Ramp Junction Merge/Diverge Analysis for EAP (2022, Typical Operation) Conditions

Freeway	Direction[1]	Ramp or Segment	Lanes on Freeway[2]	Existing (2019)				EAP (2022)			
				PM Peak Hour		SAT Peak Hour		PM Peak Hour		SAT Peak Hour	
				Density[3]	LOS[4]	Density[3]	LOS[4]	Density[3]	LOS[4]	Density[3]	LOS[4]
I-10	WB	Cook St. On-Ramp	4	11.8	B	9.2	A	12.6	B	10.0	A
		Cook St. Loop On-Ramp	3	8.2	A	7.3	A	8.8	A	7.8	A
		Cook St. Off-Ramp	3	15.9	B	13.5	B	17.2	B	14.6	B
	EB	Cook St. Off-Ramp	3	19.8	B	16.4	B	21.4	C	17.8	B
		Cook St. On-Ramp	3	21.0	C	14.4	B	22.6	C	15.6	B

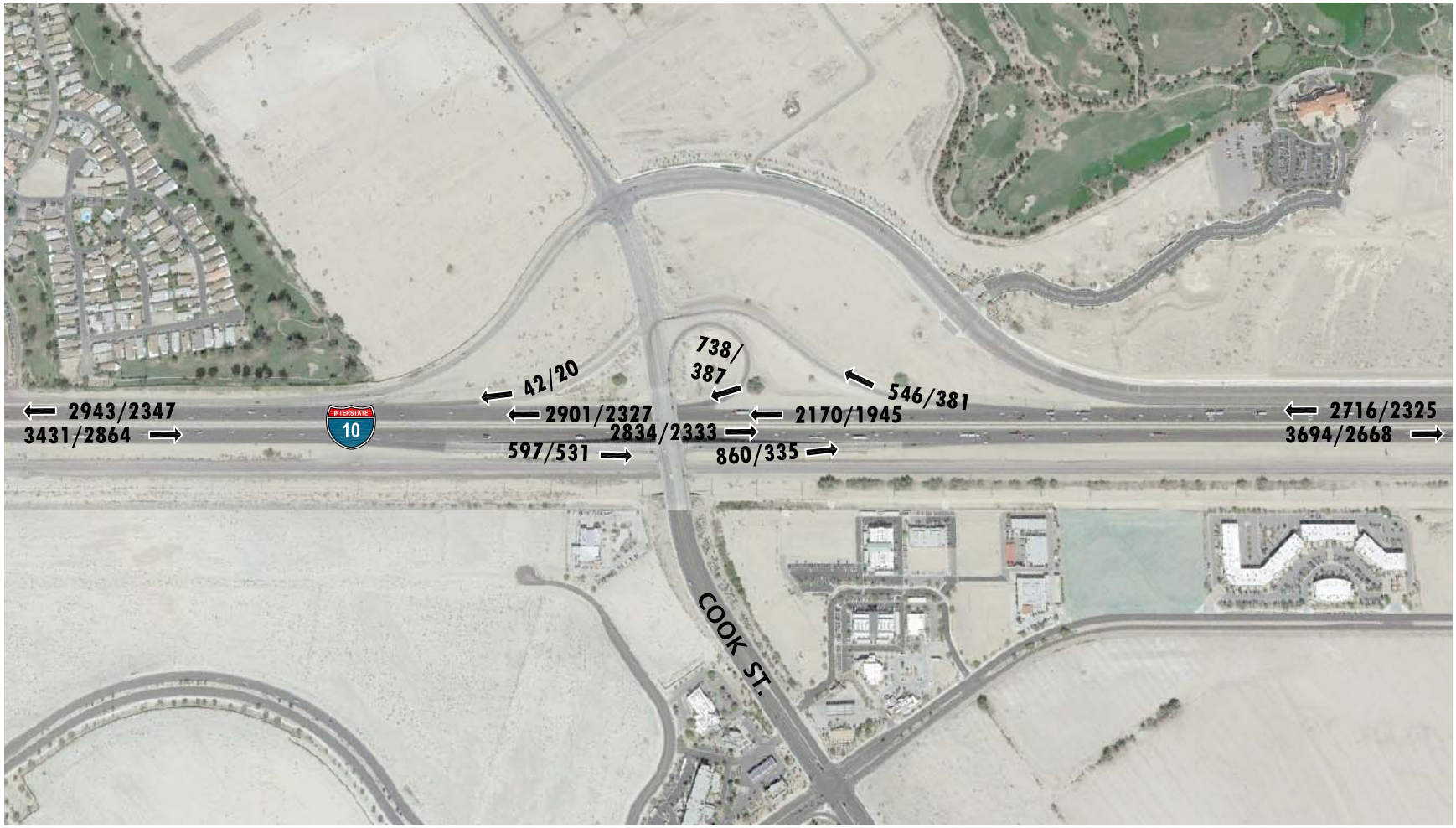
[1] EB = Eastbound; WB = Westbound

[2] Number of lanes are in the specified direction and is based on existing conditions.

[3] Density is measured by passenger cars per mile per lane (pc/mi/ln).

[4] LOS = Level of Service

EXHIBIT 6-3: EAP (2022, TYPICAL OPERATION) FREEWAY MAINLINE VOLUMES



LEGEND:

⟵ 100/200 = PM/SATURDAY PEAK HOUR VOLUMES

NOTE: VOLUMES IN ACTUAL VEHICLES (NOT PCE)

6.8 RECOMMENDED IMPROVEMENTS

6.8.1 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

Improvement strategies have been recommended for those intersections identified as deficient for EAP (2022, Typical Operation) traffic conditions. The recommended improvements would improve each location's peak hour delay and achieve acceptable LOS standards. The effectiveness of the proposed recommended improvements is presented in Table 6-5 for EAP (2022, Typical Operation) traffic conditions. Recommended improvements to address deficiencies for EAP (2022, Typical Operation) traffic conditions are described below.

Recommended Improvement – Cook Street & Market Place Drive (#8)

- Contribute fair share of 12.1% towards the installation of a traffic signal

The intersection of Cook Street and Market Place Drive is currently less than ¼ mile away from the adjacent signalized intersection of Cook Street and Country Club Drive. Although the minimum traffic signal spacing is typically ¼ mile between adjacent intersections, a traffic signal is required to improve the intersection to acceptable LOS. It is recommended that the signal timing is coordinated between the two intersections.

The intersection operations analysis worksheets for EAP (2022, Typical Operation) traffic conditions, with improvements, is included in Appendix 6.4 of this TIA.

6.8.2 RECOMMENDED IMPROVEMENTS TO ADDRESS OFF-RAMP QUEUES

As shown previously on Table 6-2, there are no peak hour queuing issues anticipated at the I-10 Freeway at Cook Street interchange for EAP (2022, Typical Operation) traffic conditions. As such, no improvements have been recommended.

6.8.3 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES ON FREEWAY FACILITIES

As shown previously on Table 6-3 and Table 6-4, all study area freeway mainline segments and ramp junctions are currently operating at an acceptable LOS for EAP (2022, Typical Operation) traffic conditions. As such, no improvements have been recommended.

Table 6-5

Intersection Analysis for EAP (2022, Typical Operation) Conditions With Improvements

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Delay[2] (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	PM	SAT	PM	SAT
8	Cook St. & Market Place Dr.																	
	- Without Improvements	CSS	1	2	0	0	2	1	1	0	1	0	0	0	**>100.0**	**72.2**	**F**	**F**
	- With Improvements	**TS**	1	2	0	0	2	1	1	0	1	0	0	0	7.7	10.6	A	B

* **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; **1** = Improvement

[2] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] CSS = Cross-street Stop; TS = Traffic Signal; **TS** = Improvement

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7 EAP (2022, SPECIAL EVENT) TRAFFIC CONDITIONS

This section discusses the methods used to develop Existing plus Ambient Growth plus Project (EAP) (2022, Special Event) traffic conditions and the resulting peak hour intersection operations, freeway mainline operations, and traffic signal warrant analyses.

7.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for EAP conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for EAP conditions only (e.g., intersection and roadway improvements at the Project's frontage and driveways).

7.2 EAP (2022, SPECIAL EVENT) TRAFFIC VOLUME FORECASTS

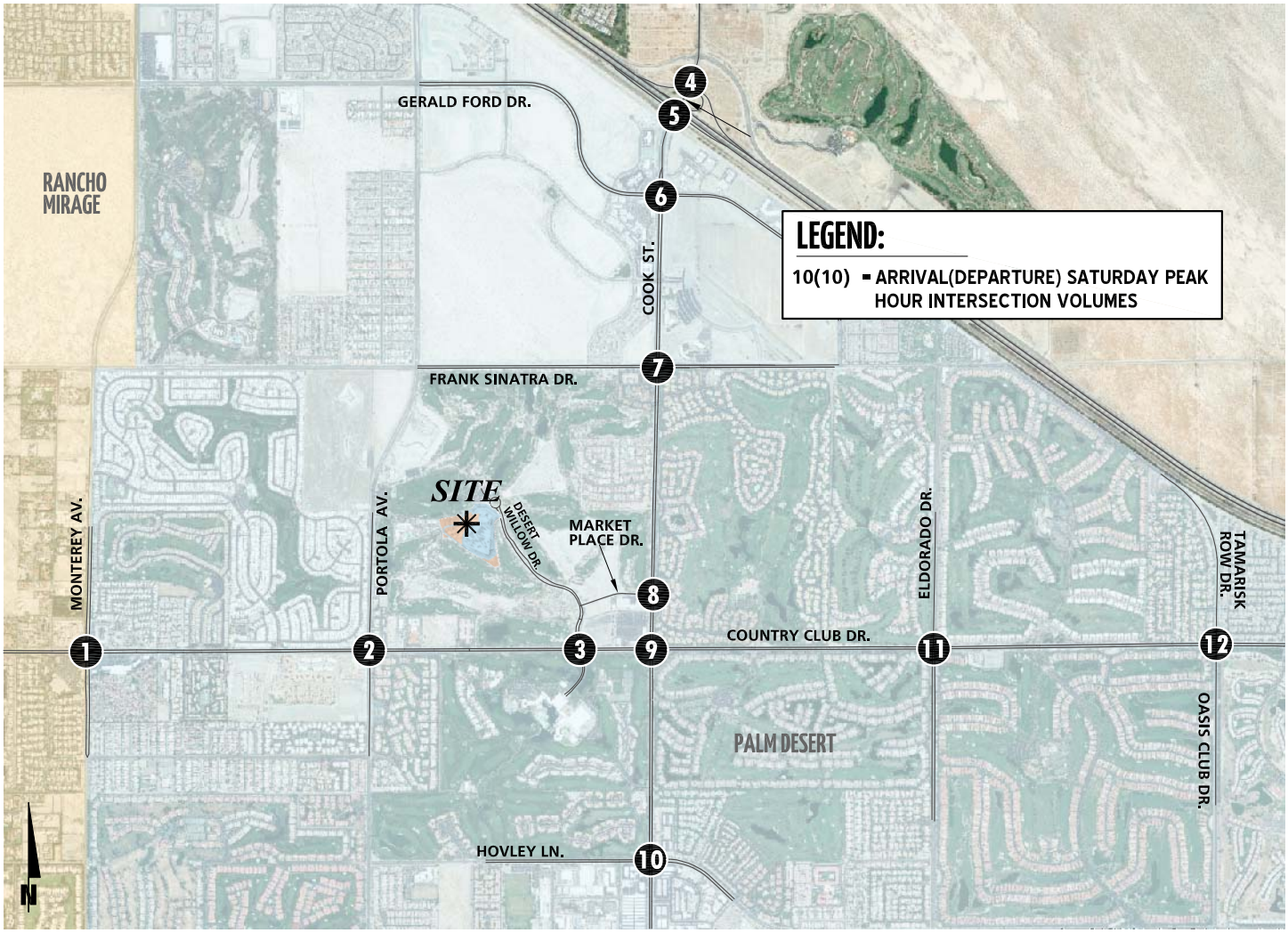
To account for background traffic growth, an ambient growth from Existing conditions of 6.12% (2 percent per year over 3 years, compounded annually) is included for EAP traffic conditions. Cumulative development projects are not included as part of the EAP analysis. EAP weekend arrival and departure peak hour intersection turning movement volumes are shown on Exhibit 7-1.

7.3 EAP (2022, SPECIAL EVENT) INTERSECTION OPERATIONS ANALYSIS

EAP peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 *Methodologies* of this TIA. The intersection analysis results are summarized in Table 7-1, which indicate that there are no additional intersections operating at an unacceptable LOS with the addition of Project traffic.

Consistent with Table 7-1, a summary of the peak hour intersection LOS for EAP conditions is shown on Exhibit 7-2. The intersection operations analysis worksheets for EAP traffic conditions is included in Appendix 7.1 of this TIA.

EXHIBIT 7-1: EAP (2022, SPECIAL EVENT) TRAFFIC VOLUMES

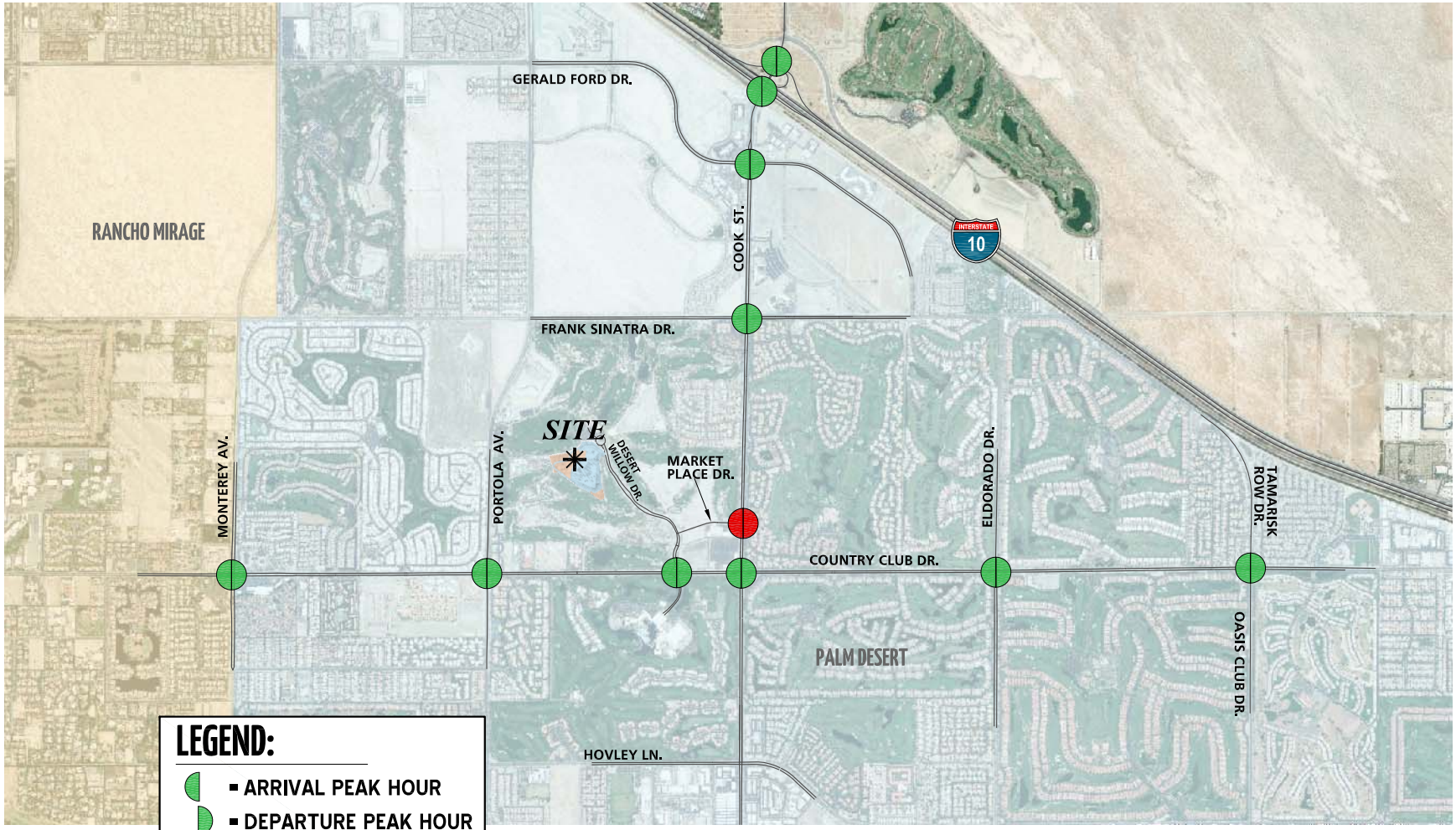


1 Monterey Av. & Country Club Dr.	2 Portola Rd. & Country Club Dr.	3 Desert Willow Dr. & Country Club Dr.	4 Cook St. & I-10 WB Ramps	5 Cook St. & I-10 EB Ramps	6 Cook St. & Gerald Ford Dr.
40(40) ↓ 1212(1212) ↓ 176(176)	28(28) ↓ 289(289) ↓ 72(64)	21(60) ↓ 4(4) ↓ 106(266)	17(17) ↓ 147(129)	583(476) ↓ 19(19)	103(103) ↓ 960(730) ↓ 163(163)
↳ 167(167) ← 298(316) ↱ 320(327)	↳ 75(82) ← 485(510) ↱ 153(160)	↳ 277(118) ← 596(596) ↱ 118(118)	↳ 24(24) ← 3(3) ↱ 470(381)		↳ 83(83) ← 195(195) ↱ 55(55)
105(105) → 435(417) → 131(131) ↱	29(29) → 582(557) → 141(141) ↱	180(141) → 584(584) → 57(57) ↱		35(35) → 1(1) → 656(531) ↱	179(179) → 177(177) → 111(111) ↱
↑ 143(143) ↑ 1034(1034) ↑ 106(98)	↑ 146(146) ↑ 318(318) ↑ 158(150)	↑ 63(63) ↑ 8(8) ↑ 73(73)	↑ 149(167) ↑ 417(541)	↑ 531(673) ↑ 336(425)	↑ 193(193) ↑ 606(837) ↑ 31(31)

7 Cook St. & Frank Sinatra Dr.	8 Cook St. & Market Place Dr.	9 Cook St. & Country Club Dr.	10 Cook St. & Hovley Ln.	11 Eldorado Dr. & Country Club Dr.	12 Tamarisk Row Dr./ Oasis Club Dr. & Country Club Dr.
148(148) ↓ 994(764) ↓ 53(53)	240(113) ↓ 938(821)	329(212) ↓ 543(553) ↓ 245(263)	196(196) ↓ 570(580) ↓ 90(97)	41(33) ↓ 75(75) ↓ 54(54)	40(32) ↓ 117(117) ↓ 150(150)
↳ 53(53) ← 155(155) ↱ 57(49)		↳ 154(136) ← 470(434) ↱ 133(133)	↳ 91(83) ← 288(288) ↱ 91(91)	↳ 39(39) ← 563(524) ↱ 19(19)	↳ 127(127) ← 565(540) ↱ 31(31)
128(128) → 141(141) → 112(104) ↱	118(245) → 29(57) ↱	160(277) → 475(510) → 131(138) ↱	177(177) → 209(209) → 119(119) ↱	46(53) → 617(656) → 70(77) ↱	24(31) → 469(494) → 46(53) ↱
↑ 113(120) ↑ 625(856) ↑ 45(52)	↑ 53(25) ↑ 654(771)	↑ 183(175) ↑ 470(460) ↑ 132(132)	↑ 73(73) ↑ 535(525) ↑ 117(117)	↑ 61(53) ↑ 67(67) ↑ 27(27)	↑ 52(44) ↑ 101(101) ↑ 37(37)

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EXHIBIT 7-2: EAP (2022, SPECIAL EVENT) SUMMARY OF LOS



URBAN CROSSROADS

Table 7-1

Intersection Analysis for EAP (2022, Special Event) Conditions

#	Intersection	Traffic Control[2]	Typical Operation		Special Event			
			Delay[1] (secs.)	Level of Service	Delay[1] (secs.)		Level of Service	
			SAT Peak Hour		SAT Arrival	SAT Departure	SAT Arrival	SAT Departure
1	Monterey Av. & Country Club Dr.	TS	27.2	C	27.2	27.2	C	C
2	Portola Av. & Country Club Dr.	TS	31.9	C	31.8	31.5	C	C
3	Desert Willow Dr. & Country Club Dr.	TS	21.8	C	21.9	24.7	C	C
4	Cook St. & I-10 WB Ramps	TS	29.5	C	34.6	30.6	C	C
5	Cook St. & I-10 EB Ramps	TS	13.7	B	16.8	13.8	B	B
6	Cook St. & Gerald Ford Dr.	TS	23.4	C	23.3	23.6	C	C
7	Cook St. & Frank Sinatra Dr.	TS	20.6	C	20.4	20.8	C	C
8	Cook St. & Market Place Dr.	CSS	**72.2**	**F**	**>100.0**	**>100.0**	**F**	**F**
9	Cook St. & Country Club Dr.	TS	30.9	C	31.0	34.0	C	C
10	Cook St. & Hovley Ln.	TS	23.3	C	23.2	23.3	C	C
11	El Dorado Dr. & Country Club Dr.	TS	17.4	B	17.3	17.1	B	B
12	Tamarisk Row Dr./Oasis Club Dr. & Country Club Dr.	TS	15.0	B	14.8	14.8	B	B

* **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[2] CSS = Cross-street Stop; TS = Traffic Signal

7.4 EAP (2022, SPECIAL EVENT) TRAFFIC SIGNAL WARRANTS ANALYSIS

No traffic signal warrant analysis has been performed for EAP (2022, Special Event) traffic conditions as the only unsignalized intersection was previously warranted for a traffic signal during Existing (2019) traffic conditions.

7.5 EAP (2022, SPECIAL EVENT) OFF-RAMP QUEUING ANALYSIS

A queuing analysis was performed for westbound and eastbound off-ramps at the I-10 Freeway at Cook Street interchange to assess vehicle queues for the off ramps that may potentially impact peak hour operations at the ramp-to-arterial intersections and may potentially "spill back" onto the I-10 Freeway mainline. Queuing analysis findings are presented in Table 7-2. It is important to note that off-ramp lengths are consistent with the measured distance between the intersection and the freeway mainline. As shown on Table 7-2 and consistent with Existing (2019) conditions, there are no potential queuing issues anticipated during the weekend arrival and departure peak 95th percentile traffic flows for EAP (2022, Special Event) traffic conditions. Worksheets for EAP (2022, Special Event) conditions off-ramp queuing analysis are provided in Appendix 7.2.

7.6 EAP (2022, SPECIAL EVENT) BASIC FREEWAY SEGMENT ANALYSIS

EAP (2022, Special Event) mainline directional volumes for the weekend arrival and departure peak hours are provided on Exhibit 7-3. As shown on Table 7-3 and consistent with Existing (2019) conditions, I-10 Freeway segments analyzed for this study are anticipated to operate at an acceptable LOS (i.e., LOS D or better) during the peak hours for EAP (2022, Special Event) traffic conditions. EAP (2022, Special Event) basic freeway segment analysis worksheets are provided in Appendix 7.3.

7.7 EAP (2022, SPECIAL EVENT) FREEWAY MERGE/DIVERGE ANALYSIS

Ramp merge and diverge operations were also evaluated for EAP (2022, Special Event) conditions and the results of this analysis are presented in Table 7-4. As shown in Table 7-4 and consistent with Existing (2019) conditions, the I-10 Freeway ramp merge and diverge areas at Cook Street are anticipated to operate at LOS D or better (i.e., acceptable LOS). EAP (2022, Special Event) freeway ramp junction operations analysis worksheets are provided in Appendix 7.3.

Table 7-2

Peak Hour Freeway Off-Ramp Queuing Summary for EAP (2022, Special Event) Conditions

Intersection	Movement	Available Stacking Distance (Feet)	Typical Operation		Special Event			
			95th Percentile Queue (Feet)[2]	Acceptable?[1]	95th Percentile Queue (Feet)[2]		Acceptable?[1]	
			SAT Peak Hour	SAT	SAT Arrival	SAT Departure	SAT Arrival	SAT Departure
Cook St. / I-10 WB Ramps	WBL/T	1,650	271	Yes	377	321	Yes	Yes
	WBR	250	15	Yes	13	15	Yes	Yes
Cook St. / I-10 EB Ramps	EBL	1,250	51	Yes	47	52	Yes	Yes
	EBT/R	1,250	75	Yes	145	82	Yes	Yes
	EBR	450	74	Yes	144	80	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

[2] Maximum queue length for the approach reported.

Table 7-3

Basic Freeway Segment Analysis for EAP (2022, Special Event) Conditions

Freeway	Direction[1]	Mainline Segment	Lanes[2]	Typical Operation		Special Event			
				Density[3]	LOS[4]	Density[3]		LOS[4]	
				SAT Peak Hour		SAT Arrival	SAT Departure	SAT Arrival	SAT Departure
I-10	WB	West of Cook St.	3	12.6	B	12.8	13..5	B	B
		East of Cook St.	3	12.5	B	13.1	12.7	B	B
	EB	West of Cook St.	3	11.7	B	12.2	11.8	B	B
		East of Cook St.	3	14.4	B	14.5	15.0	B	B

[1] EB = Eastbound; WB = Westbound

[2] Number of lanes are in the specified direction and is based on existing conditions.

[3] Density is measured by passenger cars per mile per lane (pc/mi/ln).

[4] LOS = Level of Service

Table 7-4

Freeway Ramp Junction Merge/Diverge Analysis for EAP (2022, Special Event) Conditions

Freeway	Direction	Ramp or Segment	Lanes on Freeway[2]	Typical Operation		Special Event			
				SAT Peak Hour		SAT Arrival		SAT Departure	
				Density[3]	LOS[4]	Density[3]	LOS[4]	Density[3]	LOS[4]
I-10	WB	Cook St. On-Ramp	4	10.0	A	10.2	B	10.7	B
		Cook St. Loop On-Ramp	3	7.8	A	7.8	A	7.8	A
		Cook St. Off-Ramp	3	14.6	B	15.5	B	14.9	B
	EB	Cook St. Off-Ramp	3	17.8	B	18.8	B	18.1	B
		Cook St. On-Ramp	3	15.6	B	15.8	B	16.5	B

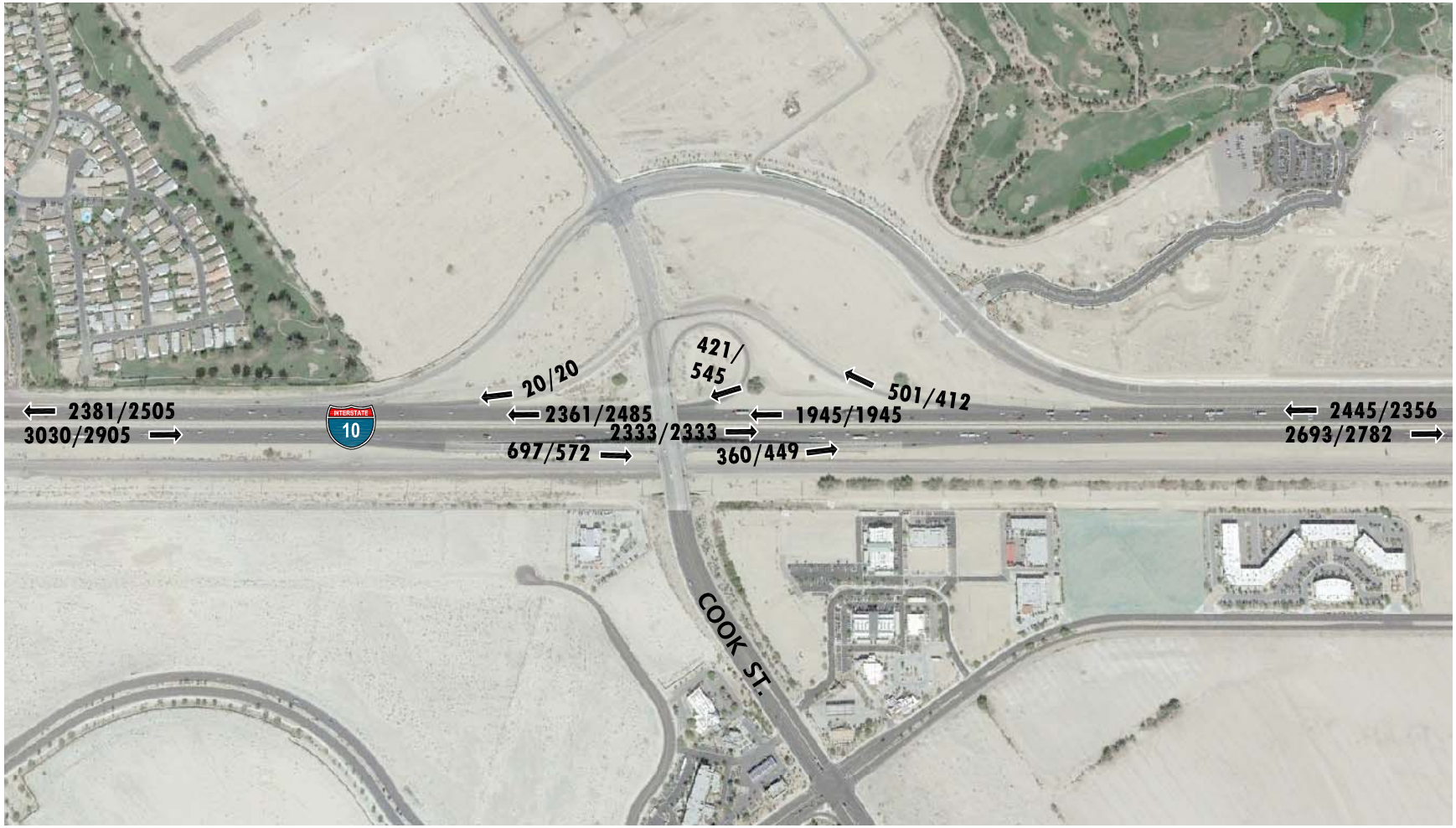
[1] EB = Eastbound; WB = Westbound

[2] Number of lanes are in the specified direction and is based on existing conditions.

[3] Density is measured by passenger cars per mile per lane (pc/mi/ln).

[4] LOS = Level of Service

EXHIBIT 7-3: EAP (2022, SPECIAL EVENT) FREEWAY MAINLINE VOLUMES



LEGEND:

⟵ 100/200 = ARRIVAL/DEPARTURE PEAK HOUR VOLUMES

NOTE: VOLUMES IN ACTUAL VEHICLES (NOT PCE)

7.8 RECOMMENDED IMPROVEMENTS

7.8.1 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

Improvement strategies have been recommended for those intersections identified as deficient for EAP (2022, Special Event) traffic conditions. The recommended improvements would improve each location's peak hour delay and achieve acceptable LOS standards. The effectiveness of the proposed recommended improvements is presented in Table 7-5 for EAP (2022, Special Event) traffic conditions. Recommended improvements to address deficiencies for EAP (2022, Special Event) traffic conditions are described below.

Recommended Improvement – Cook Street & Market Place Drive (#8)

- Contribute fair share of 12.1% towards the installation of a traffic signal

The intersection of Cook Street and Market Place Drive is currently less than ¼ mile away from the adjacent signalized intersection of Cook Street and Country Club Drive. Although the minimum traffic signal spacing is typically ¼ mile between adjacent intersections, a traffic signal is required to improve the intersection to acceptable LOS. It is recommended that the signal timing is coordinated between the two intersections.

The intersection operations analysis worksheets for EAP (2022, Special Event) traffic conditions, with improvements, is included in Appendix 7.4 of this TIA.

7.8.2 RECOMMENDED IMPROVEMENTS TO ADDRESS OFF-RAMP QUEUES

As shown previously on Table 7-2, there are no peak hour queuing issues anticipated at the I-10 Freeway at Cook Street interchange for EAP (2022, Special Event) traffic conditions. As such, no improvements have been recommended.

7.8.3 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES ON FREEWAY FACILITIES

As shown previously on Table 7-3 and Table 7-4, all study area freeway mainline segments and ramp junctions are currently operating at an acceptable LOS for EAP (2022, Special Event) traffic conditions. As such, no improvements have been recommended.

Table 7-5

Intersection Analysis for EAP (2022, Special Event) Conditions With Improvements

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Delay[2] (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	PM	SAT	PM	SAT
8	Cook St. & Market Place Dr.																	
	- Without Improvements	CSS	1	2	0	0	2	1	1	0	1	0	0	0	**>100.0**	**>100.0**	**F**	**F**
	- With Improvements	**TS**	1	2	0	0	2	1	1	0	1	0	0	0	9.8	15.1	A	B

* **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; **1** = Improvement

[2] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] CSS = Cross-street Stop; TS = Traffic Signal; **TS** = Improvement

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8 EAPC (2022, TYPICAL OPERATION) TRAFFIC CONDITIONS

This section discusses the methods used to develop Existing plus Ambient Growth plus Project plus Cumulative (EAPC) (2022, Typical Operation) traffic conditions and the resulting peak hour intersection operations, freeway mainline operations, and traffic signal warrant analyses.

8.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for EAPC conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for EAPC conditions only (e.g., intersection and roadway improvements at the Project's frontage and driveways).
- Driveways and those facilities assumed to be constructed by cumulative developments to provide site access are also assumed to be in place for EAPC conditions only (e.g., intersection and roadway improvements along the cumulative development's frontages and driveways).

8.2 EAPC (2022, TYPICAL OPERATION) TRAFFIC VOLUME FORECASTS

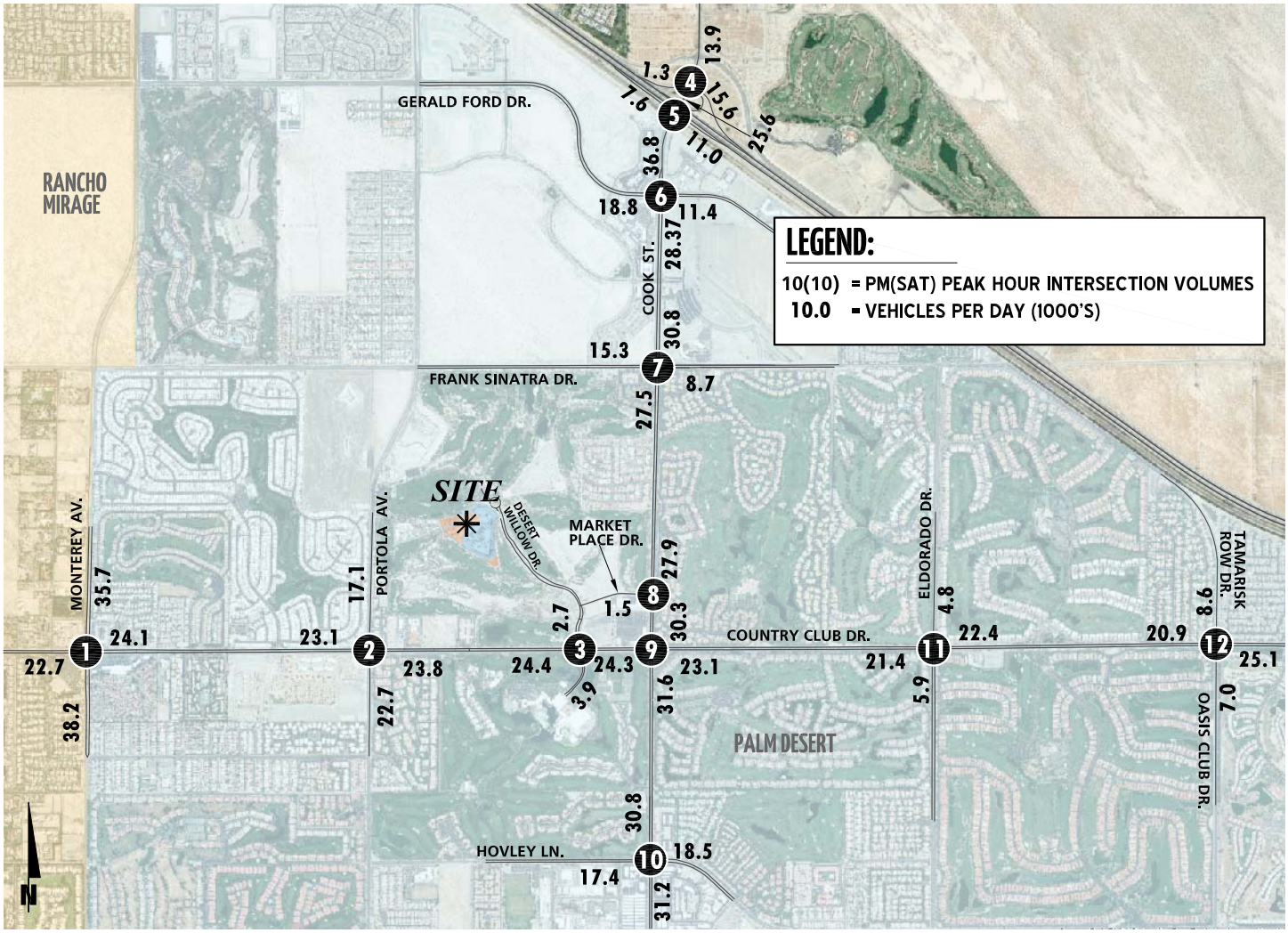
To account for background traffic, other known cumulative development projects in the study area were included in addition to 6.12% of ambient growth for EAPC traffic conditions in conjunction with traffic associated with the proposed Project. EAPC weekday ADT, weekday PM, and weekend peak hour intersection turning movement volumes are shown on Exhibit 8-1.

8.3 EAPC (2022, TYPICAL OPERATION) INTERSECTION OPERATIONS ANALYSIS

EAPC peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 *Methodologies* of this TIA. The intersection analysis results are summarized in Table 8-1, which indicate that there are no additional intersections operating at an unacceptable LOS with the addition of Project traffic.

Consistent with Table 8-1, a summary of the peak hour intersection LOS for EAPC conditions is shown on Exhibit 8-2. The intersection operations analysis worksheets for EAPC traffic conditions is included in Appendix 8.1 of this TIA.

EXHIBIT 8-1: EAPC (2022, TYPICAL OPERATION) TRAFFIC VOLUMES



1 Monterey Av. & Country Club Dr.	2 Portola Rd. & Country Club Dr.	3 Desert Willow Dr. & Country Club Dr.	4 Cook St. & I-10 WB Ramps	5 Cook St. & I-10 EB Ramps	6 Cook St. & Gerald Ford Dr.
115(68) 1080(1268) 238(177) / 190(168) 476(307) 289(327)	54(39) 448(333) 83(82) / 168(88) 623(497) 204(160)	91(44) 2(4) 84(95) / 70(103) 831(605) 84(118)	128(76) 411(385) / 134(94) 1(3) 563(418)	852(662) 120(139)	237(173) 897(773) 207(185) / 176(98) 219(227) 65(68)
194(130) 727(428) 246(131) / 229(143) 1290(1089) 199(107)	68(38) 840(572) 231(142) / 213(147) 684(361) 209(159)	151(177) 995(593) 44(57) / 62(63) 6(8) 139(73)	575(326) 734(386)	134(104) 2(1) 531(494) / 1175(608) 835(373)	544(240) 293(208) 137(147) / 225(233) 1234(644) 41(48)
7 Cook St. & Frank Sinatra Dr.	**8 Cook St. & Market Place Dr.**	**9 Cook St. & Country Club Dr.**	**10 Cook St. & Hovley Ln.**	**11 Eldorado Dr. & Country Club Dr.**	**12 Tamarisk Row Dr./ Oasis Club Dr. & Country Club Dr.**
233(199) 980(765) 67(73) / 73(72) 206(158) 47(50)	76(103) 1072(782) /	153(151) 890(585) 264(242) / 150(125) 551(490) 170(153)	198(196) 907(636) 165(96) / 162(91) 353(288) 201(91)	39(41) 103(75) 67(54) / 66(39) 667(573) 64(19)	24(40) 155(117) 224(150) / 168(127) 679(574) 56(31)
315(178) 294(143) 167(105) / 114(113) 1106(634) 76(45)	101(111) 53(45) / 27(43) 1167(612)	172(109) 760(522) 242(130) / 358(238) 969(498) 203(150)	229(177) 440(209) 136(119) / 146(73) 1048(581) 293(117)	45(52) 1048(666) 83(76) / 67(61) 114(67) 92(27)	31(30) 983(505) 90(52) / 71(52) 155(101) 97(37)

EXHIBIT 8-2: EAPC (2022, TYPICAL OPERATION) SUMMARY OF LOS

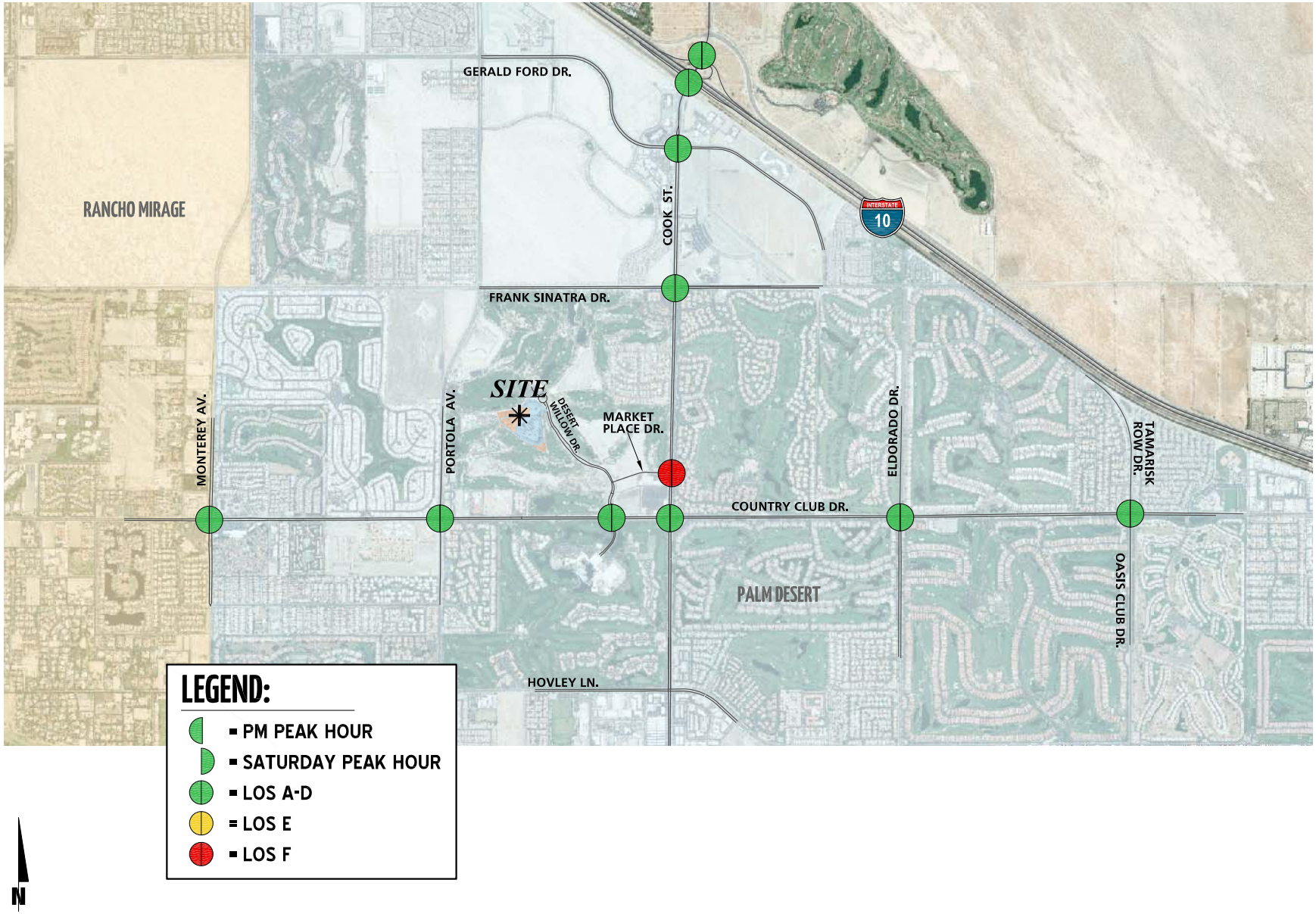


Table 8-1

Intersection Analysis for EAPC (2022) Conditions

#	Intersection	Traffic Control[2]	Existing (2019)				EAPC (2022)			
			Delay[1] (secs.)		Level of Service		Delay[1] (secs.)		Level of Service	
			PM	SAT	PM	SAT	PM	SAT	PM	SAT
1	Monterey Av. & Country Club Dr.	TS	32.3	25.7	C	C	34.7	27.4	C	C
2	Portola Av. & Country Club Dr.	TS	39.0	29.8	D	C	44.1	32.7	D	C
3	Desert Willow Dr. & Country Club Dr.	TS	18.7	19.4	B	B	20.6	22.0	C	C
4	Cook St. & I-10 WB Ramps	TS	38.0	29.3	D	C	51.9	31.5	D	C
5	Cook St. & I-10 EB Ramps	TS	13.0	12.7	B	B	18.4	17.5	B	B
6	Cook St. & Gerald Ford Dr.	TS	28.1	23.2	C	C	31.8	27.1	C	C
7	Cook St. & Frank Sinatra Dr.	TS	27.9	20.4	C	C	37.8	22.0	D	C
8	Cook St. & Market Place Dr.	CSS	**81.9**	26.6	**F**	D	**>100.0**	**79.9**	**F**	**F**
9	Cook St. & Country Club Dr.	TS	35.9	29.2	D	C	42.5	31.9	D	C
10	Cook St. & Hovley Ln.	TS	30.2	22.7	C	C	32.9	23.1	C	C
11	El Dorado Dr. & Country Club Dr.	TS	18.4	16.6	B	B	19.3	17.3	B	B
12	Tamarisk Row Dr./Oasis Club Dr. & Country Club Dr.	TS	17.8	14.3	B	B	19.0	14.9	B	B

* **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[2] CSS = Cross-street Stop; TS = Traffic Signal

8.4 EAPC (2022, TYPICAL OPERATION) TRAFFIC SIGNAL WARRANTS ANALYSIS

No traffic signal warrant analysis has been performed for EAPC (2022, Typical Operation) traffic conditions as the only unsignalized intersection was previously warranted for a traffic signal during Existing (2019) traffic conditions.

8.5 EAPC (2022, TYPICAL OPERATION) OFF-RAMP QUEUING ANALYSIS

A queuing analysis was performed for westbound and eastbound off-ramps at the I-10 Freeway at Cook Street interchange to assess vehicle queues for the off ramps that may potentially impact peak hour operations at the ramp-to-arterial intersections and may potentially "spill back" onto the I-10 Freeway mainline. Queuing analysis findings are presented in Table 8-2. It is important to note that off-ramp lengths are consistent with the measured distance between the intersection and the freeway mainline. As shown on Table 8-2 and consistent with Existing (2019) conditions, there are no potential queuing issues anticipated during the weekday PM or weekend peak 95th percentile traffic flows for EAPC (2022, Typical Operation) traffic conditions. Worksheets for EAPC (2022, Typical Operation) conditions off-ramp queuing analysis are provided in Appendix 8.2.

8.6 EAPC (2022, TYPICAL OPERATION) BASIC FREEWAY SEGMENT ANALYSIS

EAPC (2022, Typical Operation) mainline directional volumes for the weekday PM and weekend peak hours are provided on Exhibit 8-3. As shown on Table 8-3 and consistent with Existing (2019) conditions, I-10 Freeway segments analyzed for this study are anticipated to operate at an acceptable LOS (i.e., LOS D or better) during the peak hours for EAPC (2022, Typical Operation) traffic conditions. EAPC (2022, Typical Operation) basic freeway segment analysis worksheets are provided in Appendix 8.3.

8.7 EAPC (2022, TYPICAL OPERATION) FREEWAY MERGE/DIVERGE ANALYSIS

Ramp merge and diverge operations were also evaluated for EAPC (2022, Typical Operation) conditions and the results of this analysis are presented in Table 8-4. As shown in Table 8-4 and consistent with Existing (2019) conditions, the I-10 Freeway ramp merge and diverge areas at Cook Street are anticipated to operate at LOS D or better (i.e., acceptable LOS). EAPC (2022, Typical Operation) freeway ramp junction operations analysis worksheets are provided in Appendix 8.3.

Table 8-2

Peak Hour Freeway Off-Ramp Queuing Summary for EAPC (2022) Conditions

Intersection	Movement	Available Stacking Distance (Feet)	Existing (2019)				EAPC (2022)			
			95th Percentile Queue (Feet)[2]		Acceptable?[1]		95th Percentile Queue (Feet)[2]		Acceptable?[1]	
			PM Peak Hour	SAT Peak Hour	PM	SAT	PM Peak Hour	SAT Peak Hour	PM	SAT
Cook St. / I-10 WB Ramps	WBL/T	1,650	331	271	Yes	Yes	352	345	Yes	Yes
	WBR	250	19	15	Yes	Yes	55	32	Yes	Yes
Cook St. / I-10 EB Ramps	EBL	1,250	78	51	Yes	Yes	137	121	Yes	Yes
	EBT/R	1,250	80	75	Yes	Yes	184	100	Yes	Yes
	EBR	450	77	74	Yes	Yes	180	97	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

[2] Maximum queue length for the approach reported.

Table 8-3

Basic Freeway Segment Analysis for EAPC (2022) Conditions

Freeway	Direction[1]	Mainline Segment	Lanes[2]	Existing (2019)				EAPC (2022)			
				Density[3]		LOS[4]		Density[3]		LOS[4]	
				PM	SAT	PM	SAT	PM	SAT	PM	SAT
I-10	WB	West of Cook St.	3	14.8	11.6	B	B	16.3	13.0	B	B
		East of Cook St.	3	13.5	11.5	B	B	15.4	13.2	B	B
	EB	West of Cook St.	3	13.0	10.8	B	B	14.3	11.9	B	B
		East of Cook St.	3	18.5	13.3	B	B	20.6	15.3	C	B

[1] EB = Eastbound; WB = Westbound

[2] Number of lanes are in the specified direction and is based on existing conditions.

[3] Density is measured by passenger cars per mile per lane (pc/mi/ln).

[4] LOS = Level of Service

Table 8-4

Freeway Ramp Junction Merge/Diverge Analysis for EAPC (2022) Conditions

Freeway	Direction[1]	Ramp or Segment	Lanes on Freeway[2]	Existing (2019)				EAPC (2022)			
				PM Peak Hour		SAT Peak Hour		PM Peak Hour		SAT Peak Hour	
				Density[3]	LOS[4]	Density[3]	LOS[4]	Density[3]	LOS[4]	Density[3]	LOS[4]
I-10	WB	Cook St. On-Ramp	4	11.8	B	9.2	A	13.0	B	9.5	A
		Cook St. Loop On-Ramp	3	8.2	A	7.3	A	8.8	A	7.8	A
		Cook St. Off-Ramp	3	15.9	B	13.5	B	18.3	B	15.6	B
	EB	Cook St. Off-Ramp	3	19.8	B	16.4	B	21.9	C	18.4	B
		Cook St. On-Ramp	3	21.0	C	14.4	B	23.5	C	17.0	B

[1] EB = Eastbound; WB = Westbound

[2] Number of lanes are in the specified direction and is based on existing conditions.

[3] Density is measured by passenger cars per mile per lane (pc/mi/ln).

[4] LOS = Level of Service

EXHIBIT 8-3: EAPC (2022, TYPICAL OPERATION) FREEWAY MAINLINE VOLUMES



LEGEND:

⟵ 100/200 = PM/SATURDAY PEAK HOUR VOLUMES

NOTE: VOLUMES IN ACTUAL VEHICLES (NOT PCE)

8.8 RECOMMENDED IMPROVEMENTS

8.8.1 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

Improvement strategies have been recommended for those intersections identified as deficient for EAPC (2022, Typical Operation) traffic conditions. The recommended improvements would improve each location's peak hour delay and achieve acceptable LOS standards. The effectiveness of the proposed recommended improvements is presented in Table 8-5 for EAPC (2022, Typical Operation) traffic conditions. Recommended improvements to address deficiencies for EAPC (2022, Typical Operation) traffic conditions are described below.

Recommended Improvement – Cook Street & Market Place Drive (#8)

- Contribute fair share of 12.1% towards the installation of a traffic signal

The intersection of Cook Street and Market Place Drive is currently less than ¼ mile away from the adjacent signalized intersection of Cook Street and Country Club Drive. Although the minimum traffic signal spacing is typically ¼ mile between adjacent intersections, a traffic signal is required to improve the intersection to acceptable LOS. It is recommended that the signal timing is coordinated between the two intersections.

The intersection operations analysis worksheets for EAPC (2022, Typical Operation) traffic conditions, with improvements, is included in Appendix 8.4 of this TIA.

8.8.2 RECOMMENDED IMPROVEMENTS TO ADDRESS OFF-RAMP QUEUES

As shown previously on Table 8-2, there are no peak hour queuing issues anticipated at the I-10 Freeway at Cook Street interchange for EAPC (2022, Typical Operation) traffic conditions. As such, no improvements have been recommended.

8.8.3 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES ON FREEWAY FACILITIES

As shown previously on Table 8-3 and Table 8-4, all study area freeway mainline segments and ramp junctions are currently operating at an acceptable LOS for EAPC (2022, Typical Operation) traffic conditions. As such, no improvements have been recommended.

Table 8-5

Intersection Analysis for EAPC (2022) Conditions With Improvements

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Delay[2] (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	PM	SAT	PM	SAT
8	Cook St. & Market Place Dr.																	
	- Without Improvements	CSS	1	2	0	0	2	1	1	0	1	0	0	0	**>100.0**	**79.9**	**F**	**F**
	- With Improvements	**TS**	1	2	0	0	2	1	1	0	1	0	0	0	7.7	10.8	A	B

* **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; **1** = Improvement

[2] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] CSS = Cross-street Stop; TS = Traffic Signal; **TS** = Improvement

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9 EAPC (2022, SPECIAL EVENT) TRAFFIC CONDITIONS

This section discusses the methods used to develop Existing plus Ambient Growth plus Project plus Cumulative (EAPC) (2022, Special Event) traffic conditions and the resulting peak hour intersection operations, freeway mainline operations, and traffic signal warrant analyses.

9.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for EAPC conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for EAPC conditions only (e.g., intersection and roadway improvements at the Project's frontage and driveways).
- Driveways and those facilities assumed to be constructed by cumulative developments to provide site access are also assumed to be in place for EAPC conditions only (e.g., intersection and roadway improvements along the cumulative development's frontages and driveways).

9.2 EAPC (2022, SPECIAL EVENT) TRAFFIC VOLUME FORECASTS

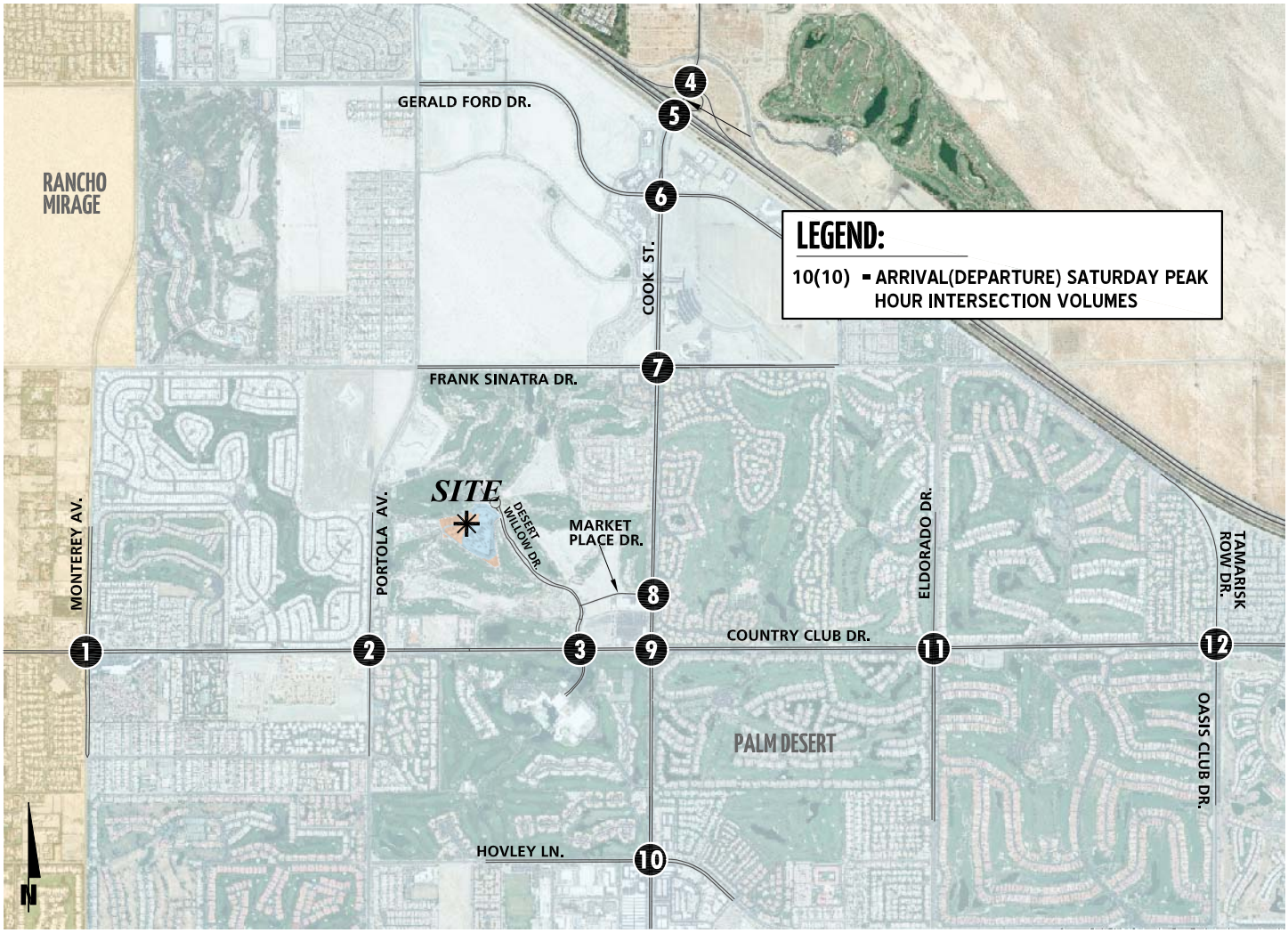
To account for background traffic, other known cumulative development projects in the study area were included in addition to 6.12% of ambient growth for EAPC traffic conditions in conjunction with traffic associated with the proposed Project. EAPC weekend arrival and departure peak hour intersection turning movement volumes are shown on Exhibit 9-1.

9.3 EAPC (2022, SPECIAL EVENT) INTERSECTION OPERATIONS ANALYSIS

EAPC peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 *Methodologies* of this TIA. The intersection analysis results are summarized in Table 9-1, which indicate that there are no additional intersections operating at an unacceptable LOS with the addition of Project traffic.

Consistent with Table 9-1, a summary of the peak hour intersection LOS for EAPC conditions is shown on Exhibit 9-2. The intersection operations analysis worksheets for EAPC traffic conditions is included in Appendix 9.1 of this TIA.

EXHIBIT 9-1: EAPC (2022, SPECIAL EVENT) TRAFFIC VOLUMES



1 Monterey Av. & Country Club Dr.	2 Portola Rd. & Country Club Dr.	3 Desert Willow Dr. & Country Club Dr.	4 Cook St. & I-10 WB Ramps	5 Cook St. & I-10 EB Ramps	6 Cook St. & Gerald Ford Dr.
68(68) 1268(1268) 177(177) → 168(168) 304(322) 321(328)	39(39) 333(333) 82(74) → 82(89) 487(512) 154(161)	21(60) 4(4) 106(266) → 277(118) 605(605) 118(118)	76(76) 402(384) → 94(94) 3(3) 538(449)	799(692) 139(139) →	173(173) 1074(844) 185(185) → 98(98) 227(227) 68(68)
130(130) 442(424) 131(131) → 143(143) 1089(1089) 107(99)	38(38) 585(560) 142(142) → 147(147) 361(361) 159(151)	189(150) 593(593) 57(57) → 63(63) 8(8) 73(73)	→ 325(343) 420(544)	104(104) 1(1) 660(535) → 641(783) 398(487)	240(240) 208(208) 147(147) → 233(233) 702(933) 48(48)

7 Cook St. & Frank Sinatra Dr.	8 Cook St. & Market Place Dr.	9 Cook St. & Country Club Dr.	10 Cook St. & Hovley Ln.	11 Eldorado Dr. & Country Club Dr.	12 Tamarisk Row Dr./ Oasis Club Dr. & Country Club Dr.
199(199) 1066(836) 73(73) → 72(72) 158(158) 57(49)	240(113) 960(843) →	329(212) 560(570) 251(269) → 154(136) 475(439) 153(153)	196(196) 621(631) 90(97) → 91(83) 288(288) 91(91)	41(33) 75(75) 54(54) → 39(39) 588(549) 19(19)	40(32) 117(117) 150(150) → 127(127) 590(565) 31(31)
178(178) 143(143) 112(104) → 113(120) 692(923) 45(52)	118(245) 29(57) → 53(25) 663(780)	160(277) 479(514) 134(141) → 250(242) 479(469) 150(150)	177(177) 209(209) 119(119) → 73(73) 574(564) 117(117)	46(53) 645(684) 70(77) → 61(53) 67(67) 27(27)	24(31) 497(522) 46(53) → 52(44) 101(101) 37(37)

EXHIBIT 9-2: EAPC (2022, SPECIAL EVENT) SUMMARY OF LOS

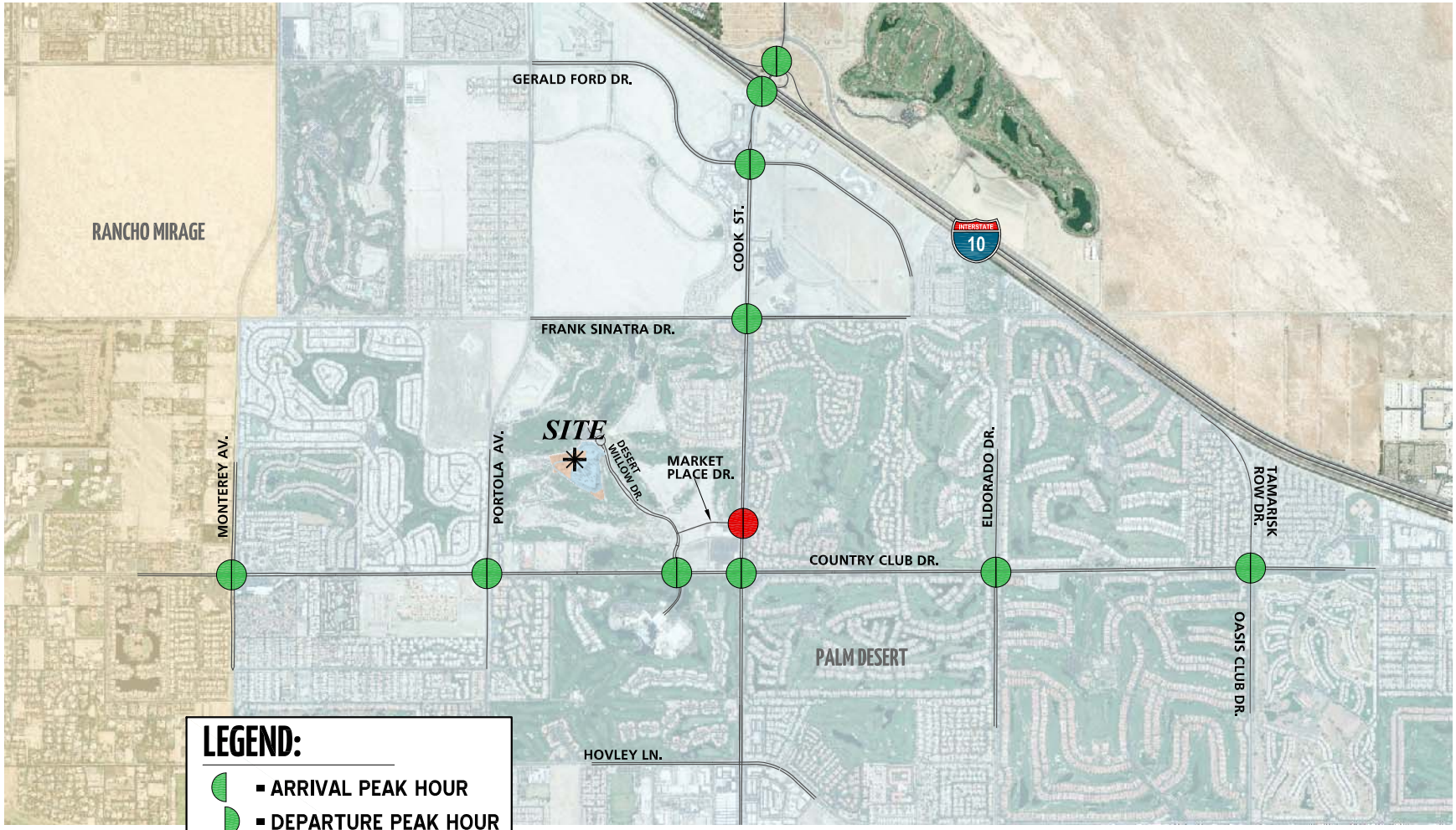


Table 9-1

Intersection Analysis for EAPC (2022, Special Event) Conditions

#	Intersection	Traffic Control[2]	Typical Operation		Special Event			
			Delay[1] (secs.)	Level of Service	Delay[1] (secs.)		Level of Service	
			SAT Peak Hour		SAT Arrival	SAT Departure	SAT Arrival	SAT Departure
1	Monterey Av. & Country Club Dr.	TS	27.4	C	27.4	27.4	C	C
2	Portola Av. & Country Club Dr.	TS	32.7	C	32.6	32.1	C	C
3	Desert Willow Dr. & Country Club Dr.	TS	22.0	C	22.0	24.8	C	C
4	Cook St. & I-10 WB Ramps	TS	31.5	C	31.9	32.7	C	C
5	Cook St. & I-10 EB Ramps	TS	17.5	B	20.0	17.9	B	B
6	Cook St. & Gerald Ford Dr.	TS	27.1	C	30.1	30.7	C	C
7	Cook St. & Frank Sinatra Dr.	TS	22.0	C	22.0	22.5	C	C
8	Cook St. & Market Place Dr.	CSS	**79.9**	**F**	**>100.0**	**>100.0**	**F**	**F**
9	Cook St. & Country Club Dr.	TS	31.9	C	31.9	34.9	C	C
10	Cook St. & Hovley Ln.	TS	23.1	C	23.1	23.1	C	C
11	El Dorado Dr. & Country Club Dr.	TS	17.3	B	17.2	17.1	B	B
12	Tamarisk Row Dr./Oasis Club Dr. & Country Club Dr.	TS	14.9	B	14.7	14.7	B	B

* **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[2] CSS = Cross-street Stop; TS = Traffic Signal

9.4 EAPC (2022, SPECIAL EVENT) TRAFFIC SIGNAL WARRANTS ANALYSIS

No traffic signal warrant analysis has been performed for EAPC (2022, Special Event) traffic conditions as the only unsignalized intersection was previously warranted for a traffic signal during Existing (2019) traffic conditions.

9.5 EAPC (2022, SPECIAL EVENT) OFF-RAMP QUEUING ANALYSIS

A queuing analysis was performed for westbound and eastbound off-ramps at the I-10 Freeway at Cook Street interchange to assess vehicle queues for the off ramps that may potentially impact peak hour operations at the ramp-to-arterial intersections and may potentially "spill back" onto the I-10 Freeway mainline. Queuing analysis findings are presented in Table 9-2. It is important to note that off-ramp lengths are consistent with the measured distance between the intersection and the freeway mainline. As shown on Table 9-2 and consistent with Existing (2019) conditions, there are no potential queuing issues anticipated during the weekend arrival and departure peak 95th percentile traffic flows for EAPC (2022, Special Event) traffic conditions. Worksheets for EAPC (2022, Special Event) conditions off-ramp queuing analysis are provided in Appendix 9.2.

9.6 EAPC (2022, SPECIAL EVENT) BASIC FREEWAY SEGMENT ANALYSIS

EAPC (2022, Special Event) mainline directional volumes for the weekend arrival and departure peak hours are provided on Exhibit 9-3. As shown on Table 9-3 and consistent with Existing (2019) conditions, I-10 Freeway segments analyzed for this study are anticipated to operate at an acceptable LOS (i.e., LOS D or better) during the peak hours for EAPC (2022, Special Event) traffic conditions. EAPC (2022, Special Event) basic freeway segment analysis worksheets are provided in Appendix 9.3.

9.7 EAPC (2022, SPECIAL EVENT) FREEWAY MERGE/DIVERGE ANALYSIS

Ramp merge and diverge operations were also evaluated for EAPC (2022, Special Event) conditions and the results of this analysis are presented in Table 9-4. As shown in Table 9-4 and consistent with Existing (2019) conditions, the I-10 Freeway ramp merge and diverge areas at Cook Street are anticipated to operate at LOS D or better (i.e., acceptable LOS). EAPC (2022, Special Event) freeway ramp junction operations analysis worksheets are provided in Appendix 9.3.

Table 9-2

Peak Hour Freeway Off-Ramp Queuing Summary for EAPC (2022, Special Event) Conditions

Intersection	Movement	Available Stacking Distance (Feet)	Typical Operation		Special Event			
			95th Percentile Queue (Feet)[2]	Acceptable?[1]	95th Percentile Queue (Feet)[2]		Acceptable?[1]	
			SAT Peak Hour	SAT	SAT Arrival	SAT Departure	SAT Arrival	SAT Departure
Cook St. / I-10 WB Ramps	WBL/T	1,650	271	Yes	425	360	Yes	Yes
	WBR	250	15	Yes	32	30	Yes	Yes
Cook St. / I-10 EB Ramps	EBL	1,250	51	Yes	101	116	Yes	Yes
	EBT/R	1,250	75	Yes	217	130	Yes	Yes
	EBR	450	74	Yes	216	129	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

[2] Maximum queue length for the approach reported.

Table 9-3

Basic Freeway Segment Analysis for EAPC (2022, Special Event) Conditions

Freeway	Direction[1]	Mainline Segment	Lanes[2]	Typical Operation		Special Event			
				Density[3]	LOS[4]	Density[3]		LOS[4]	
				SAT Peak Hour		SAT Arrival	SAT Departure	SAT Arrival	SAT Departure
I-10	WB	West of Cook St.	3	13.0	B	13.1	13.8	B	B
		East of Cook St.	3	13.2	B	13.7	13.4	B	B
	EB	West of Cook St.	3	11.9	B	12.5	12.0	B	B
		East of Cook St.	3	15.3	B	15.5	15.9	B	B

[1] EB = Eastbound; WB = Westbound

[2] Number of lanes are in the specified direction and is based on existing conditions.

[3] Density is measured by passenger cars per mile per lane (pc/mi/ln).

[4] LOS = Level of Service

Table 9-4

Freeway Ramp Junction Merge/Diverge Analysis for EAPC (2022, Special Event) Conditions

Freeway	Direction	Ramp or Segment	Lanes on Freeway[2]	Typical Operation		Special Event			
				SAT Peak Hour		SAT Arrival		SAT Departure	
				Density[3]	LOS[4]	Density[3]	LOS[4]	Density[3]	LOS[4]
I-10	WB	Cook St. On-Ramp	4	9.5	A	9.6	A	10.0	A
		Cook St. Loop On-Ramp	3	7.8	A	7.8	A	7.8	A
		Cook St. Off-Ramp	3	15.6	B	16.5	B	15.8	B
	EB	Cook St. Off-Ramp	3	18.4	B	19.3	B	18.4	B
		Cook St. On-Ramp	3	17.0	B	17.2	B	17.9	B

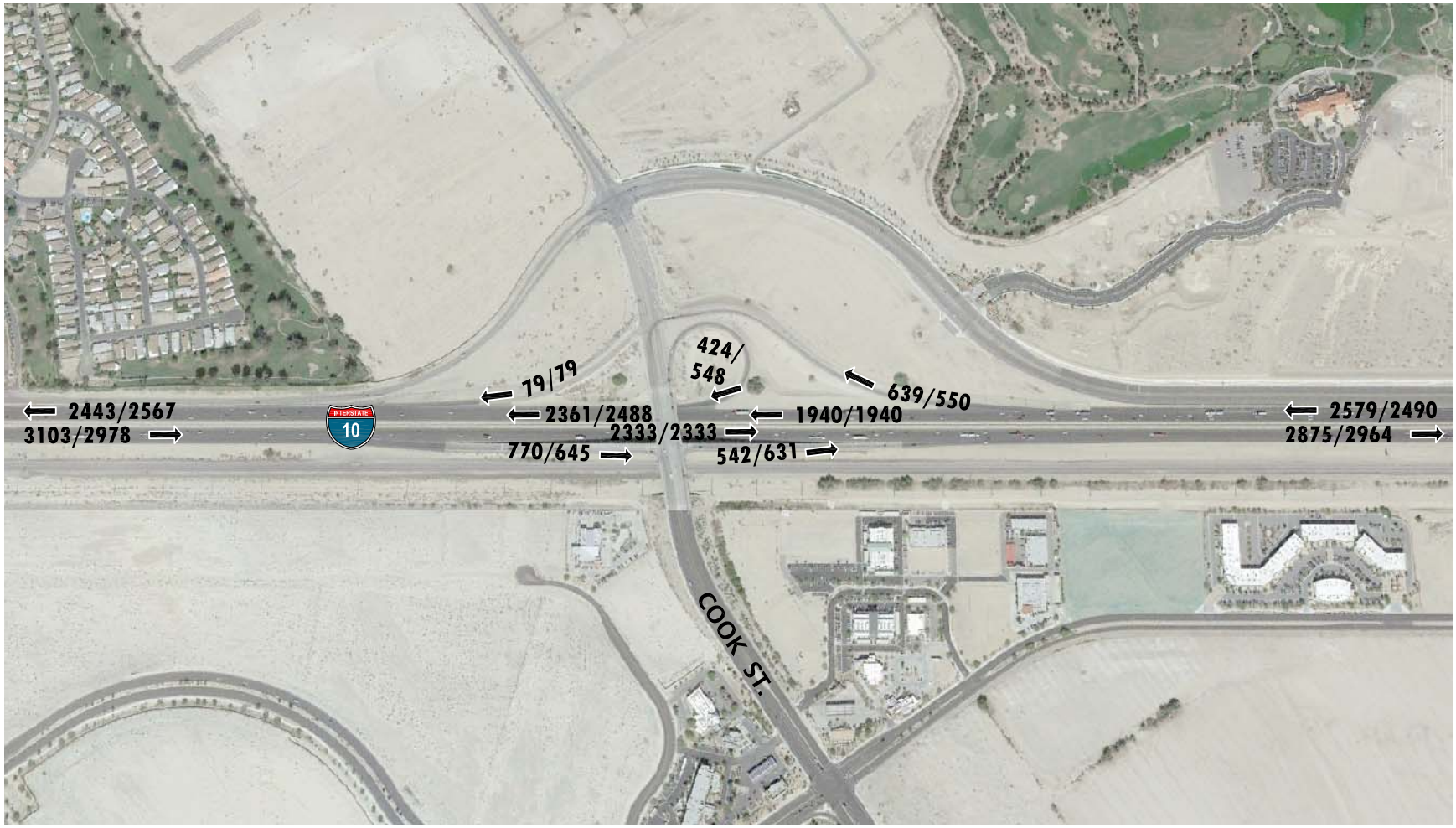
[1] EB = Eastbound; WB = Westbound

[2] Number of lanes are in the specified direction and is based on existing conditions.

[3] Density is measured by passenger cars per mile per lane (pc/mi/ln).

[4] LOS = Level of Service

EXHIBIT 9-3: EAPC (2022, SPECIAL EVENT) FREEWAY MAINLINE VOLUMES



LEGEND:

⟵ 100/200 = ARRIVAL/DEPARTURE PEAK HOUR VOLUMES

NOTE: VOLUMES IN ACTUAL VEHICLES (NOT PCE)

9.8 RECOMMENDED IMPROVEMENTS

9.8.1 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

Improvement strategies have been recommended for those intersections identified as deficient for EAPC (2022, Special Event) traffic conditions. The recommended improvements would improve each location's peak hour delay and achieve acceptable LOS standards. The effectiveness of the proposed recommended improvements is presented in Table 9-5 for EAPC (2022, Special Event) traffic conditions. Recommended improvements to address deficiencies for EAPC (2022, Special Event) traffic conditions are described below.

Recommended Improvement – Cook Street & Market Place Drive (#8)

- Contribute fair share of 12.1% towards the installation of a traffic signal

The intersection of Cook Street and Market Place Drive is currently less than ¼ mile away from the adjacent signalized intersection of Cook Street and Country Club Drive. Although the minimum traffic signal spacing is typically ¼ mile between adjacent intersections, a traffic signal is required to improve the intersection to acceptable LOS. It is recommended that the signal timing is coordinated between the two intersections.

The intersection operations analysis worksheets for EAPC (2022, Special Event) traffic conditions, with improvements, is included in Appendix 9.4 of this TIA.

9.8.2 RECOMMENDED IMPROVEMENTS TO ADDRESS OFF-RAMP QUEUES

As shown previously on Table 9-2, there are no peak hour queuing issues anticipated at the I-10 Freeway at Cook Street interchange for EAPC (2022, Special Event) traffic conditions. As such, no improvements have been recommended.

9.8.3 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES ON FREEWAY FACILITIES

As shown previously on Table 9-3 and Table 9-4, all study area freeway mainline segments and ramp junctions are currently operating at an acceptable LOS for EAPC (2022, Special Event) traffic conditions. As such, no improvements have been recommended.

Table 9-5

Intersection Analysis for EAPC (2022, Special Event) Conditions With Improvements

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Delay[2] (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	PM	SAT	PM	SAT
8	Cook St. & Market Place Dr.																	
	- Without Improvements	CSS	1	2	0	0	2	1	1	0	1	0	0	0	**>100.0**	**>100.0**	**F**	**F**
	- With Improvements	**TS**	1	2	0	0	2	1	1	0	1	0	0	0	9.8	15.3	A	B

* **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; **1** = Improvement

[2] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] CSS = Cross-street Stop; TS = Traffic Signal; **TS** = Improvement

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10 REFERENCES

1. **Riverside County Transportation Department.** *Traffic Impact Analysis Preparation Guide.* County of Riverside : s.n., Updated April 2008.

2. **Institute of Transportation Engineers.** *Trip Generation.* 10th Edition. 2017.

3. **Federal Highway Administration (FHWA).** *Managing Travel for Planned Special Events.* s.l. : FHWA, 2003.

4. **Transportation Research Board.** *Highway Capacity Manual (HCM).* s.l. : National Academy of Sciences, 2010.

5. **California Department of Transportation.** *Guide for the Preparation of Traffic Impact Studies.* December 2002.

6. —. California Manual on Uniform Traffic Control Devices (MUTCD). [book auth.] California Department of Transportation. *California Manual on Uniform Traffic Control Devices (CAMUTCD).* 2014.

7. —. *Freeway Performance Measurement (PeMS).* [Online] [Cited: January 10, 2019.] http://pems.dot.ca.gov/.

8. **Southern California Association of Governments.** *2016 Regional Transportation Plan/Sustainable Communities Strategy.* April 2016.

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APPENDIX 1.1:

APPROVED TRAFFIC STUDY SCOPING AGREEMENT

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URBAN CROSSROADS

260 E. Baker St. | Suite 200 | Costa Mesa, CA 92626 | (949) 660-1994
urbanxroads.com

December 20, 2018 (Revised)

Mr. Randy Bowman
City of Palm Desert
73510 Fred Waring Drive
Palm Desert, CA 92260

SUBJECT: SCOPING AGREEMENT FOR DESERT WAVE TRAFFIC IMPACT ANALYSIS

Dear Mr. Randy Bowman:

The firm of Urban Crossroads, Inc. is pleased to submit this scoping agreement for Desert Wave ("Project"), which is located west of Desert Willow Drive, in the City of Palm Desert. It is our understanding that the Project is to consist of a 5.5-acre surf lagoon with restaurant, café, bar, two hotels with a maximum of 350 rooms and a maximum of 87 villas. The Project consists of two planning areas: The Surf Lagoon Planning Area and the Hotels and Villas Planning Area. The Surf Lagoon Planning Area will be developed in Phase 1 and the Hotels and Villas Planning Area will be developed at a later date. The traffic analysis will be conducted for the buildout of the Project with an anticipated opening year of 2022. Any related off-site mitigations will be provided with the first phase of the development, should the development be phased.

Our goal is to obtain comments from City of Palm Desert staff, to ensure that the traffic study fully addresses the potential impacts of the proposed Project. The remainder of this letter describes the proposed analysis methodology, Project trip generation, trip distribution, and Project traffic assignment/project trips on the surrounding roadway network. The following scoping assumptions have been prepared in accordance with the County of Riverside's Traffic Impact Analysis Preparation Guide (April 2008) as the City of Palm Desert does not have its own traffic impact analysis guidelines.

The preliminary site plan for the proposed Project is shown on Exhibit 1.

Access to the Project site will be provided via the following roadways:

- Desert Willow Drive on Country Club Drive (full access)
- Market Place Drive on Cook Street (full access)

Exhibit 2 depicts the location of the proposed Project in relation to the existing roadway network.

TRIP GENERATION

In accordance with County of Riverside's Traffic Impact Analysis Preparation Guide, the Project trip generation rates to be used for the traffic impact analysis has been based on the Institute of Transportation Engineers (ITE) Trip Generation manual, 10th Edition (2017) for hotel and restaurant

uses. Trip generation estimates for the Surf Lagoon has been calculated based on the expected number of guests and a vehicle occupancy of 2.4.

Trip Generation has been calculated for Weekday PM peak hour and weekend (Saturday) peak hour for typical operations and summarized in Table 1A. The proposed Project is anticipated to generate a net total of 5,311 trip-ends per day on a typical weekday with 288 vehicles per hour (VPH) during the weekday PM peak hour and 430 VPH during the weekend peak hour. The trip generation estimate during special event has been calculated based on estimated 3,500 guests per day and approximately 25% of the guests arriving or departing during the peak hour. As shown in Table 1B, the proposed Project (Weekend Special Event) is anticipated to generate a net total of 7,078 trip-ends per day on a typical weekend during a special event with 743 vehicles per hour (VPH) during the arrival peak hour and the departure peak hour.

TRIP DISTRIBUTION

The trip distribution patterns for typical operation of the Project are graphically depicted on Exhibit 3. The trip distributions have been developed based on past work experience in the vicinity of the Project site and refined to reflect the roadway network and the surrounding uses in the vicinity of the proposed Project as they exist today. The Project trip distribution patterns for Special Events are depicted on Exhibit 4

STUDY AREA

INTERSECTIONS

The traffic impact study area was defined in conformance with the requirements of County of Riverside's Traffic Impact Analysis Preparation Guide. Consistent with the County's TIA guidelines, study area intersections have been identified for the Project based on the contribution of 50 or more peak hour trips. Based on this criterion, anticipated trip generation and trip distribution, the following intersections will be evaluated:

ID	Intersection Location	Jurisdiction
1	Monterey Av. / Country Club Dr.	City of Palm Desert, City of Rancho Mirage
2	Portola Av. / Country Club Dr.	City of Palm Desert
3	Desert Willow Dr. / Country Club Dr.	City of Palm Desert
4	Cook St. / I-10 WB Ramps	Caltrans, County of Riverside
5	Cook St. / I-10 EB Ramps	Caltrans, City of Palm Desert
6	Cook St. / Gerald Ford Dr.	City of Palm Desert

7	Cook St. / Frank Sinatra Dr.	City of Palm Desert
8	Cook St. / Market Place Dr.	City of Palm Desert
9	Cook St. / Country Club Dr.	City of Palm Desert
10	Cook St. / Hovley Ln.	City of Palm Desert
11	El Dorado Dr. / Country Club Dr.	City of Palm Desert
12	Tamarisk Row Dr./Oasis Club Dr. / Country Club Dr.	City of Palm Desert

Exhibit 2 presents the study area intersection analysis locations.

FREEWAYS

- Freeway segment analysis will be conducted for segments of I-10 Freeway, west and east of Cook Street (2 segments each direction) based on the currently accepted Highway Capacity Manual (HCM 6th Edition) Basic Freeway Segment Analysis methodology.
- Freeway merge/diverge analysis will be conducted for ramp junctions on I-10 Freeway, west and east of Cook Street (4 ramp junctions) based on the currently accepted Highway Capacity Manual (HCM 6th Edition Freeway Ramp Merge/Diverge Analysis methodology.
- Freeway off-ramp queuing analysis will be conducted at the I-10 Freeway/Cook Street interchange.

TRAFFIC COUNTS

Traffic count data will be count during Thursday PM (3pm to 7 pm), Friday PM (3pm to 7pm) peak period and Saturday mid-day (10 am to 2 pm) peak period.

A comparison will be made between the Thursday PM and Friday PM count data and the Weekday PM analysis will be conducted for the worst-case. Traffic counts will be scheduled from January 10-12, 2019.

AMBIENT GROWTH ASSUMPTIONS

The ambient growth rate of 8.24% will be utilized for an opening year of 2022 (2% compounded over 4 years).

ANALYSIS SCENARIOS

The following analysis scenarios are proposed for this traffic study:

- Existing (2018)
- Existing Plus Project (E+P)
- Existing Plus Ambient Growth Plus Project (E+A+P) (2022)
- Existing Plus Ambient Growth Plus Project (E+A+P) (2022) – Special Event*
- Existing Plus Ambient Growth Plus Cumulative Projects Plus Project (E+A+C+P) (2022)
- Existing Plus Ambient Growth Plus Cumulative Projects Plus Project (E+A+C+P) (2022) – Special Event*

*Mitigation for potential impacts identified for the Special Event scenarios will be based on traffic signal modification or other traffic management strategies and not physical roadway improvements.

LEVEL OF SERVICE (LOS) CRITERIA

Per the City of Palm Desert's General Plan, LOS D as the threshold for acceptable traffic conditions on the circulation network.

PREFERRED ANALYSIS METHODOLOGY

For the purposes of this analysis, signalized intersection operations analysis will be based on the methodology described in the Highway Capacity Manual (6th Edition). Intersection LOS operations are based on an intersection's average control delay. Unsignalized intersections will be evaluated using the methodology described in the HCM 6th Edition. At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane.

OPEN ITEMS - CUMULATIVE DEVELOPMENT PROJECTS

Please provide a list of cumulative projects to be included in the analysis. The County of Riverside and City of Rancho Mirage will also be consulted for their input on cumulative projects within their jurisdiction.

SPECIAL ISSUES

The following issues will also be addressed as part of the TIA:

- *Site Access Evaluation:* Recommendations regarding site access and internal circulation features to accommodate peak hour traffic volumes will be included in the traffic study. Queuing analyses will be prepared for all turn lanes into the project site for "with project" scenarios.

- *Event Traffic Management:* Recommendations regarding site access and internal circulation features to accommodate vehicular, pedestrian and transit during planned special activities will be included in the traffic study.
- *Traffic Signal Warrant Analysis:* Signal warrant analysis will be prepared for unsignalized intersections for all study scenarios, except when an intersection is warranted in an earlier scenario. Peak hour volume based warrants (CA MUTCD Warrant 3) will be utilized for existing conditions. For future scenarios, CA MUTCD Figure 4C-103, Traffic Signals Warrant Worksheet (Average Traffic Estimate Form) will be utilized.

If you have any questions, please contact me directly at (949) 336-5992.

Respectfully submitted,

URBAN CROSSROADS, INC.

Aric Evatt, PTP
President

Pranesh Tarikere, PE
Senior Engineer

EXHIBIT 1: PRELIMINARY SITE PLAN

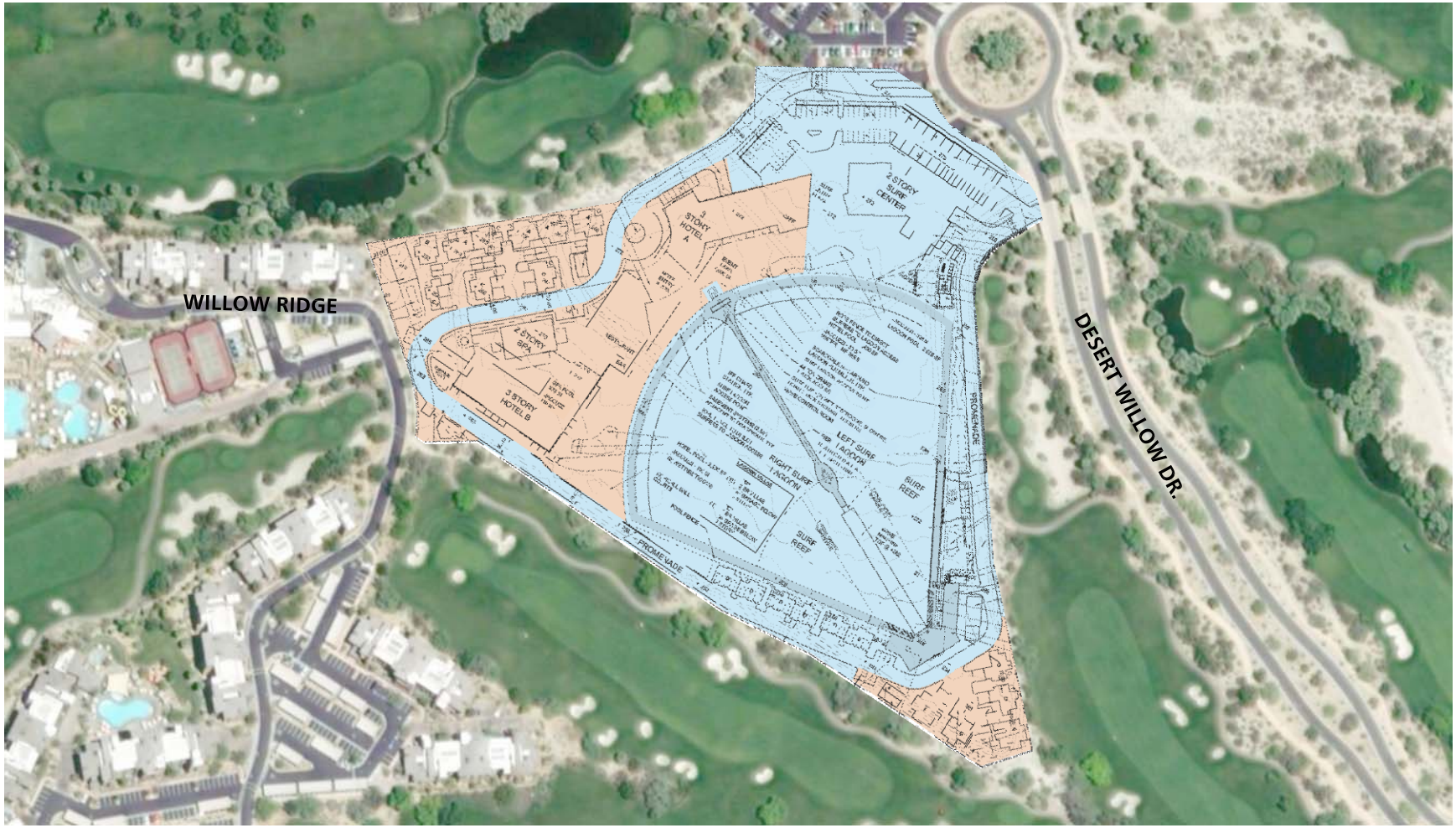


EXHIBIT 2: LOCATION MAP



LEGEND:

0 = EXISTING INTERSECTION ANALYSIS LOCATION

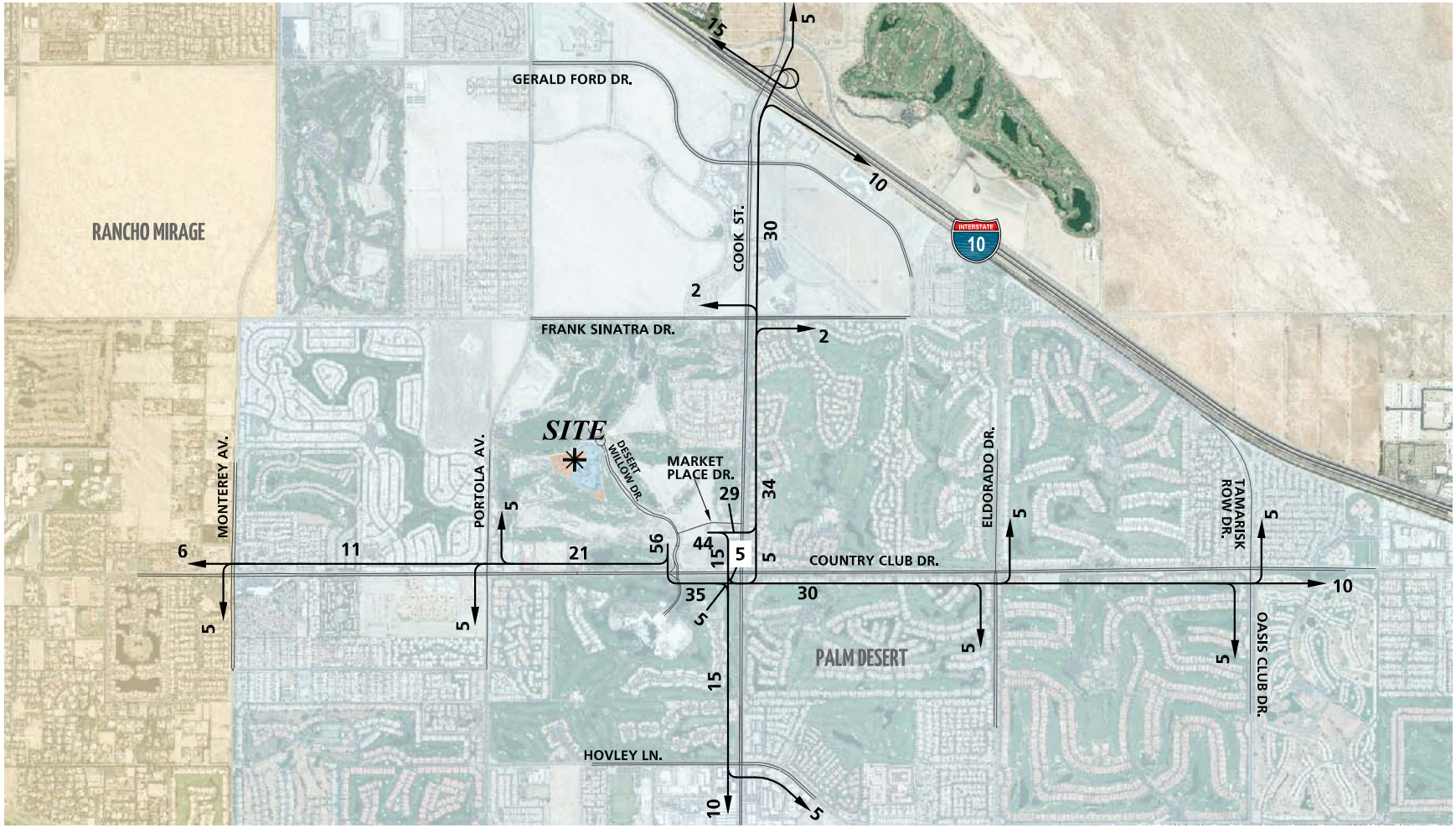
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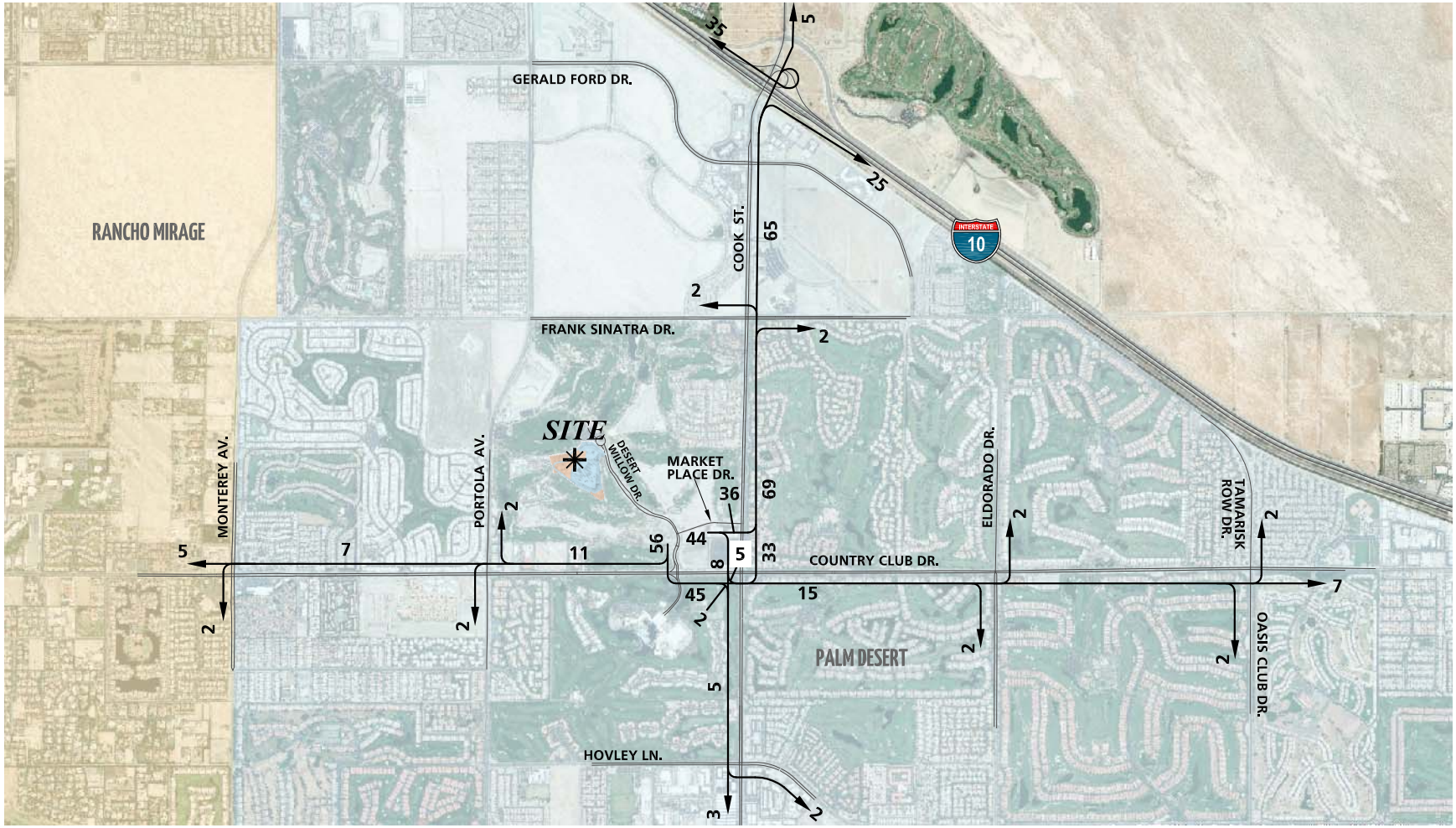
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EXHIBIT 3: PROJECT TRIP DISTRIBUTION (TYPICAL OPERATION)



URBAN CROSSROADS

EXHIBIT 4: PROJECT TRIP DISTRIBUTION (SPECIAL EVENT)



LEGEND:

10 = PERCENT TO/FROM PROJECT

N

Table 1A

Project Trip Generation Summary - Typical Operation

Land Use	ITE Code	Units[2]	Weekday PM Peak Hour In	Weekday PM Peak Hour Out	Weekday PM Peak Hour Total	Weekend Peak Hour[3] In	Weekend Peak Hour[3] Out	Weekend Peak Hour[3] Total	Weekday Daily
Project Trip Generation Rates[1]									
Resort Hotel[3]	330	Rooms	0.18	0.23	0.41	0.40	0.32	0.72	8.36
Surf Lagoon[4]	N/A								
High-Turnover (Sit-Down) Restaurant	932	TSF	6.06	3.71	9.77	5.71	5.48	11.19	112.18

Land Use	Quantity	Weekday PM Peak Hour In	Weekday PM Peak Hour Out	Weekday PM Peak Hour Total	Weekend Peak Hour In	Weekend Peak Hour Out	Weekend Peak Hour Total	Weekday Daily
Project Trip Generation Summary								
Hotel/Villas	437 Rooms	79	101	179	175	140	315	3,653
Surf Lagoon[4]	1,350 Guests	31	31	62	31	31	62	1,125
Restaurant/Café/Bar[5]	9.500 TSF	58	35	93	54	52	106	1,066
Internal Trip Reduction[6]		-29	-18	-47	-27	-26	-53	-533
Restaurant/Café/Bar Subtotal		***29***	***18***	***47***	***27***	***26***	***53***	***533***
TOTAL		**139**	**150**	**288**	**233**	**197**	**430**	**5,311**

[1] Source: ITE (Institute of Transportation Engineers) Trip Generation, 10th Edition, 2017.

[2] TSF = Thousand Square Feet

[3] No weekend or weekday daily data available for ITE Land Use 330. As such, weekday daily and Saturday data for Hotel (ITE Land Use 310) has been utilized.

[4] Vehicle trips are calculated based on estimated number of guests during normal operations and vehicle occupancy of 2.4.

[5] Trips have been calculated based on rates for LUC 932 - High-Turnover (Sit-Down) Restaurant.

[6] Internal capture reductions reduction of 50% has been applied as a significant portion of the patrons would be internal to the resort.

Table 1B

Project Trip Generation Summary - Weekend Special Event

Land Use	ITE Code	Units[2]	Arrival Peak Hour[3] In	Arrival Peak Hour[3] Out	Arrival Peak Hour[3] Total	Departure Peak Hour[3] In	Departure Peak Hour[3] Out	Departure Peak Hour[3] Total	Weekend Daily
Project Trip Generation Rates[1]									
Resort Hotel[3]	330	Rooms	0.40	0.32	0.72	0.40	0.32	0.72	8.19
Surf Lagoon[4]	N/A								
High-Turnover (Sit-Down) Restaurant	932	TSF	5.71	5.48	11.19	5.71	5.48	11.19	122.40

Land Use	Quantity	Arrival Peak Hour[3] In	Arrival Peak Hour[3] Out	Arrival Peak Hour[3] Total	Departure Peak Hour[3] In	Departure Peak Hour[3] Out	Departure Peak Hour[3] Total	Weekend Daily
Project Trip Generation Summary								
Hotel/Villas	437 Rooms	175	140	315	175	140	315	3,579
Surf Lagoon[4]	3,500 Guests	365	10	375	10	365	375	2,917
Restaurant/Café/Bar[5]	9.500 TSF	54	52	106	54	52	106	1,163
Internal Trip Reduction[6]		-27	-26	-53	-27	-26	-53	-582
Restaurant/Café/Bar Subtotal		***27***	***26***	***53***	***27***	***26***	***53***	***582***
TOTAL		**567**	**176**	**743**	**212**	**531**	**743**	**7,078**

[1] Source: ITE (Institute of Transportation Engineers) Trip Generation, 10th Edition, 2017.

[2] TSF = Thousand Square Feet

[3] No weekend data available for ITE Land Use 330. As such, weekday daily and Saturday data for Hotel (ITE Land Use 310) has been utilized.

[4] Vehicle trips are calculated based on estimated number of guests during special events and vehicle occupancy of 2.4.

[5] Trips have been calculated based on rates for LUC 932 - High-Turnover (Sit-Down) Restaurant.

[6] Internal capture reductions reduction of 50% has been applied as a significant portion of the patrons would be internal to the resort.

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APPENDIX 1.2:

SITE ADJACENT QUEUING ANALYSIS

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Intersection: 3: Desert Willow Dr. & Country Club Dr.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	L	T	T	L	T	T	R	L	TR	L	L
Maximum Queue (ft)	108	103	329	366	190	226	235	34	100	112	49	92
Average Queue (ft)	31	56	115	130	48	119	133	9	37	61	7	43
95th Queue (ft)	74	95	232	256	114	207	221	24	69	99	29	81
Link Distance (ft)			3824	3824		1218	1218	1218		789		720
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	160	160			110				50		100	
Storage Blk Time (%)			4	1	1	9			9	17		0
Queuing Penalty (veh)			6	0	4	7			13	11		0

Intersection: 3: Desert Willow Dr. & Country Club Dr.

Movement	SB
Directions Served	T
Maximum Queue (ft)	28
Average Queue (ft)	1
95th Queue (ft)	10
Link Distance (ft)	720
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Cook St. & Market Place Dr.

Movement	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	L	T	T	T	T	R
Maximum Queue (ft)	177	72	192	233	211	160	169	61
Average Queue (ft)	98	33	34	54	62	44	58	12
95th Queue (ft)	162	59	95	162	162	121	126	41
Link Distance (ft)		608		846	846	4271	4271	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	200		120				130	
Storage Blk Time (%)				2			0	
Queuing Penalty (veh)				1			0	

Zone Summary

Zone wide Queuing Penalty: 42

Intersection: 3: Desert Willow Dr. & Country Club Dr.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	L	T	T	L	T	T	R	L	TR	L	L
Maximum Queue (ft)	105	162	206	221	200	251	234	34	68	94	48	96
Average Queue (ft)	35	56	80	89	77	89	93	11	35	42	16	40
95th Queue (ft)	84	108	173	190	144	190	202	28	60	75	43	79
Link Distance (ft)			3824	3824		1218	1218	1218		789		720
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	160	160			110				50		100	
Storage Blk Time (%)		1	2		5	7			9	6		0
Queuing Penalty (veh)		2	3		15	8			7	4		0

Intersection: 3: Desert Willow Dr. & Country Club Dr.

Movement	SB
Directions Served	T
Maximum Queue (ft)	31
Average Queue (ft)	2
95th Queue (ft)	14
Link Distance (ft)	720
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Cook St. & Market Place Dr.

Movement	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	L	T	T	T	T	R
Maximum Queue (ft)	159	71	94	114	93	158	157	155
Average Queue (ft)	94	27	38	18	19	45	52	26
95th Queue (ft)	145	53	75	60	62	130	134	89
Link Distance (ft)		608		846	846	4271	4271	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	200		120					130
Storage Blk Time (%)				0			1	0
Queuing Penalty (veh)				0			1	0

Zone Summary

Zone wide Queuing Penalty: 40

APPENDIX 3.1:

EXISTING TRAFFIC COUNTS – JANUARY 2019

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Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Palm Desert
N/S: Monterey Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 01_PLD_Monterey_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Monterey Avenue Southbound					Country Club Drive Westbound					Monterey Avenue Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	70	230	24	13	324	51	98	35	0	184	60	264	47	16	371	32	176	46	0	254	29	1133	1162
03:15 PM	36	219	21	13	276	71	107	44	0	222	60	279	42	16	381	33	152	42	0	227	29	1106	1135
03:30 PM	65	216	18	7	299	44	119	51	0	214	56	271	40	17	367	40	193	67	0	300	24	1180	1204
03:45 PM	42	252	28	19	322	60	117	41	0	218	53	230	50	16	333	57	153	50	0	260	35	1133	1168
Total	213	917	91	52	1221	226	441	171	0	838	229	1044	179	65	1452	162	674	205	0	1041	117	4552	4669
04:00 PM	52	214	25	18	291	45	87	38	0	170	44	259	45	18	348	31	143	54	0	228	36	1037	1073
04:15 PM	45	237	24	18	306	60	118	31	0	209	52	250	54	21	356	42	176	62	0	280	39	1151	1190
04:30 PM	55	226	17	9	298	56	75	33	0	164	38	251	38	14	327	43	181	51	0	275	23	1064	1087
04:45 PM	40	229	27	19	296	68	73	35	0	176	43	244	31	12	318	41	162	72	1	275	32	1065	1097
Total	192	906	93	64	1191	229	353	137	0	719	177	1004	168	65	1349	157	662	239	1	1058	130	4317	4447
05:00 PM	61	245	25	17	331	44	78	29	0	151	64	269	50	17	383	34	204	73	0	311	34	1176	1210
05:15 PM	45	203	23	13	271	61	96	40	0	197	49	230	39	8	318	35	169	75	0	279	21	1065	1086
05:30 PM	51	207	16	10	274	48	87	37	0	172	44	251	28	10	323	35	133	50	0	218	20	987	1007
05:45 PM	64	194	15	11	273	52	62	27	0	141	29	198	25	3	252	24	141	30	1	195	15	861	876
Total	221	849	79	51	1149	205	323	133	0	661	186	948	142	38	1276	128	647	228	1	1003	90	4089	4179
06:00 PM	48	186	12	4	246	41	68	21	0	130	28	210	30	12	268	24	88	33	0	145	16	789	805
06:15 PM	40	112	18	8	170	45	81	17	0	143	26	163	34	13	223	18	112	35	0	165	21	701	722
06:30 PM	29	143	15	8	187	35	86	12	0	133	31	153	30	15	214	19	76	34	0	129	23	663	686
06:45 PM	30	120	9	5	159	28	45	15	0	88	23	113	27	11	163	15	81	22	0	118	16	528	544
Total	147	561	54	25	762	149	280	65	0	494	108	639	121	51	868	76	357	124	0	557	76	2681	2757
Grand Total	773	3233	317	192	4323	809	1397	506	0	2712	700	3635	610	219	4945	523	2340	796	2	3659	413	15639	16052
Apprch %	17.9	74.8	7.3			29.8	51.5	18.7			14.2	73.5	12.3			14.3	64	21.8					
Total %	4.9	20.7	2		27.6	5.2	8.9	3.2		17.3	4.5	23.2	3.9		31.6	3.3	15	5.1		23.4	2.6	97.4	
Passenger Vehicles	762	3209	314		4475	805	1381	495		2681	689	3565	596		5062	518	2313	787		3620	0	0	15838
% Passenger Vehicles	98.6	99.3	99.1	99	99.1	99.5	98.9	97.8	0	98.9	98.4	98.1	97.7	96.8	98	99	98.8	98.9	100	98.9	0	0	98.7
Large 2 Axle Vehicles	9	16	2		28	3	15	8		26	11	56	13		86	5	23	8		36	0	0	176
% Large 2 Axle Vehicles	1.2	0.5	0.6	0.5	0.6	0.4	1.1	1.6	0	1	1.6	1.5	2.1	2.7	1.7	1	1	1	0	1	0	0	1.1
3 Axle Vehicles	0	2	0		2	0	0	2		2	0	7	0		7	0	3	1		4	0	0	15
% 3 Axle Vehicles	0	0.1	0	0	0	0	0	0.4	0	0.1	0	0.2	0	0	0.1	0	0.1	0.1	0	0.1	0	0	0.1
4+ Axle Trucks	2	6	1		10	1	1	1		3	0	7	1		9	0	1	0		1	0	0	23
% 4+ Axle Trucks	0.3	0.2	0.3	0.5	0.2	0.1	0.1	0.2	0	0.1	0	0.2	0.2	0.5	0.2	0	0	0	0	0	0	0	0.1

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City of Palm Desert
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E/W: Country Club Drive
Weather: Clear

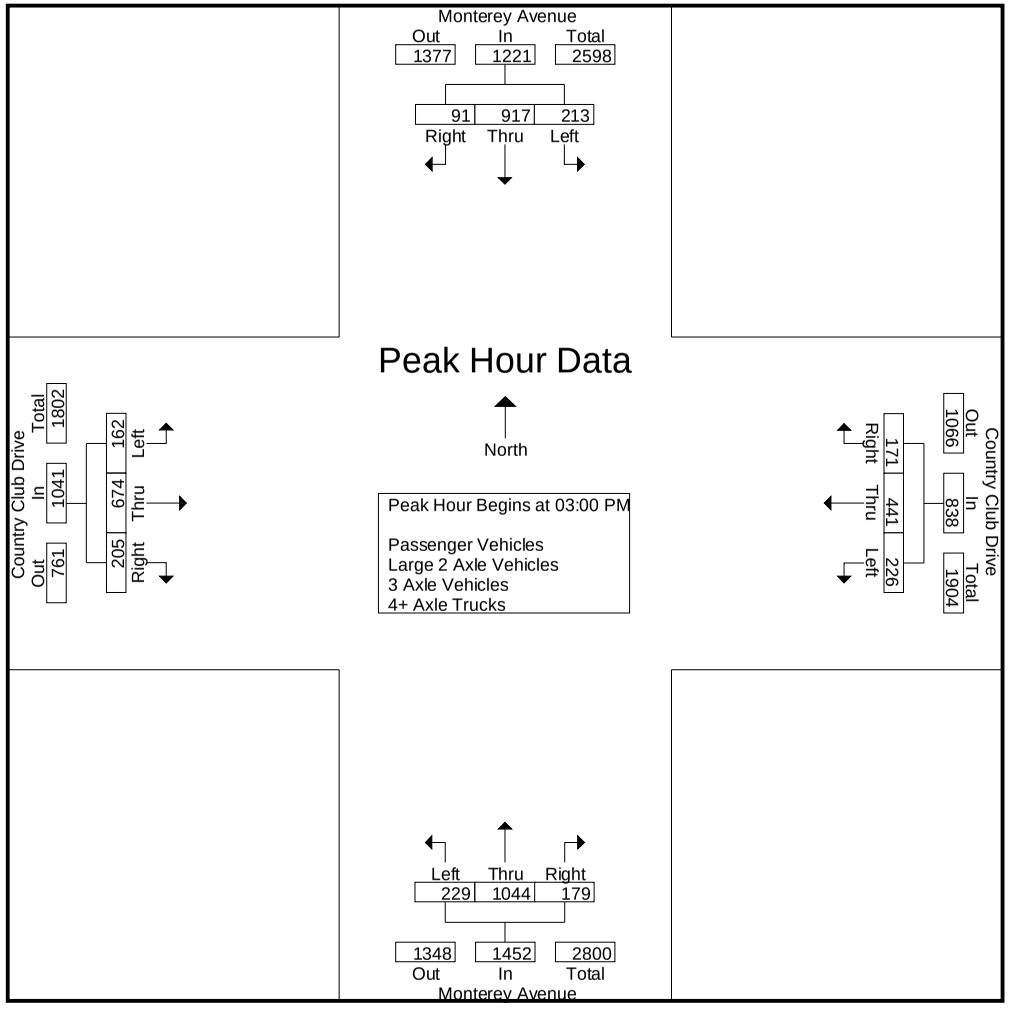
File Name : 01_PLD_Monterey_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
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	Monterey Avenue Southbound				Country Club Drive Westbound				Monterey Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**70**	230	24	**324**	51	98	35	184	**60**	264	47	371	32	176	46	254	1133
03:15 PM	36	219	21	276	**71**	107	44	**222**	60	**279**	42	**381**	33	152	42	227	1106
03:30 PM	65	216	18	299	44	**119**	**51**	214	56	271	40	367	40	**193**	**67**	**300**	**1180**
03:45 PM	42	**252**	**28**	322	60	117	41	218	53	230	**50**	333	**57**	153	50	260	1133
Total Volume	213	917	91	1221	226	441	171	838	229	1044	179	1452	162	674	205	1041	4552
% App. Total	17.4	75.1	7.5		27	52.6	20.4		15.8	71.9	12.3		15.6	64.7	19.7		
PHF	.761	.910	.813	.942	.796	.926	.838	.944	.954	.935	.895	.953	.711	.873	.765	.868	.964

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City of Palm Desert
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File Name : 01_PLD_Monterey_Country Club Thurs
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N/S: Monterey Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 01_PLD_Monterey_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
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	Monterey Avenue Southbound				Country Club Drive Westbound				Monterey Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				03:00 PM				03:00 PM				04:15 PM				
+0 mins.	45	237	24	306	51	98	35	184	**60**	264	47	371	42	176	62	280	
+15 mins.	55	226	17	298	**71**	107	44	**222**	60	**279**	42	**381**	**43**	181	51	275	
+30 mins.	40	229	**27**	296	44	**119**	**51**	214	56	271	40	367	41	162	72	275	
+45 mins.	**61**	**245**	25	**331**	60	117	41	218	53	230	**50**	333	34	**204**	**73**	**311**	
Total Volume	201	937	93	1231	226	441	171	838	229	1044	179	1452	160	723	258	1141	
% App. Total	16.3	76.1	7.6		27	52.6	20.4		15.8	71.9	12.3		14	63.4	22.6		
PHF	.824	.956	.861	.930	.796	.926	.838	.944	.954	.935	.895	.953	.930	.886	.884	.917	

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City of Palm Desert
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Weather: Clear

File Name : 01_PLD_Monterey_Country Club Thurs
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Groups Printed- Passenger Vehicles

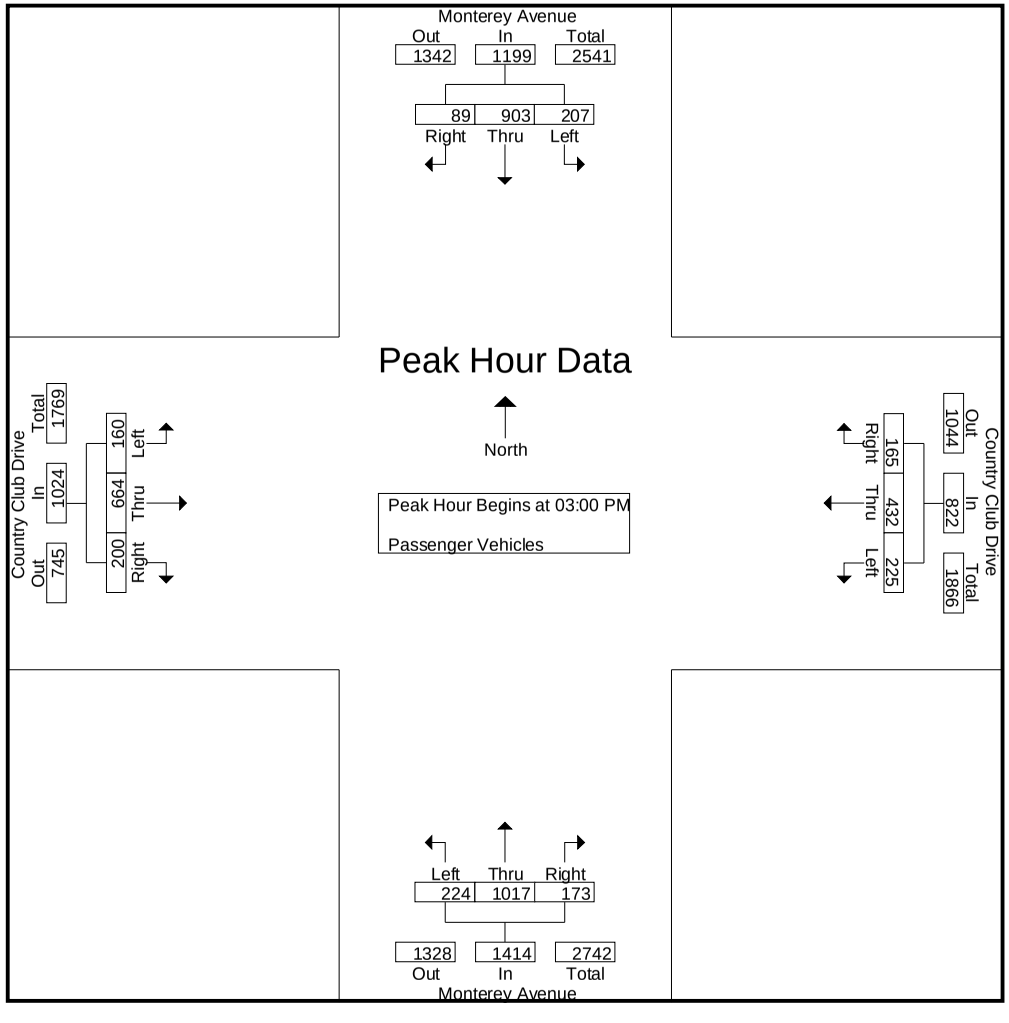
	Monterey Avenue Southbound					Country Club Drive Westbound					Monterey Avenue Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	68	225	24	13	317	50	98	32	0	180	58	255	45	14	358	32	173	44	0	249	27	1104	1131
03:15 PM	35	215	20	12	270	71	103	43	0	217	60	277	40	15	377	31	151	40	0	222	27	1086	1113
03:30 PM	62	214	17	7	293	44	118	49	0	211	53	261	39	16	353	40	189	66	0	295	23	1152	1175
03:45 PM	42	249	28	19	319	60	113	41	0	214	53	224	49	15	326	57	151	50	0	258	34	1117	1151
Total	207	903	89	51	1199	225	432	165	0	822	224	1017	173	60	1414	160	664	200	0	1024	111	4459	4570
04:00 PM	50	212	25	18	287	45	84	37	0	166	44	249	43	17	336	30	141	53	0	224	35	1013	1048
04:15 PM	45	237	24	18	306	59	117	31	0	207	52	244	53	21	349	41	172	62	0	275	39	1137	1176
04:30 PM	54	225	17	9	296	56	75	32	0	163	37	245	37	13	319	43	177	51	0	271	22	1049	1071
04:45 PM	40	229	27	19	296	68	72	35	0	175	43	239	31	12	313	41	162	72	1	275	32	1059	1091
Total	189	903	93	64	1185	228	348	135	0	711	176	977	164	63	1317	155	652	238	1	1045	128	4258	4386
05:00 PM	61	243	25	17	329	44	77	29	0	150	63	266	48	17	377	34	203	72	0	309	34	1165	1199
05:15 PM	44	203	23	13	270	60	96	40	0	196	46	229	38	8	313	34	168	75	0	277	21	1056	1077
05:30 PM	50	205	16	10	271	47	86	36	0	169	44	248	28	10	320	35	131	50	0	216	20	976	996
05:45 PM	64	194	15	11	273	52	62	26	0	140	29	197	25	3	251	24	139	29	1	192	15	856	871
Total	219	845	79	51	1143	203	321	131	0	655	182	940	139	38	1261	127	641	226	1	994	90	4053	4143
06:00 PM	48	186	12	4	246	41	68	20	0	129	27	207	29	12	263	24	87	33	0	144	16	782	798
06:15 PM	40	111	17	7	168	45	81	17	0	143	26	162	34	13	222	18	112	35	0	165	20	698	718
06:30 PM	29	141	15	8	185	35	86	12	0	133	31	151	30	15	212	19	76	33	0	128	23	658	681
06:45 PM	30	120	9	5	159	28	45	15	0	88	23	111	27	11	161	15	81	22	0	118	16	526	542
Total	147	558	53	24	758	149	280	64	0	493	107	631	120	51	858	76	356	123	0	555	75	2664	2739
Grand Total	762	3209	314	190	4285	805	1381	495	0	2681	689	3565	596	212	4850	518	2313	787	2	3618	404	15434	15838
Apprch %	17.8	74.9	7.3			30	51.5	18.5			14.2	73.5	12.3			14.3	63.9	21.8					
Total %	4.9	20.8	2		27.8	5.2	8.9	3.2		17.4	4.5	23.1	3.9		31.4	3.4	15	5.1		23.4	2.6	97.4	

	Monterey Avenue Southbound				Country Club Drive Westbound				Monterey Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**68**	225	24	317	50	98	32	180	58	255	45	358	32	173	44	249	1104
03:15 PM	35	215	20	270	**71**	103	43	**217**	**60**	**277**	40	**377**	31	151	40	222	1086
03:30 PM	62	214	17	293	44	**118**	**49**	211	53	261	39	353	40	**189**	**66**	**295**	**1152**
03:45 PM	42	**249**	**28**	**319**	60	113	41	214	53	224	**49**	326	**57**	151	50	258	1117
Total Volume	207	903	89	1199	225	432	165	822	224	1017	173	1414	160	664	200	1024	4459
% App. Total	17.3	75.3	7.4		27.4	52.6	20.1		15.8	71.9	12.2		15.6	64.8	19.5		
PHF	.761	.907	.795	.940	.792	.915	.842	.947	.933	.918	.883	.938	.702	.878	.758	.868	.968

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City of Palm Desert
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City of Palm Desert
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File Name : 01_PLD_Monterey_Country Club Thurs
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	Monterey Avenue Southbound				Country Club Drive Westbound				Monterey Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	**68**	225	24	317	50	98	32	180	58	255	45	358	32	173	44	249	
+15 mins.	35	215	20	270	**71**	103	43	**217**	**60**	**277**	40	**377**	31	151	40	222	
+30 mins.	62	214	17	293	44	**118**	**49**	211	53	261	39	353	40	**189**	**66**	**295**	
+45 mins.	42	**249**	**28**	**319**	60	113	41	214	53	224	**49**	326	**57**	151	50	258	
Total Volume	207	903	89	1199	225	432	165	822	224	1017	173	1414	160	664	200	1024	
% App. Total	17.3	75.3	7.4		27.4	52.6	20.1		15.8	71.9	12.2		15.6	64.8	19.5		
PHF	.761	.907	.795	.940	.792	.915	.842	.947	.933	.918	.883	.938	.702	.878	.758	.868	

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City of Palm Desert
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File Name : 01_PLD_Monterey_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
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Groups Printed- Large 2 Axle Vehicles

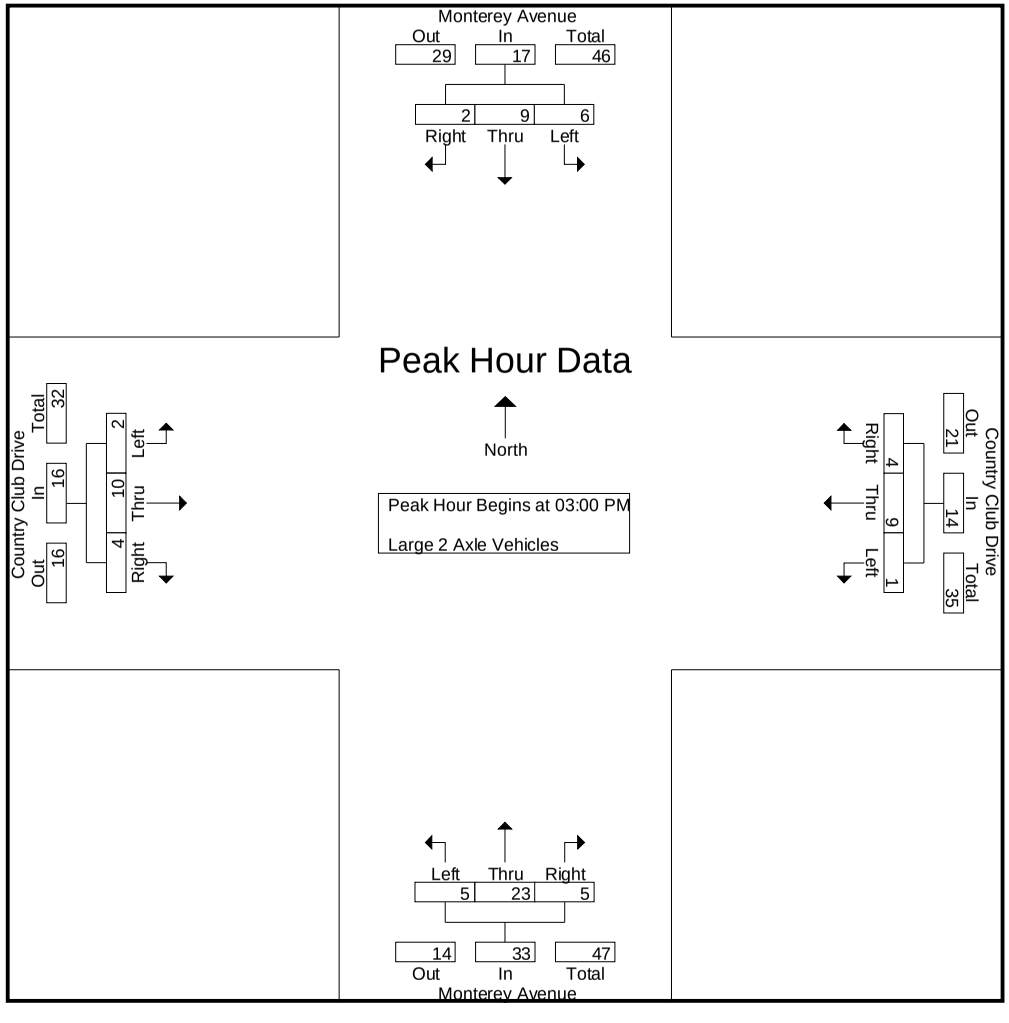
	Monterey Avenue Southbound					Country Club Drive Westbound					Monterey Avenue Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	2	5	0	0	7	1	0	1	0	2	2	8	2	2	12	0	3	1	0	4	2	25	27
03:15 PM	1	1	1	1	3	0	4	1	0	5	0	2	2	1	4	2	1	2	0	5	2	17	19
03:30 PM	3	0	1	0	4	0	1	2	0	3	3	8	1	1	12	0	4	1	0	5	1	24	25
03:45 PM	0	3	0	0	3	0	4	0	0	4	0	5	0	0	5	0	2	0	0	2	0	14	14
Total	6	9	2	1	17	1	9	4	0	14	5	23	5	4	33	2	10	4	0	16	5	80	85
04:00 PM	0	1	0	0	1	0	3	1	0	4	0	8	2	1	10	1	2	1	0	4	1	19	20
04:15 PM	0	0	0	0	0	1	1	0	0	2	0	6	1	0	7	1	3	0	0	4	0	13	13
04:30 PM	1	1	0	0	2	0	0	0	0	0	1	4	1	1	6	0	4	0	0	4	1	12	13
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	3	3
Total	1	2	0	0	3	1	5	1	0	7	1	20	4	2	25	2	9	1	0	12	2	47	49
05:00 PM	0	2	0	0	2	0	0	0	0	0	1	2	2	0	5	0	1	1	0	2	0	9	9
05:15 PM	1	0	0	0	1	0	0	0	0	0	3	1	1	0	5	1	0	0	0	1	0	7	7
05:30 PM	1	1	0	0	2	1	1	1	0	3	0	3	0	0	3	0	2	0	0	2	0	10	10
05:45 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	1	0	1	0	3	3
Total	2	3	0	0	5	1	1	2	0	4	4	7	3	0	14	1	3	2	0	6	0	29	29
06:00 PM	0	0	0	0	0	0	0	1	0	1	1	3	1	0	5	0	1	0	0	1	0	7	7
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	5	5
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
Total	0	2	0	0	2	0	0	1	0	1	1	6	1	0	8	0	1	1	0	2	0	13	13
Grand Total	9	16	2	1	27	3	15	8	0	26	11	56	13	6	80	5	23	8	0	36	7	169	176
Apprch %	33.3	59.3	7.4			11.5	57.7	30.8			13.8	70	16.2			13.9	63.9	22.2					
Total %	5.3	9.5	1.2		16	1.8	8.9	4.7		15.4	6.5	33.1	7.7		47.3	3	13.6	4.7		21.3	4	96	

	Monterey Avenue Southbound				Country Club Drive Westbound				Monterey Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	2	**5**	0	**7**	**1**	0	1	2	2	**8**	**2**	**12**	0	3	1	4	**25**
03:15 PM	1	1	**1**	3	0	**4**	1	**5**	0	2	2	4	**2**	1	**2**	**5**	17
03:30 PM	**3**	0	1	4	0	1	**2**	3	**3**	8	1	12	0	**4**	1	5	24
03:45 PM	0	3	0	3	0	4	0	4	0	5	0	5	0	2	0	2	14
Total Volume	6	9	2	17	1	9	4	14	5	23	5	33	2	10	4	16	80
% App. Total	35.3	52.9	11.8		7.1	64.3	28.6		15.2	69.7	15.2		12.5	62.5	25		
PHF	.500	.450	.500	.607	.250	.563	.500	.700	.417	.719	.625	.688	.250	.625	.500	.800	.800

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	Monterey Avenue Southbound				Country Club Drive Westbound				Monterey Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	2	**5**	0	**7**	**1**	0	1	2	2	**8**	**2**	**12**	0	3	1	4	
+15 mins.	1	1	**1**	3	0	**4**	1	**5**	0	2	2	4	**2**	1	**2**	**5**	
+30 mins.	**3**	0	1	4	0	1	**2**	3	**3**	8	1	12	0	**4**	1	5	
+45 mins.	0	3	0	3	0	4	0	4	0	5	0	5	0	2	0	2	
Total Volume	6	9	2	17	1	9	4	14	5	23	5	33	2	10	4	16	
% App. Total	35.3	52.9	11.8		7.1	64.3	28.6		15.2	69.7	15.2		12.5	62.5	25		
PHF	.500	.450	.500	.607	.250	.563	.500	.700	.417	.719	.625	.688	.250	.625	.500	.800	

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Groups Printed- 3 Axle Vehicles

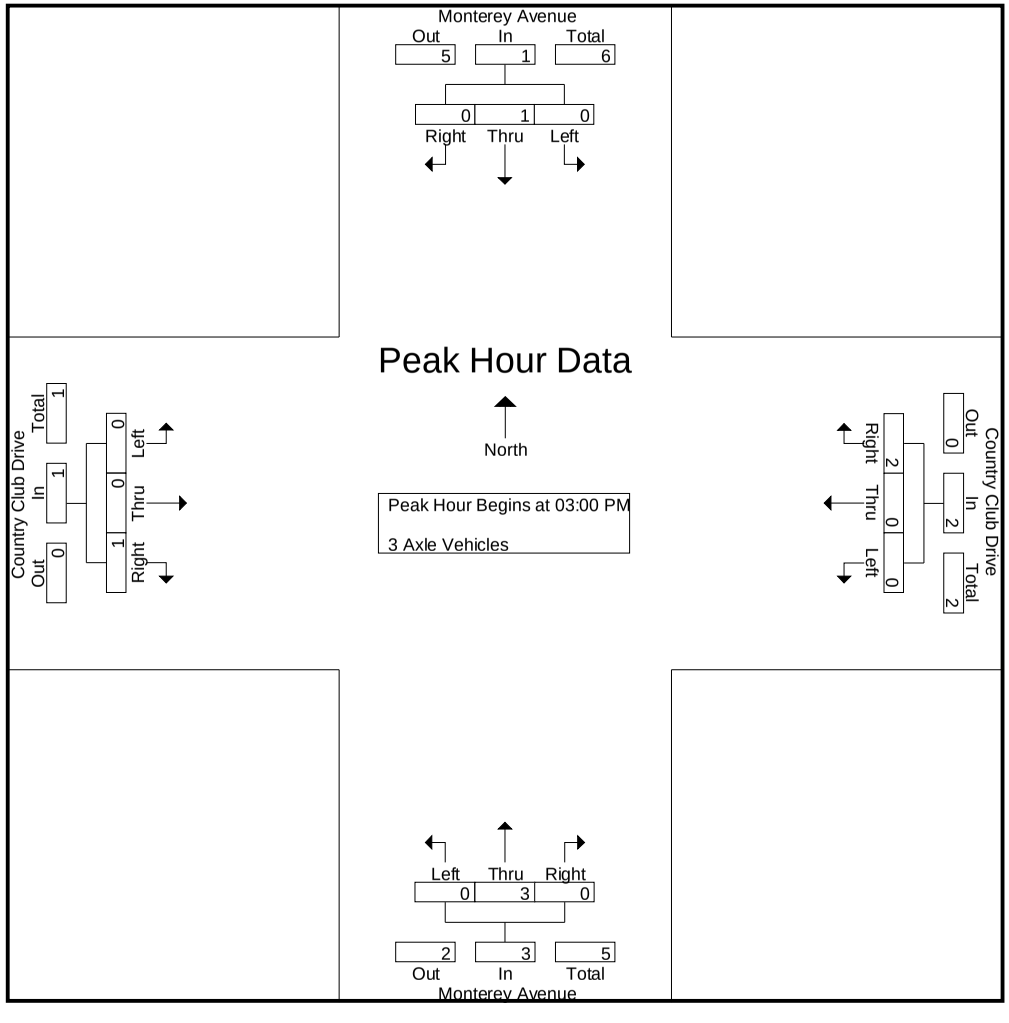
	Monterey Avenue Southbound					Country Club Drive Westbound					Monterey Avenue Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	0	0	1	0	1	0	4	4
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
Total	0	1	0	0	1	0	0	2	0	2	0	3	0	0	3	0	0	1	0	1	0	7	7
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	0	5	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	3
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2	0	0	2	0	0	2	0	2	0	7	0	0	7	0	3	1	0	4	0	15	15
Apprch %	0	100	0			0	0	100			0	100	0			0	75	25					
Total %	0	13.3	0		13.3	0	0	13.3		13.3	0	46.7	0		46.7	0	20	6.7		26.7	0	100	

	Monterey Avenue Southbound				Country Club Drive Westbound				Monterey Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	**2**	**2**	0	**1**	0	**1**	0	0	**1**	**1**	**4**
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	**1**	0	**1**	0	0	0	0	0	1	0	1	0	0	0	0	2
03:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	1	0	1	0	0	2	2	0	3	0	3	0	0	1	1	7
% App. Total	0	100	0		0	0	100		0	100	0		0	0	100		
PHF	.000	.250	.000	.250	.000	.000	.250	.250	.000	.750	.000	.750	.000	.000	.250	.250	.438

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City of Palm Desert
N/S: Monterey Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 01_PLD_Monterey_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 2



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City of Palm Desert
N/S: Monterey Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 01_PLD_Monterey_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
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	Monterey Avenue Southbound				Country Club Drive Westbound				Monterey Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	0	0	0	0	0	**2**	**2**	0	**1**	0	**1**	0	0	**1**	**1**	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	**1**	0	**1**	0	0	0	0	0	1	0	1	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
Total Volume	0	1	0	1	0	0	2	2	0	3	0	3	0	0	1	1	
% App. Total	0	100	0		0	0	100		0	100	0		0	0	100		
PHF	.000	.250	.000	.250	.000	.000	.250	.250	.000	.750	.000	.750	.000	.000	.250	.250	

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City of Palm Desert
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Weather: Clear

File Name : 01_PLD_Monterey_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

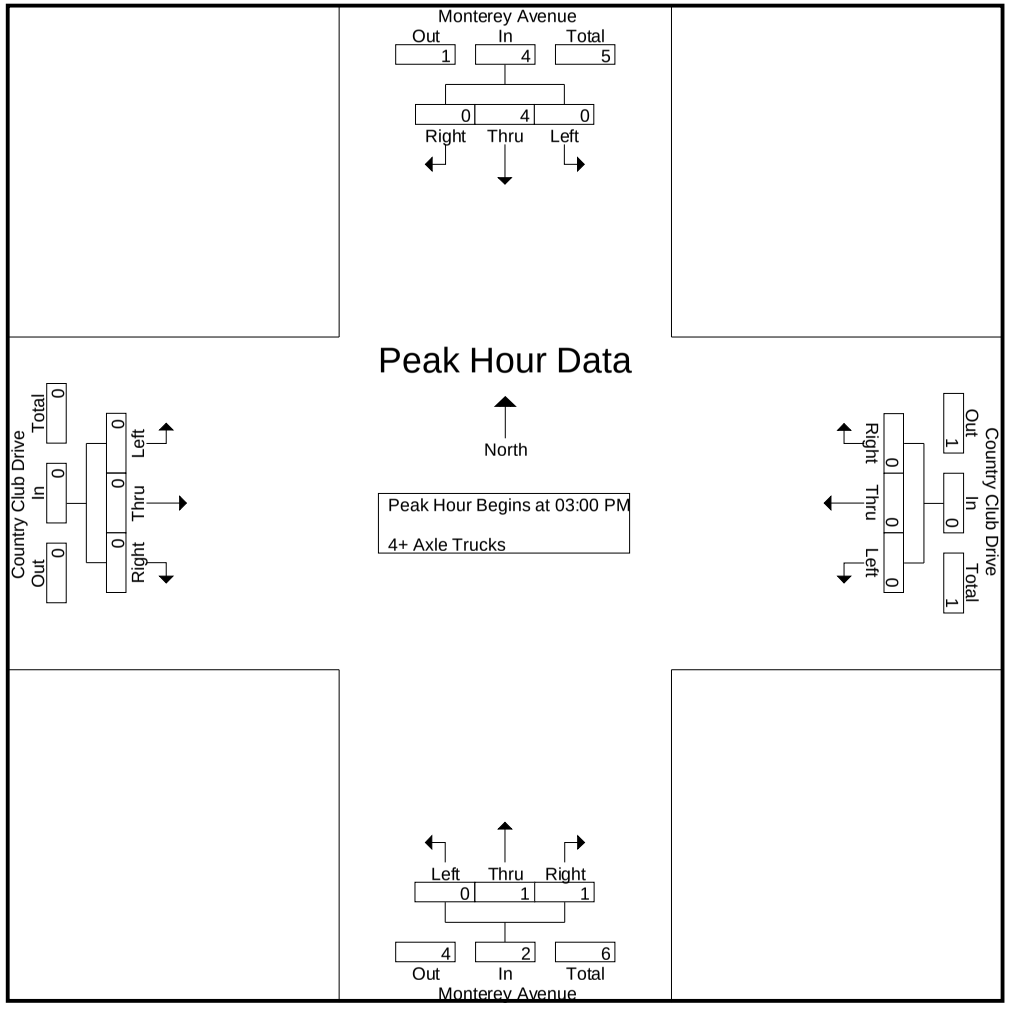
	Monterey Avenue Southbound					Country Club Drive Westbound					Monterey Avenue Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
03:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	1	2
Total	0	4	0	0	4	0	0	0	0	0	0	1	1	1	2	0	0	0	0	0	1	6	7
04:00 PM	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
Total	2	1	0	0	3	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	7	7
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	2
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
Total	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	1	0	0	1	0	4	4
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	1	1	1	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3	4
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
Total	0	1	1	1	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	4	5
Grand Total	2	6	1	1	9	1	1	1	0	3	0	7	1	1	8	0	1	0	0	1	2	21	23
Apprch %	22.2	66.7	11.1			33.3	33.3	33.3			0	87.5	12.5			0	100	0					
Total %	9.5	28.6	4.8		42.9	4.8	4.8	4.8		14.3	0	33.3	4.8		38.1	0	4.8	0		4.8	8.7	91.3	

	Monterey Avenue Southbound				Country Club Drive Westbound				Monterey Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	**3**
03:30 PM	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0	2
03:45 PM	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0	1
Total Volume	0	4	0	4	0	0	0	0	0	1	1	2	0	0	0	0	6
% App. Total	0	100	0		0	0	0		0	50	50		0	0	0		
PHF	.000	.333	.000	.333	.000	.000	.000	.000	.000	.250	.250	.500	.000	.000	.000	.000	.500

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File Name : 01_PLD_Monterey_Country Club Thurs
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Weather: Clear

File Name : 01_PLD_Monterey_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
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	Monterey Avenue Southbound				Country Club Drive Westbound				Monterey Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0	
Total Volume	0	4	0	4	0	0	0	0	0	1	1	2	0	0	0	0	
% App. Total	0	100	0		0	0	0		0	50	50		0	0	0		
PHF	.000	.333	.000	.333	.000	.000	.000	.000	.000	.250	.250	.500	.000	.000	.000	.000	

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City of Palm Desert
N/S: Monterey Avenue
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Weather: Clear

File Name : 01_PLD_Monterey_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Monterey Avenue Southbound					Country Club Drive Westbound					Monterey Avenue Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	67	244	25	18	336	74	102	54	2	230	72	304	46	19	422	37	157	60	7	254	46	1242	1288
03:15 PM	53	225	16	12	294	73	118	45	0	236	41	308	48	23	397	52	161	60	5	273	40	1200	1240
03:30 PM	63	259	22	13	344	43	103	40	0	186	45	267	43	17	355	35	174	60	1	269	31	1154	1185
03:45 PM	40	249	27	18	316	74	111	39	0	224	58	288	43	26	389	38	179	52	1	269	45	1198	1243
Total	223	977	90	61	1290	264	434	178	2	876	216	1167	180	85	1563	162	671	232	14	1065	162	4794	4956
04:00 PM	40	254	13	7	307	52	83	37	0	172	45	263	47	22	355	34	143	65	2	242	31	1076	1107
04:15 PM	39	229	19	13	287	69	123	32	0	224	40	240	44	20	324	36	183	49	1	268	34	1103	1137
04:30 PM	52	245	24	11	321	54	62	32	0	148	42	253	38	16	333	41	174	52	1	267	28	1069	1097
04:45 PM	51	223	16	11	290	62	92	34	0	188	44	266	39	24	349	33	149	55	1	237	36	1064	1100
Total	182	951	72	42	1205	237	360	135	0	732	171	1022	168	82	1361	144	649	221	5	1014	129	4312	4441
05:00 PM	59	258	20	11	337	55	88	40	0	183	46	273	38	16	357	36	166	76	3	278	30	1155	1185
05:15 PM	58	203	21	6	282	63	82	20	0	165	51	231	48	14	330	44	163	52	2	259	22	1036	1058
05:30 PM	54	245	17	8	316	40	70	31	0	141	38	277	42	11	357	21	112	38	1	171	20	985	1005
05:45 PM	32	198	22	10	252	50	82	32	0	164	23	173	38	16	234	19	115	25	1	159	27	809	836
Total	203	904	80	35	1187	208	322	123	0	653	158	954	166	57	1278	120	556	191	7	867	99	3985	4084
06:00 PM	44	197	20	6	261	34	75	25	0	134	48	211	41	16	300	23	100	24	2	147	24	842	866
06:15 PM	31	201	13	9	245	49	69	29	0	147	32	168	35	14	235	19	94	28	0	141	23	768	791
06:30 PM	35	159	17	3	211	35	56	24	0	115	26	171	26	7	223	17	70	29	3	116	13	665	678
06:45 PM	31	141	17	3	189	30	57	15	0	102	23	178	26	9	227	17	63	23	0	103	12	621	633
Total	141	698	67	21	906	148	257	93	0	498	129	728	128	46	985	76	327	104	5	507	72	2896	2968
Grand Total	749	3530	309	159	4588	857	1373	529	2	2759	674	3871	642	270	5187	502	2203	748	31	3453	462	15987	16449
Apprch %	16.3	76.9	6.7			31.1	49.8	19.2			13	74.6	12.4			14.5	63.8	21.7					
Total %	4.7	22.1	1.9		28.7	5.4	8.6	3.3		17.3	4.2	24.2	4		32.4	3.1	13.8	4.7		21.6	2.8	97.2	
Passenger Vehicles	739	3507	305		4707	854	1353	516		2725	664	3810	636		5379	493	2178	739		3441	0	0	16252
% Passenger Vehicles	98.7	99.3	98.7	98.1	99.2	99.6	98.5	97.5	100	98.7	98.5	98.4	99.1	99.6	98.6	98.2	98.9	98.8	100	98.8	0	0	98.8
Large 2 Axle Vehicles	9	16	3		30	3	19	13		35	10	47	6		64	8	20	9		37	0	0	166
% Large 2 Axle Vehicles	1.2	0.5	1	1.3	0.6	0.4	1.4	2.5	0	1.3	1.5	1.2	0.9	0.4	1.2	1.6	0.9	1.2	0	1.1	0	0	1
3 Axle Vehicles	0	3	0		3	0	1	0		1	0	6	0		6	0	4	0		4	0	0	14
% 3 Axle Vehicles	0	0.1	0	0	0.1	0	0.1	0	0	0	0	0.2	0	0	0.1	0	0.2	0	0	0.1	0	0	0.1
4+ Axle Trucks	1	4	1		7	0	0	0		0	0	8	0		8	1	1	0		2	0	0	17
% 4+ Axle Trucks	0.1	0.1	0.3	0.6	0.1	0	0	0	0	0	0	0.2	0	0	0.1	0.2	0	0	0	0.1	0	0	0.1

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City of Palm Desert
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Weather: Clear

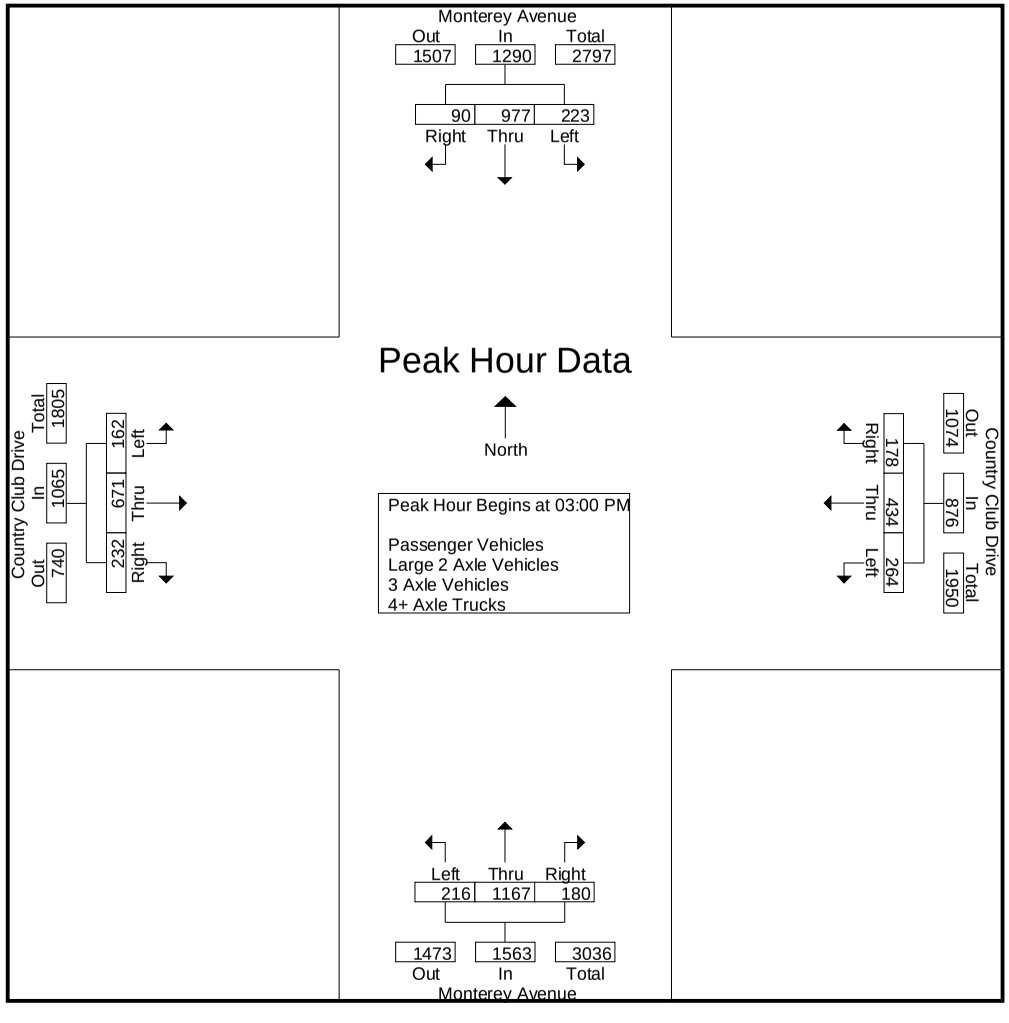
File Name : 01_PLD_Monterey_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 2

	Monterey Avenue Southbound				Country Club Drive Westbound				Monterey Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**67**	244	25	336	**74**	102	**54**	230	**72**	304	46	**422**	37	157	**60**	254	**1242**
03:15 PM	53	225	16	294	73	**118**	45	**236**	41	**308**	**48**	397	**52**	161	60	**273**	1200
03:30 PM	63	**259**	22	**344**	43	103	40	186	45	267	43	355	35	174	60	269	1154
03:45 PM	40	249	**27**	316	74	111	39	224	58	288	43	389	38	**179**	52	269	1198
Total Volume	223	977	90	1290	264	434	178	876	216	1167	180	1563	162	671	232	1065	4794
% App. Total	17.3	75.7	7		30.1	49.5	20.3		13.8	74.7	11.5		15.2	63	21.8		
PHF	.832	.943	.833	.938	.892	.919	.824	.928	.750	.947	.938	.926	.779	.937	.967	.975	.965

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City of Palm Desert
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Weather: Clear

File Name : 01_PLD_Monterey_Country Club Fri
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City of Palm Desert
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E/W: Country Club Drive
Weather: Clear

File Name : 01_PLD_Monterey_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 4

	Monterey Avenue Southbound				Country Club Drive Westbound				Monterey Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	**67**	244	25	336	**74**	102	**54**	230	**72**	304	46	**422**	37	157	**60**	254	
+15 mins.	53	225	16	294	73	**118**	45	**236**	41	**308**	**48**	397	**52**	161	60	**273**	
+30 mins.	63	**259**	22	**344**	43	103	40	186	45	267	43	355	35	174	60	269	
+45 mins.	40	249	**27**	316	74	111	39	224	58	288	43	389	38	**179**	52	269	
Total Volume	223	977	90	1290	264	434	178	876	216	1167	180	1563	162	671	232	1065	
% App. Total	17.3	75.7	7		30.1	49.5	20.3		13.8	74.7	11.5		15.2	63	21.8		
PHF	.832	.943	.833	.938	.892	.919	.824	.928	.750	.947	.938	.926	.779	.937	.967	.975	

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Palm Desert
N/S: Monterey Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 01_PLD_Monterey_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 1

Groups Printed- Passenger Vehicles

	Monterey Avenue Southbound					Country Club Drive Westbound					Monterey Avenue Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	65	240	25	18	330	73	100	51	2	224	71	299	46	19	416	37	154	59	7	250	46	1220	1266
03:15 PM	52	222	16	12	290	73	116	41	0	230	41	296	47	23	384	51	161	59	5	271	40	1175	1215
03:30 PM	63	257	22	13	342	43	100	39	0	182	44	265	42	17	351	34	172	59	1	265	31	1140	1171
03:45 PM	38	247	26	17	311	74	110	38	0	222	58	283	43	26	384	38	177	52	1	267	44	1184	1228
Total	218	966	89	60	1273	263	426	169	2	858	214	1143	178	85	1535	160	664	229	14	1053	161	4719	4880
04:00 PM	39	252	13	7	304	52	82	37	0	171	43	259	47	22	349	33	141	63	2	237	31	1061	1092
04:15 PM	38	228	19	13	285	69	122	31	0	222	39	232	44	20	315	36	180	49	1	265	34	1087	1121
04:30 PM	51	243	24	11	318	54	58	32	0	144	40	252	37	15	329	41	173	52	1	266	27	1057	1084
04:45 PM	51	223	16	11	290	61	91	34	0	186	44	260	39	24	343	32	149	53	1	234	36	1053	1089
Total	179	946	72	42	1197	236	353	134	0	723	166	1003	167	81	1336	142	643	217	5	1002	128	4258	4386
05:00 PM	58	256	19	10	333	55	84	39	0	178	45	268	38	16	351	34	164	76	3	274	29	1136	1165
05:15 PM	58	202	20	6	280	62	81	20	0	163	50	230	47	14	327	42	160	52	2	254	22	1024	1046
05:30 PM	54	244	17	8	315	40	70	31	0	141	38	274	42	11	354	21	111	38	1	170	20	980	1000
05:45 PM	32	198	21	9	251	50	82	32	0	164	23	171	38	16	232	18	112	24	1	154	26	801	827
Total	202	900	77	33	1179	207	317	122	0	646	156	943	165	57	1264	115	547	190	7	852	97	3941	4038
06:00 PM	44	197	20	6	261	34	75	24	0	133	48	209	40	16	297	23	98	24	2	145	24	836	860
06:15 PM	31	200	13	9	244	49	69	29	0	147	31	165	34	14	230	19	94	28	0	141	23	762	785
06:30 PM	34	157	17	3	208	35	56	24	0	115	26	169	26	7	221	17	69	28	3	114	13	658	671
06:45 PM	31	141	17	3	189	30	57	14	0	101	23	178	26	9	227	17	63	23	0	103	12	620	632
Total	140	695	67	21	902	148	257	91	0	496	128	721	126	46	975	76	324	103	5	503	72	2876	2948
Grand Total	739	3507	305	156	4551	854	1353	516	2	2723	664	3810	636	269	5110	493	2178	739	31	3410	458	15794	16252
Apprch %	16.2	77.1	6.7			31.4	49.7	18.9			13	74.6	12.4			14.5	63.9	21.7					
Total %	4.7	22.2	1.9		28.8	5.4	8.6	3.3		17.2	4.2	24.1	4		32.4	3.1	13.8	4.7		21.6	2.8	97.2	

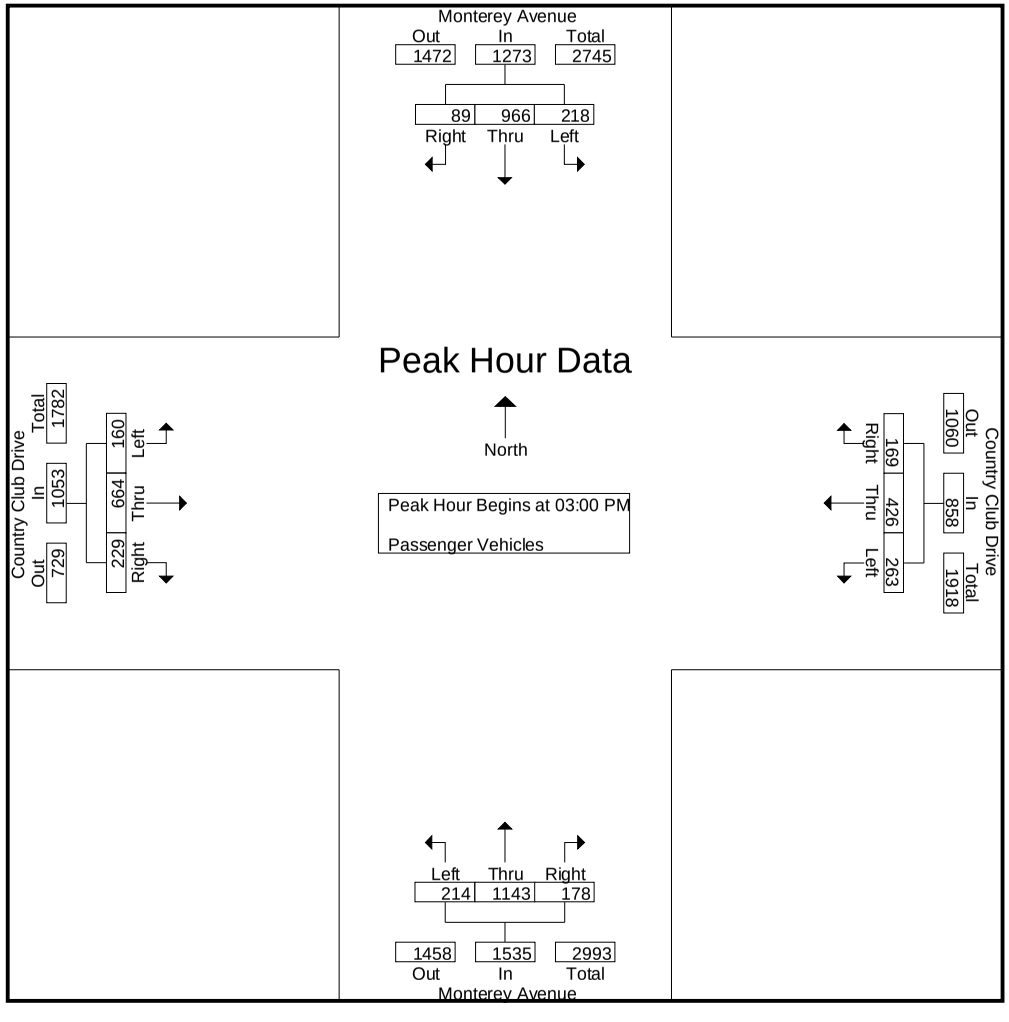
3.1-21

	Monterey Avenue Southbound				Country Club Drive Westbound				Monterey Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**65**	240	25	330	73	100	**51**	224	**71**	**299**	46	**416**	37	154	**59**	250	**1220**
03:15 PM	52	222	16	290	73	**116**	41	**230**	41	296	**47**	384	**51**	161	59	**271**	1175
03:30 PM	63	**257**	22	**342**	43	100	39	182	44	265	42	351	34	172	59	265	1140
03:45 PM	38	247	**26**	311	**74**	110	38	222	58	283	43	384	38	**177**	52	267	1184
Total Volume	218	966	89	1273	263	426	169	858	214	1143	178	1535	160	664	229	1053	4719
% App. Total	17.1	75.9	7		30.7	49.7	19.7		13.9	74.5	11.6		15.2	63.1	21.7		
PHF	.838	.940	.856	.931	.889	.918	.828	.933	.754	.956	.947	.922	.784	.938	.970	.971	.967

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City of Palm Desert
N/S: Monterey Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 01_PLD_Monterey_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
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City of Palm Desert
N/S: Monterey Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 01_PLD_Monterey_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 3

	Monterey Avenue Southbound				Country Club Drive Westbound				Monterey Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	**65**	240	25	330	73	100	**51**	224	**71**	**299**	46	**416**	37	154	**59**	250	
+15 mins.	52	222	16	290	73	**116**	41	**230**	41	296	**47**	384	**51**	161	59	**271**	
+30 mins.	63	**257**	22	**342**	43	100	39	182	44	265	42	351	34	172	59	265	
+45 mins.	38	247	**26**	311	**74**	110	38	222	58	283	43	384	38	**177**	52	267	
Total Volume	218	966	89	1273	263	426	169	858	214	1143	178	1535	160	664	229	1053	
% App. Total	17.1	75.9	7		30.7	49.7	19.7		13.9	74.5	11.6		15.2	63.1	21.7		
PHF	.838	.940	.856	.931	.889	.918	.828	.933	.754	.956	.947	.922	.784	.938	.970	.971	

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City of Palm Desert
N/S: Monterey Avenue
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File Name : 01_PLD_Monterey_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
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Groups Printed- Large 2 Axle Vehicles

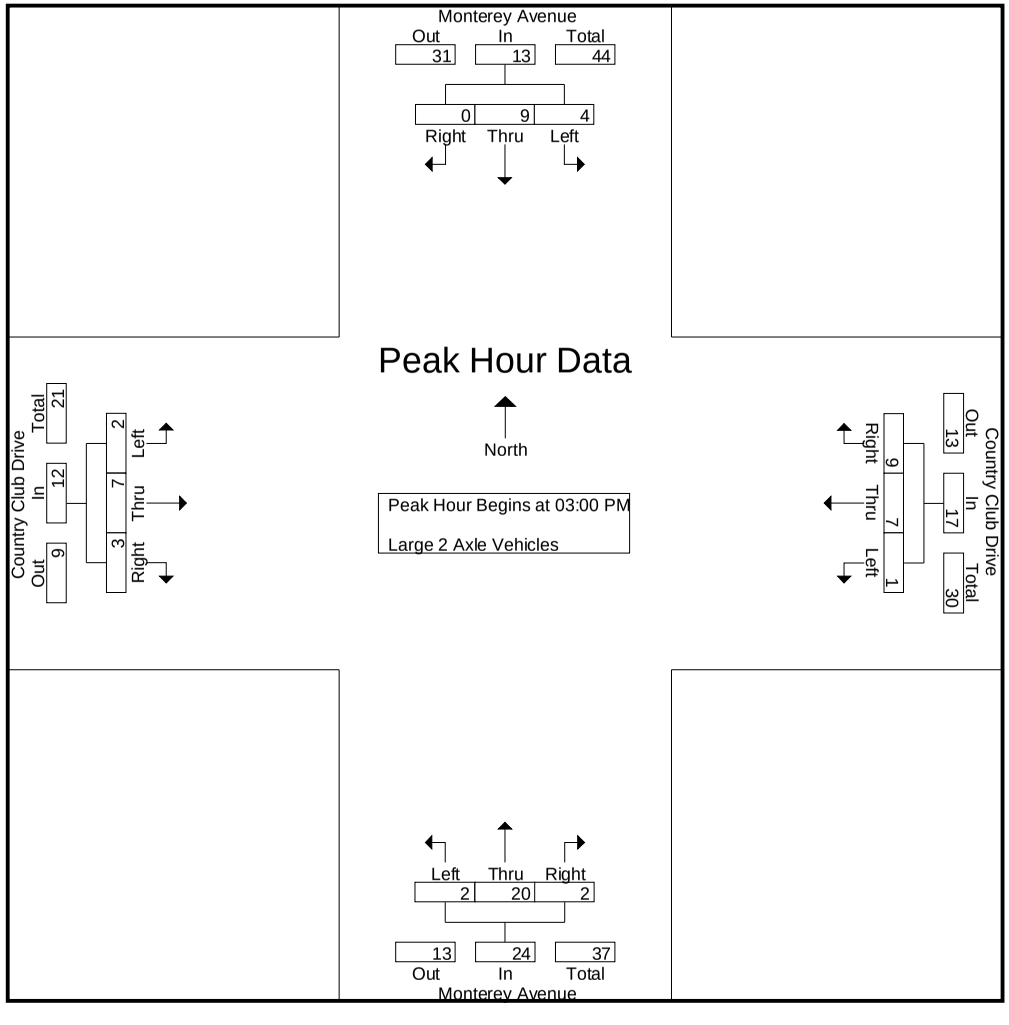
	Monterey Avenue Southbound					Country Club Drive Westbound					Monterey Avenue Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	2	3	0	0	5	1	2	3	0	6	1	4	0	0	5	0	3	1	0	4	0	20	20
03:15 PM	1	3	0	0	4	0	1	4	0	5	0	11	1	0	12	1	0	1	0	2	0	23	23
03:30 PM	0	2	0	0	2	0	3	1	0	4	1	2	1	0	4	1	2	1	0	4	0	14	14
03:45 PM	1	1	0	0	2	0	1	1	0	2	0	3	0	0	3	0	2	0	0	2	0	9	9
Total	4	9	0	0	13	1	7	9	0	17	2	20	2	0	24	2	7	3	0	12	0	66	66
04:00 PM	1	2	0	0	3	0	1	0	0	1	2	3	0	0	5	1	2	2	0	5	0	14	14
04:15 PM	1	0	0	0	1	0	1	1	0	2	1	5	0	0	6	0	2	0	0	2	0	11	11
04:30 PM	1	2	0	0	3	0	4	0	0	4	2	1	1	1	4	0	1	0	0	1	1	12	13
04:45 PM	0	0	0	0	0	1	1	0	0	2	0	5	0	0	5	1	0	2	0	3	0	10	10
Total	3	4	0	0	7	1	7	1	0	9	5	14	1	1	20	2	5	4	0	11	1	47	48
05:00 PM	1	1	1	1	3	0	4	1	0	5	1	4	0	0	5	2	1	0	0	3	1	16	17
05:15 PM	0	0	1	0	1	1	1	0	0	2	1	1	1	0	3	1	3	0	0	4	0	10	10
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	5	5
05:45 PM	0	0	1	1	1	0	0	0	0	0	0	1	0	0	1	1	2	1	0	4	1	6	7
Total	1	2	3	2	6	1	5	1	0	7	2	9	1	0	12	4	7	1	0	12	2	37	39
06:00 PM	0	0	0	0	0	0	0	1	0	1	0	1	1	0	2	0	1	0	0	1	0	4	4
06:15 PM	0	0	0	0	0	0	0	0	0	0	1	2	1	0	4	0	0	0	0	0	0	4	4
06:30 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	4	4
06:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	1	1	0	0	2	0	0	2	0	2	1	4	2	0	7	0	1	1	0	2	0	13	13
Grand Total	9	16	3	2	28	3	19	13	0	35	10	47	6	1	63	8	20	9	0	37	3	163	166
Apprch %	32.1	57.1	10.7			8.6	54.3	37.1			15.9	74.6	9.5			21.6	54.1	24.3					
Total %	5.5	9.8	1.8		17.2	1.8	11.7	8		21.5	6.1	28.8	3.7		38.7	4.9	12.3	5.5		22.7	1.8	98.2	

	Monterey Avenue Southbound				Country Club Drive Westbound				Monterey Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**2**	**3**	0	**5**	**1**	2	3	**6**	**1**	4	0	5	0	**3**	**1**	**4**	20
03:15 PM	1	3	0	4	0	1	**4**	5	0	**11**	**1**	**12**	**1**	0	1	2	**23**
03:30 PM	0	2	0	2	0	**3**	1	4	1	2	1	4	1	2	1	4	14
03:45 PM	1	1	0	2	0	1	1	2	0	3	0	3	0	2	0	2	9
Total Volume	4	9	0	13	1	7	9	17	2	20	2	24	2	7	3	12	66
% App. Total	30.8	69.2	0		5.9	41.2	52.9		8.3	83.3	8.3		16.7	58.3	25		
PHF	.500	.750	.000	.650	.250	.583	.563	.708	.500	.455	.500	.500	.500	.583	.750	.750	.717

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City of Palm Desert
N/S: Monterey Avenue
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Weather: Clear

File Name : 01_PLD_Monterey_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
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City of Palm Desert
N/S: Monterey Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 01_PLD_Monterey_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
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	Monterey Avenue Southbound				Country Club Drive Westbound				Monterey Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	**2**	**3**	0	**5**	**1**	2	3	**6**	**1**	4	0	5	0	**3**	**1**	**4**	
+15 mins.	1	3	0	4	0	1	**4**	5	0	**11**	**1**	**12**	**1**	0	1	2	
+30 mins.	0	2	0	2	0	**3**	1	4	1	2	1	4	1	2	1	4	
+45 mins.	1	1	0	2	0	1	1	2	0	3	0	3	0	2	0	2	
Total Volume	4	9	0	13	1	7	9	17	2	20	2	24	2	7	3	12	
% App. Total	30.8	69.2	0		5.9	41.2	52.9		8.3	83.3	8.3		16.7	58.3	25		
PHF	.500	.750	.000	.650	.250	.583	.563	.708	.500	.455	.500	.500	.500	.583	.750	.750	

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City of Palm Desert
N/S: Monterey Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 01_PLD_Monterey_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

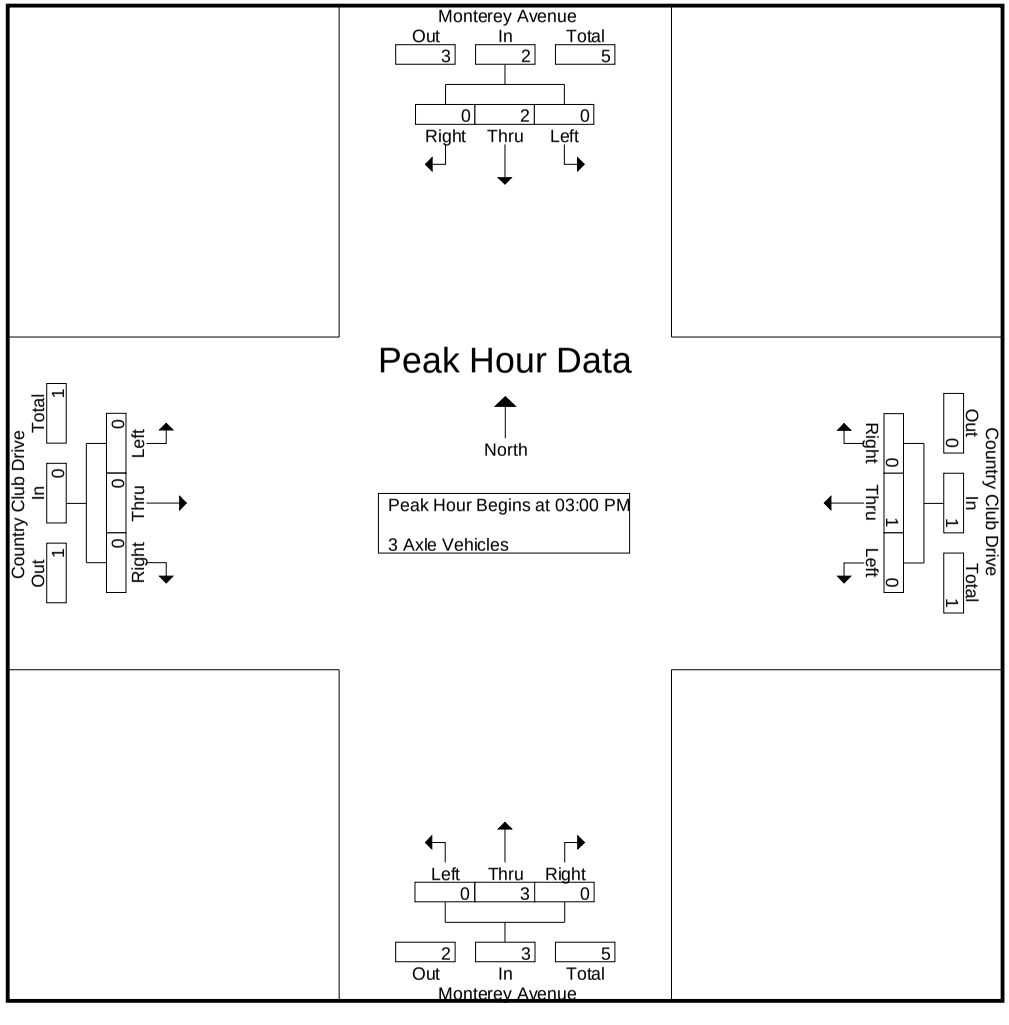
	Monterey Avenue Southbound					Country Club Drive Westbound					Monterey Avenue Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
03:15 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
Total	0	2	0	0	2	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	6	6
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	3	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	2	2
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	4	4
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
Grand Total	0	3	0	0	3	0	1	0	0	1	0	6	0	0	6	0	4	0	0	4	0	14	14
Apprch %	0	100	0			0	100	0			0	100	0			0	100	0					
Total %	0	21.4	0		21.4	0	7.1	0		7.1	0	42.9	0		42.9	0	28.6	0		28.6	0	100	

	Monterey Avenue Southbound				Country Club Drive Westbound				Monterey Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**2**
03:15 PM	0	0	0	0	0	**1**	0	**1**	0	1	0	1	0	0	0	0	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	2	0	2	0	1	0	1	0	3	0	3	0	0	0	0	6
% App. Total	0	100	0		0	100	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.250	.000	.250	.000	.750	.000	.750	.000	.000	.000	.000	.750

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City of Palm Desert
N/S: Monterey Avenue
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File Name : 01_PLD_Monterey_Country Club Fri
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E/W: Country Club Drive
Weather: Clear

File Name : 01_PLD_Monterey_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 3

	Monterey Avenue Southbound				Country Club Drive Westbound				Monterey Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	1	0	1	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	
Total Volume	0	2	0	2	0	1	0	1	0	3	0	3	0	0	0	0	
% App. Total	0	100	0		0	100	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.250	.000	.250	.000	.750	.000	.750	.000	.000	.000	.000	

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City of Palm Desert
N/S: Monterey Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 01_PLD_Monterey_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

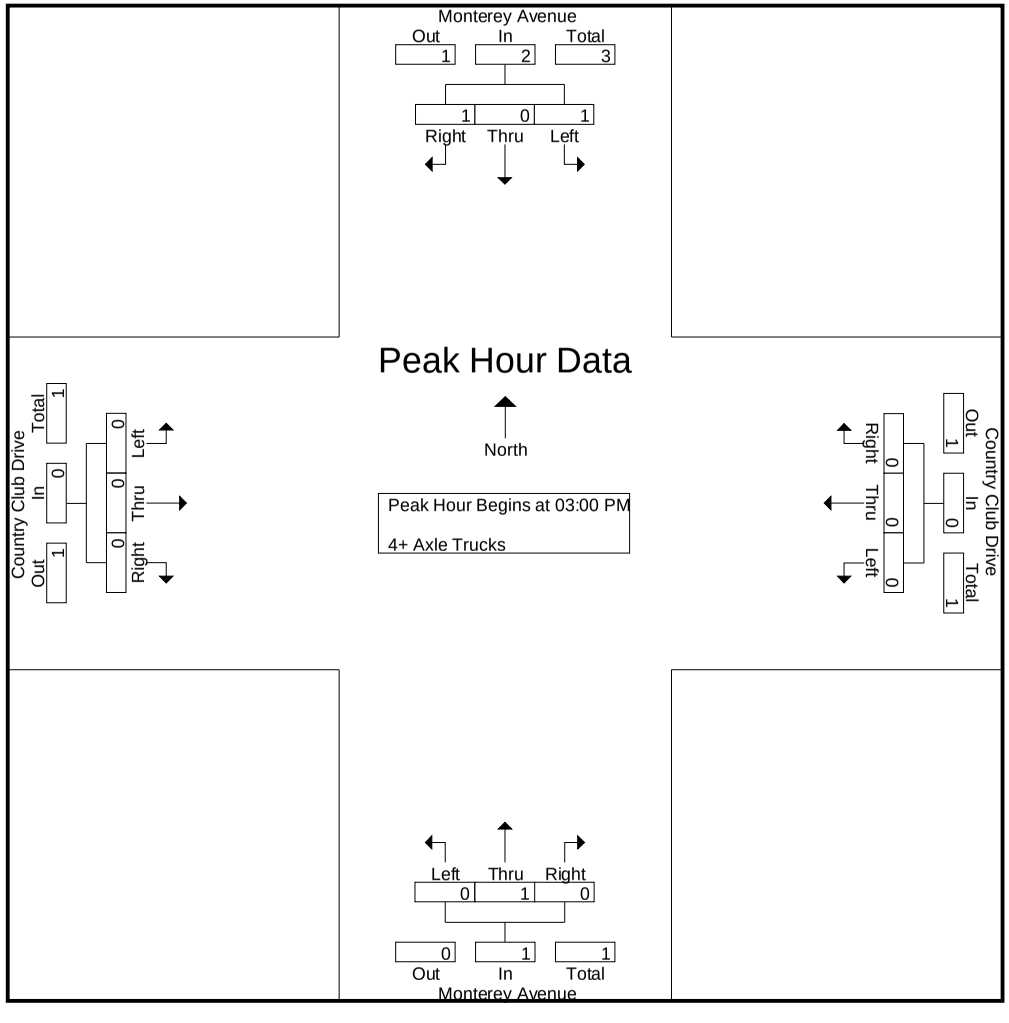
	Monterey Avenue Southbound					Country Club Drive Westbound					Monterey Avenue Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	1	0	1	1	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3	4
Total	1	0	1	1	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3	4
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
Total	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	4
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	3	3
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	2	2
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	6	6
Grand Total	1	4	1	1	6	0	0	0	0	0	0	8	0	0	8	1	1	0	0	2	1	16	17
Apprch %	16.7	66.7	16.7			0	0	0			0	100	0			50	50	0					
Total %	6.2	25	6.2		37.5	0	0	0		0	0	50	0		50	6.2	6.2	0		12.5	5.9	94.1	

	Monterey Avenue Southbound				Country Club Drive Westbound				Monterey Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	**1**	0	**1**	**2**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**3**
Total Volume	1	0	1	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% App. Total	50	0	50		0	0	0		0	100	0		0	0	0		
PHF	.250	.000	.250	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

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City of Palm Desert
N/S: Monterey Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 01_PLD_Monterey_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
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City of Palm Desert
N/S: Monterey Avenue
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File Name : 01_PLD_Monterey_Country Club Fri
Site Code : 05118939
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	Monterey Avenue Southbound				Country Club Drive Westbound				Monterey Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	**1**	0	**1**	**2**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	
Total Volume	1	0	1	2	0	0	0	0	0	1	0	1	0	0	0	0	
% App. Total	50	0	50		0	0	0		0	100	0		0	0	0		
PHF	.250	.000	.250	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	

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City of Palm Desert
N/S: Monterey Avenue
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File Name : 01_PLD_Monterey_Country Club Sat
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Monterey Avenue Southbound					Country Club Drive Westbound					Monterey Avenue Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	32	215	13	6	260	52	63	29	0	144	25	140	11	12	176	17	55	17	0	89	18	669	687
10:15 AM	39	238	8	4	285	79	75	40	0	194	27	164	17	14	208	17	62	28	0	107	18	794	812
10:30 AM	32	240	13	4	285	44	85	32	0	161	40	183	14	12	237	23	94	33	0	150	16	833	849
10:45 AM	53	278	18	10	349	80	83	32	0	195	29	146	13	14	188	20	71	27	0	118	24	850	874
Total	156	971	52	24	1179	255	306	133	0	694	121	633	55	52	809	77	282	105	0	464	76	3146	3222
11:00 AM	46	243	16	6	305	59	67	47	0	173	33	198	21	14	252	24	72	18	0	114	20	844	864
11:15 AM	40	216	8	9	264	60	65	38	0	163	31	187	20	16	238	27	81	22	0	130	25	795	820
11:30 AM	50	312	12	4	374	61	65	34	0	160	43	199	16	16	258	20	66	19	0	105	20	897	917
11:45 AM	40	282	8	11	330	64	78	34	0	176	42	197	22	19	261	28	96	32	0	156	30	923	953
Total	176	1053	44	30	1273	244	275	153	0	672	149	781	79	65	1009	99	315	91	0	505	95	3459	3554
12:00 PM	49	257	12	12	318	68	64	34	0	166	40	238	17	14	295	21	82	29	0	132	26	911	937
12:15 PM	35	280	11	10	326	77	69	30	0	176	26	231	30	11	287	36	89	27	0	152	21	941	962
12:30 PM	41	297	6	7	344	79	73	51	1	203	33	251	11	12	295	24	82	25	0	131	20	973	993
12:45 PM	41	297	11	5	349	70	72	29	0	171	36	227	26	12	289	26	101	32	0	159	17	968	985
Total	166	1131	40	34	1337	294	278	144	1	716	135	947	84	49	1166	107	354	113	0	574	84	3793	3877
01:00 PM	38	283	13	3	334	64	55	35	0	154	32	261	30	19	323	18	97	30	0	145	22	956	978
01:15 PM	46	265	8	5	319	85	72	42	0	199	34	235	22	23	291	31	103	36	0	170	28	979	1007
01:30 PM	45	236	17	5	298	68	76	34	0	178	53	243	30	21	326	18	98	32	0	148	26	950	976
01:45 PM	39	247	8	3	294	60	84	29	0	173	35	235	26	17	296	27	91	29	0	147	20	910	930
Total	168	1031	46	16	1245	277	287	140	0	704	154	974	108	80	1236	94	389	127	0	610	96	3795	3891
Grand Total	666	4186	182	104	5034	1070	1146	570	1	2786	559	3335	326	246	4220	377	1340	436	0	2153	351	14193	14544
Apprch %	13.2	83.2	3.6			38.4	41.1	20.5			13.2	79	7.7			17.5	62.2	20.3					
Total %	4.7	29.5	1.3		35.5	7.5	8.1	4		19.6	3.9	23.5	2.3		29.7	2.7	9.4	3.1		15.2	2.4	97.6	
Passenger Vehicles	659	4153	178		5091	1061	1135	562		2759	550	3293	321		4408	374	1320	429		2123	0	0	14381
% Passenger Vehicles	98.9	99.2	97.8	97.1	99.1	99.2	99	98.6	100	99	98.4	98.7	98.5	99.2	98.7	99.2	98.5	98.4	0	98.6	0	0	98.9
Large 2 Axle Vehicles	7	25	4		39	9	10	7		26	9	34	5		50	2	18	5		25	0	0	140
% Large 2 Axle Vehicles	1.1	0.6	2.2	2.9	0.8	0.8	0.9	1.2	0	0.9	1.6	1	1.5	0.8	1.1	0.5	1.3	1.1	0	1.2	0	0	1
3 Axle Vehicles	0	4	0		4	0	1	1		2	0	4	0		4	0	1	1		2	0	0	12
% 3 Axle Vehicles	0	0.1	0	0	0.1	0	0.1	0.2	0	0.1	0	0.1	0	0	0.1	0	0.1	0.2	0	0.1	0	0	0.1
4+ Axle Trucks	0	4	0		4	0	0	0		0	0	4	0		4	1	1	1		3	0	0	11
% 4+ Axle Trucks	0	0.1	0	0	0.1	0	0	0	0	0	0	0.1	0	0	0.1	0.3	0.1	0.2	0	0.1	0	0	0.1

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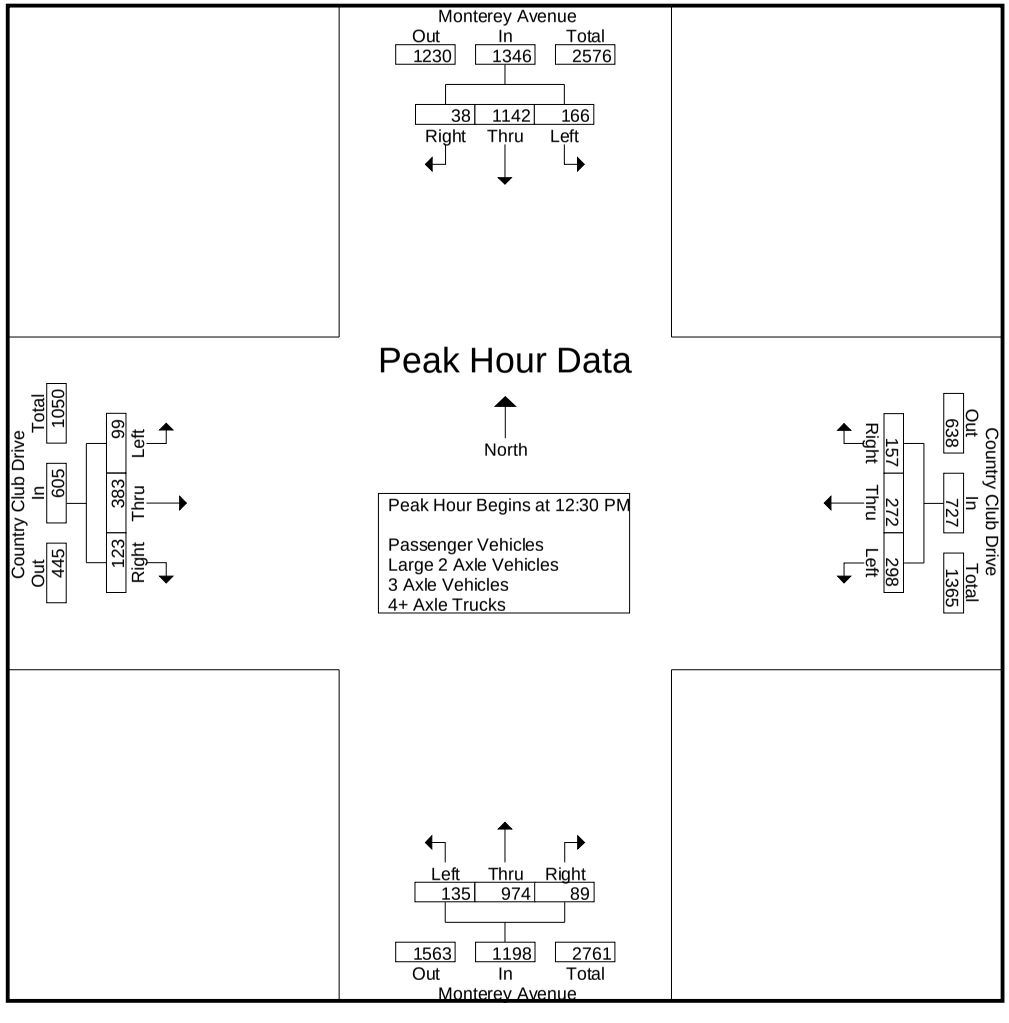
File Name : 01_PLD_Monterey_Country Club Sat
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	Monterey Avenue Southbound				Country Club Drive Westbound				Monterey Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	41	**297**	6	344	79	**73**	**51**	**203**	33	251	11	295	24	82	25	131	973
12:45 PM	41	297	11	**349**	70	72	29	171	**36**	227	26	289	26	101	32	159	968
01:00 PM	38	283	**13**	334	64	55	35	154	32	**261**	**30**	**323**	18	97	30	145	956
01:15 PM	**46**	265	8	319	**85**	72	42	199	34	235	22	291	**31**	**103**	**36**	**170**	**979**
Total Volume	166	1142	38	1346	298	272	157	727	135	974	89	1198	99	383	123	605	3876
% App. Total	12.3	84.8	2.8		41	37.4	21.6		11.3	81.3	7.4		16.4	63.3	20.3		
PHF	.902	.961	.731	.964	.876	.932	.770	.895	.938	.933	.742	.927	.798	.930	.854	.890	.990

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File Name : 01_PLD_Monterey_Country Club Sat
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	Monterey Avenue Southbound				Country Club Drive Westbound				Monterey Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	12:15 PM				12:30 PM				01:00 PM				12:45 PM				
+0 mins.	35	280	11	326	79	**73**	**51**	**203**	32	**261**	**30**	323	26	101	32	159	
+15 mins.	**41**	**297**	6	344	70	72	29	171	34	235	22	291	18	97	30	145	
+30 mins.	41	297	11	**349**	64	55	35	154	**53**	243	30	**326**	**31**	**103**	**36**	**170**	
+45 mins.	38	283	**13**	334	**85**	72	42	199	35	235	26	296	18	98	32	148	
Total Volume	155	1157	41	1353	298	272	157	727	154	974	108	1236	93	399	130	622	
% App. Total	11.5	85.5	3		41	37.4	21.6		12.5	78.8	8.7		15	64.1	20.9		
PHF	.945	.974	.788	.969	.876	.932	.770	.895	.726	.933	.900	.948	.750	.968	.903	.915	

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File Name : 01_PLD_Monterey_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
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Groups Printed- Passenger Vehicles

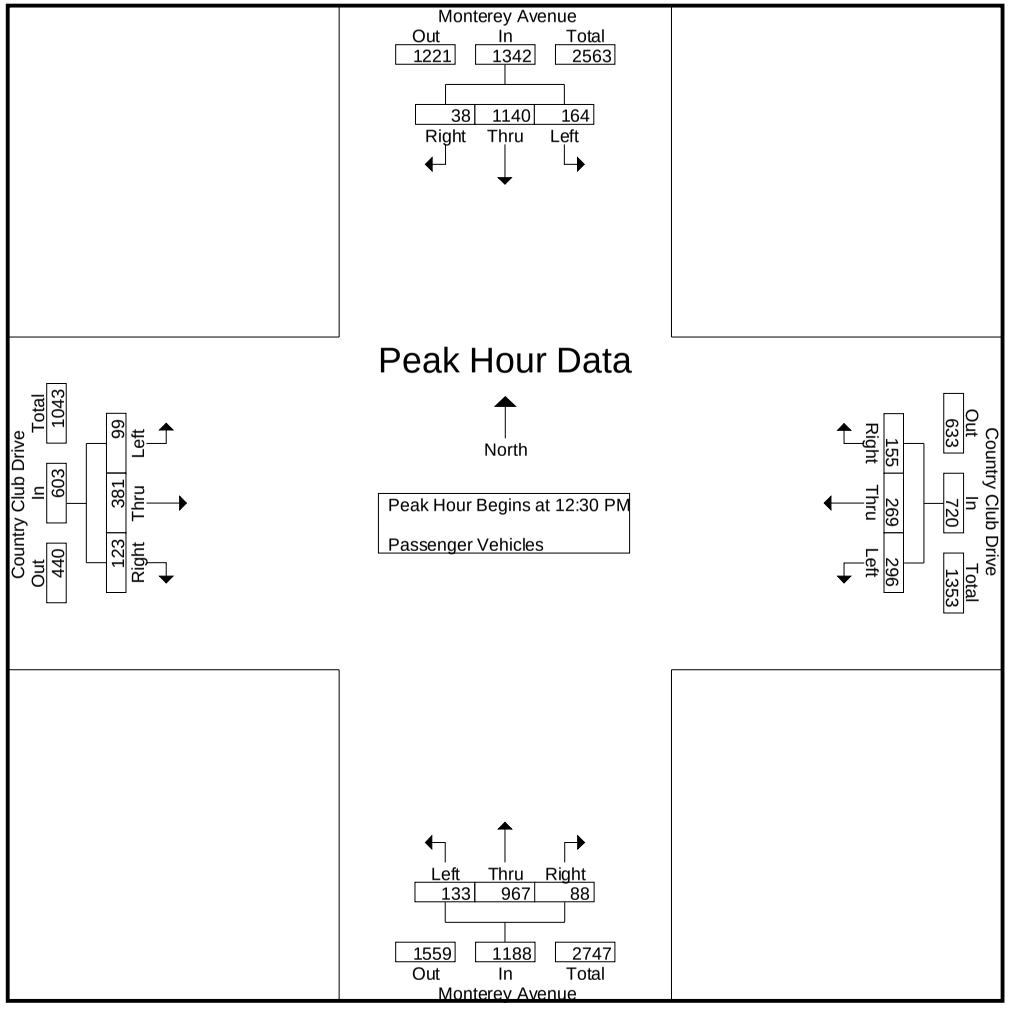
	Monterey Avenue Southbound					Country Club Drive Westbound					Monterey Avenue Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	31	212	13	6	256	52	61	29	0	142	24	138	11	12	173	17	52	17	0	86	18	657	675
10:15 AM	39	233	7	3	279	79	73	40	0	192	27	159	17	14	203	17	60	27	0	104	17	778	795
10:30 AM	32	237	13	4	282	43	85	31	0	159	39	179	14	12	232	23	93	32	0	148	16	821	837
10:45 AM	51	277	16	9	344	80	83	31	0	194	29	142	13	14	184	19	70	26	0	115	23	837	860
Total	153	959	49	22	1161	254	302	131	0	687	119	618	55	52	792	76	275	102	0	453	74	3093	3167
11:00 AM	46	241	15	5	302	56	67	45	0	168	32	196	21	14	249	24	70	18	0	112	19	831	850
11:15 AM	40	215	8	9	263	60	65	36	0	161	31	187	20	16	238	26	80	22	0	128	25	790	815
11:30 AM	49	311	12	4	372	60	64	34	0	158	43	197	16	16	256	20	65	19	0	104	20	890	910
11:45 AM	40	278	8	11	326	63	76	34	0	173	41	196	22	19	259	28	95	31	0	154	30	912	942
Total	175	1045	43	29	1263	239	272	149	0	660	147	776	79	65	1002	98	310	90	0	498	94	3423	3517
12:00 PM	49	250	12	12	311	68	63	34	0	165	39	235	17	14	291	20	81	28	0	129	26	896	922
12:15 PM	35	280	11	10	326	77	69	30	0	176	25	224	30	11	279	36	87	26	0	149	21	930	951
12:30 PM	40	297	6	7	343	78	71	50	1	199	32	249	10	12	291	24	82	25	0	131	20	964	984
12:45 PM	41	297	11	5	349	69	71	28	0	168	36	225	26	12	287	26	100	32	0	158	17	962	979
Total	165	1124	40	34	1329	292	274	142	1	708	132	933	83	49	1148	106	350	111	0	567	84	3752	3836
01:00 PM	38	282	13	3	333	64	55	35	0	154	32	259	30	19	321	18	97	30	0	145	22	953	975
01:15 PM	45	264	8	5	317	85	72	42	0	199	33	234	22	23	289	31	102	36	0	169	28	974	1002
01:30 PM	44	233	17	5	294	68	76	34	0	178	53	241	27	19	321	18	97	32	0	147	24	940	964
01:45 PM	39	246	8	3	293	59	84	29	0	172	34	232	25	17	291	27	89	28	0	144	20	900	920
Total	166	1025	46	16	1237	276	287	140	0	703	152	966	104	78	1222	94	385	126	0	605	94	3767	3861
Grand Total	659	4153	178	101	4990	1061	1135	562	1	2758	550	3293	321	244	4164	374	1320	429	0	2123	346	14035	14381
Apprch %	13.2	83.2	3.6			38.5	41.2	20.4			13.2	79.1	7.7			17.6	62.2	20.2					
Total %	4.7	29.6	1.3		35.6	7.6	8.1	4		19.7	3.9	23.5	2.3		29.7	2.7	9.4	3.1		15.1	2.4	97.6	

	Monterey Avenue Southbound				Country Club Drive Westbound				Monterey Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	40	**297**	6	343	78	71	**50**	**199**	32	249	10	291	24	82	25	131	964
12:45 PM	41	297	11	**349**	69	71	28	168	**36**	225	26	287	26	100	32	158	962
01:00 PM	38	282	**13**	333	64	55	35	154	32	**259**	**30**	**321**	18	97	30	145	953
01:15 PM	**45**	264	8	317	**85**	**72**	42	199	33	234	22	289	**31**	**102**	**36**	**169**	**974**
Total Volume	164	1140	38	1342	296	269	155	720	133	967	88	1188	99	381	123	603	3853
% App. Total	12.2	84.9	2.8		41.1	37.4	21.5		11.2	81.4	7.4		16.4	63.2	20.4		
PHF	.911	.960	.731	.961	.871	.934	.775	.905	.924	.933	.733	.925	.798	.934	.854	.892	.989

Counts Unlimited
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City of Palm Desert
N/S: Monterey Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 01_PLD_Monterey_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 2



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City of Palm Desert
N/S: Monterey Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 01_PLD_Monterey_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019

	Monterey Avenue Southbound				Country Club Drive Westbound				Monterey Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	12:30 PM				12:30 PM				12:30 PM				12:30 PM				
+0 mins.	40	**297**	6	343	78	71	**50**	**199**	32	249	10	291	24	82	25	131	
+15 mins.	41	297	11	**349**	69	71	28	168	**36**	225	26	287	26	100	32	158	
+30 mins.	38	282	**13**	333	64	55	35	154	32	**259**	**30**	**321**	18	97	30	145	
+45 mins.	**45**	264	8	317	**85**	**72**	42	199	33	234	22	289	**31**	**102**	**36**	**169**	
Total Volume	164	1140	38	1342	296	269	155	720	133	967	88	1188	99	381	123	603	
% App. Total	12.2	84.9	2.8		41.1	37.4	21.5		11.2	81.4	7.4		16.4	63.2	20.4		
PHF	.911	.960	.731	.961	.871	.934	.775	.905	.924	.933	.733	.925	.798	.934	.854	.892	

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City of Palm Desert
N/S: Monterey Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 01_PLD_Monterey_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

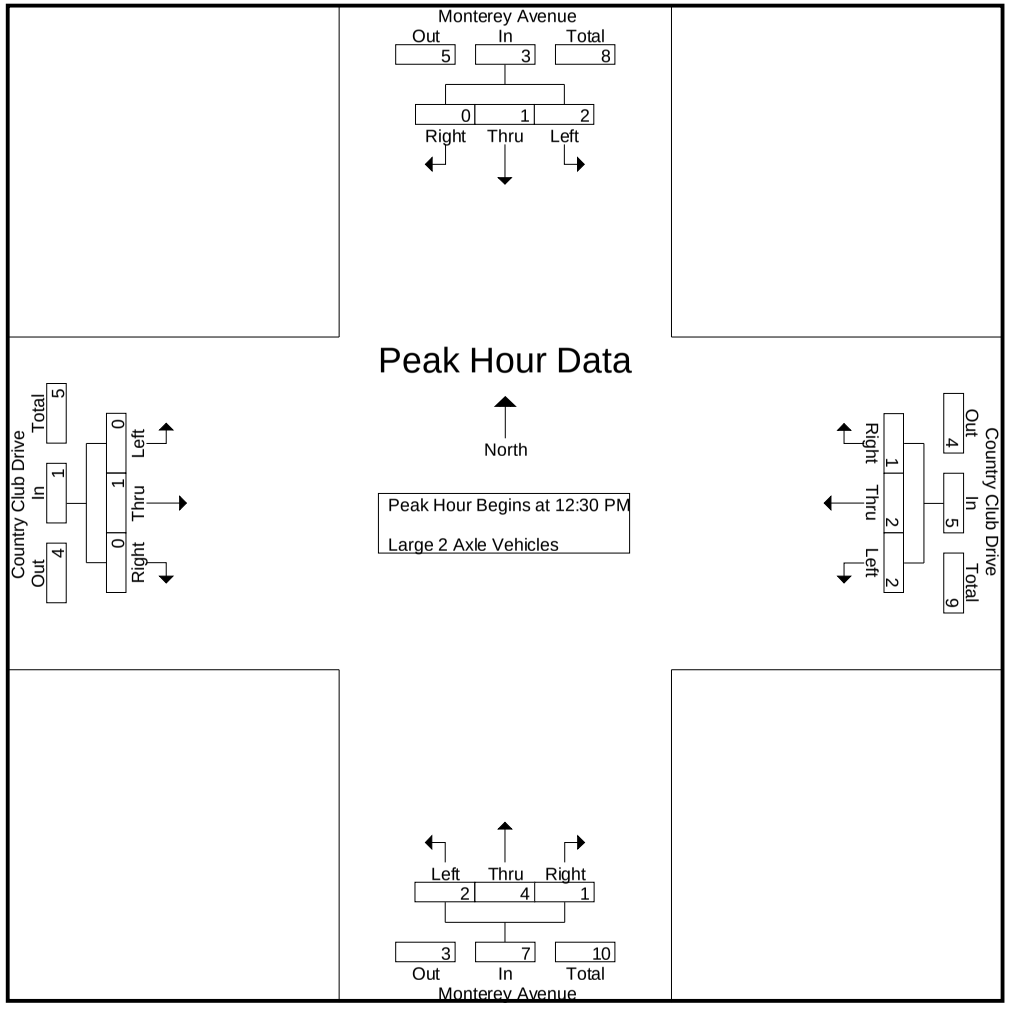
	Monterey Avenue Southbound					Country Club Drive Westbound					Monterey Avenue Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	1	2	0	0	3	0	2	0	0	2	1	2	0	0	3	0	3	0	0	3	0	11	11
10:15 AM	0	4	1	1	5	0	2	0	0	2	0	4	0	0	4	0	2	1	0	3	1	14	15
10:30 AM	0	3	0	0	3	1	0	1	0	2	1	4	0	0	5	0	1	1	0	2	0	12	12
10:45 AM	2	1	2	1	5	0	0	1	0	1	0	3	0	0	3	0	0	1	0	1	1	10	11
Total	3	10	3	2	16	1	4	2	0	7	2	13	0	0	15	0	6	3	0	9	2	47	49
11:00 AM	0	1	1	1	2	3	0	2	0	5	1	1	0	0	2	0	2	0	0	2	1	11	12
11:15 AM	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	1	1	0	0	2	0	5	5
11:30 AM	1	0	0	0	1	1	1	0	0	2	0	2	0	0	2	0	1	0	0	1	0	6	6
11:45 AM	0	4	0	0	4	1	2	0	0	3	1	1	0	0	2	0	1	0	0	1	0	10	10
Total	1	6	1	1	8	5	3	4	0	12	2	4	0	0	6	1	5	0	0	6	1	32	33
12:00 PM	0	6	0	0	6	0	1	0	0	1	1	2	0	0	3	1	1	0	0	2	0	12	12
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	7	0	0	8	0	2	1	0	3	0	11	11
12:30 PM	1	0	0	0	1	1	1	0	0	2	1	1	1	0	3	0	0	0	0	0	0	6	6
12:45 PM	0	0	0	0	0	1	1	1	0	3	0	1	0	0	1	0	1	0	0	1	0	5	5
Total	1	6	0	0	7	2	3	1	0	6	3	11	1	0	15	1	4	1	0	6	0	34	34
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
01:15 PM	1	1	0	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	4	4
01:30 PM	1	2	0	0	3	0	0	0	0	0	0	1	3	2	4	0	1	0	0	1	2	8	10
01:45 PM	0	0	0	0	0	1	0	0	0	1	1	3	1	0	5	0	2	1	0	3	0	9	9
Total	2	3	0	0	5	1	0	0	0	1	2	6	4	2	12	0	3	1	0	4	2	22	24
Grand Total	7	25	4	3	36	9	10	7	0	26	9	34	5	2	48	2	18	5	0	25	5	135	140
Apprch %	19.4	69.4	11.1			34.6	38.5	26.9			18.8	70.8	10.4			8	72	20					
Total %	5.2	18.5	3		26.7	6.7	7.4	5.2		19.3	6.7	25.2	3.7		35.6	1.5	13.3	3.7		18.5	3.6	96.4	

	Monterey Avenue Southbound				Country Club Drive Westbound				Monterey Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	**1**	0	0	1	**1**	**1**	0	2	**1**	**1**	**1**	**3**	0	0	0	0	**6**
12:45 PM	0	0	0	0	1	1	**1**	**3**	0	1	0	1	0	**1**	0	**1**	5
01:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
01:15 PM	1	**1**	0	**2**	0	0	0	0	1	1	0	2	0	0	0	0	4
Total Volume	2	1	0	3	2	2	1	5	2	4	1	7	0	1	0	1	16
% App. Total	66.7	33.3	0		40	40	20		28.6	57.1	14.3		0	100	0		
PHF	.500	.250	.000	.375	.500	.500	.250	.417	.500	1.00	.250	.583	.000	.250	.000	.250	.667

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City of Palm Desert
N/S: Monterey Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 01_PLD_Monterey_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 2



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City of Palm Desert
N/S: Monterey Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 01_PLD_Monterey_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 3

	Monterey Avenue Southbound				Country Club Drive Westbound				Monterey Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	12:30 PM				12:30 PM				12:30 PM				12:30 PM				
+0 mins.	**1**	0	0	1	**1**	**1**	0	2	**1**	**1**	**1**	**3**	0	0	0	0	
+15 mins.	0	0	0	0	1	1	**1**	**3**	0	1	0	1	0	**1**	0	**1**	
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
+45 mins.	1	**1**	0	**2**	0	0	0	0	1	1	0	2	0	0	0	0	
Total Volume	2	1	0	3	2	2	1	5	2	4	1	7	0	1	0	1	
% App. Total	66.7	33.3	0		40	40	20		28.6	57.1	14.3		0	100	0		
PHF	.500	.250	.000	.375	.500	.500	.250	.417	.500	1.000	.250	.583	.000	.250	.000	.250	

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City of Palm Desert
N/S: Monterey Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 01_PLD_Monterey_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

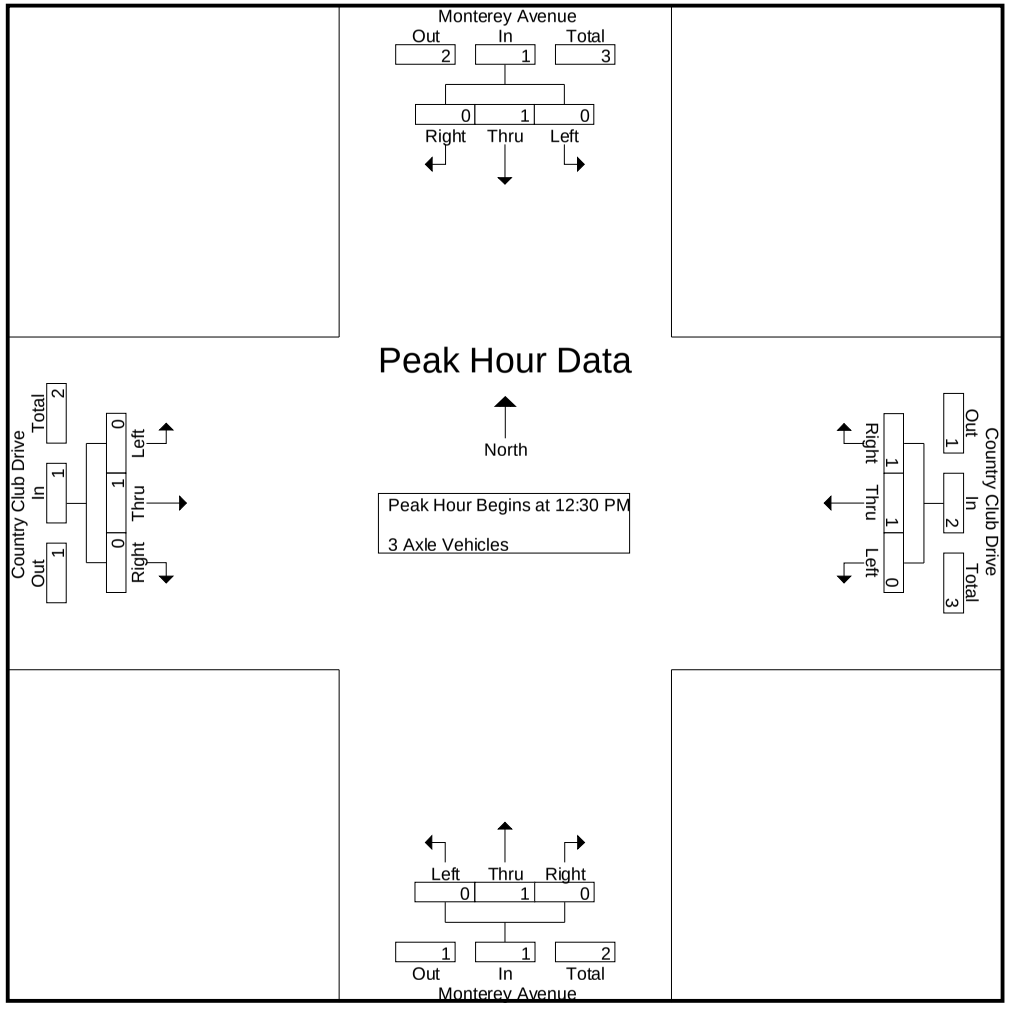
	Monterey Avenue Southbound					Country Club Drive Westbound					Monterey Avenue Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	3	3
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	0	3	3
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	0	4	4
01:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
01:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	4	4
Grand Total	0	4	0	0	4	0	1	1	0	2	0	4	0	0	4	0	1	1	0	2	0	12	12
Apprch %	0	100	0			0	50	50			0	100	0			0	50	50					
Total %	0	33.3	0		33.3	0	8.3	8.3		16.7	0	33.3	0		33.3	0	8.3	8.3		16.7	0	100	

	Monterey Avenue Southbound				Country Club Drive Westbound				Monterey Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	0	0	0	0	**1**	**1**	**2**	0	**1**	0	**1**	0	0	0	0	**3**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
Total Volume	0	1	0	1	0	1	1	2	0	1	0	1	0	1	0	1	5
% App. Total	0	100	0		0	50	50		0	100	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.250	.250	.250	.000	.250	.000	.250	.000	.250	.000	.250	.417

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City of Palm Desert
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Weather: Clear

File Name : 01_PLD_Monterey_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 2



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City of Palm Desert
N/S: Monterey Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 01_PLD_Monterey_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 3

	Monterey Avenue Southbound				Country Club Drive Westbound				Monterey Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	12:30 PM				12:30 PM				12:30 PM				12:30 PM				
+0 mins.	0	0	0	0	0	**1**	**1**	**2**	0	**1**	0	**1**	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	
Total Volume	0	1	0	1	0	1	1	2	0	1	0	1	0	1	0	1	
% App. Total	0	100	0		0	50	50		0	100	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.250	.250	.250	.000	.250	.000	.250	.000	.250	.000	.250	

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City of Palm Desert
N/S: Monterey Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 01_PLD_Monterey_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

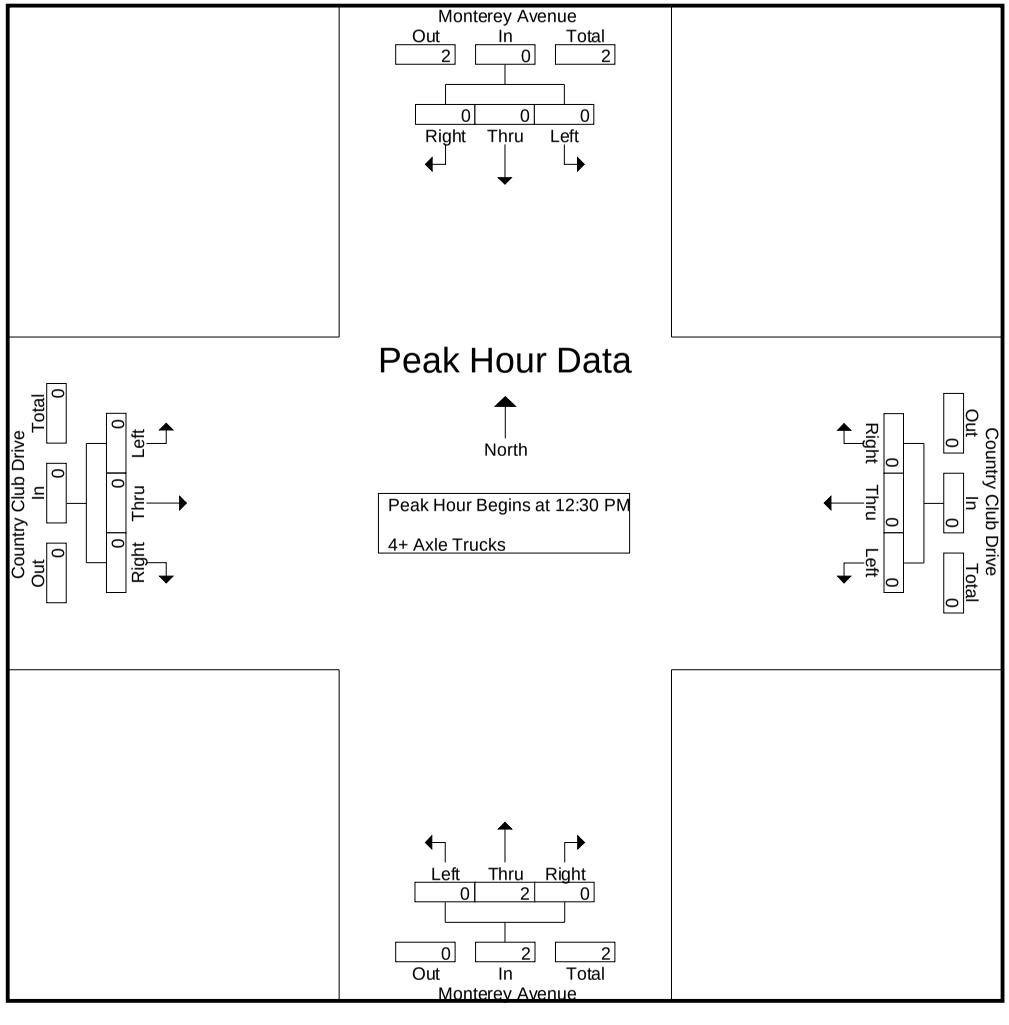
	Monterey Avenue Southbound					Country Club Drive Westbound					Monterey Avenue Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
10:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	2
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	0	5	5
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	2	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	3	3
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
Grand Total	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	1	1	1	0	3	0	11	11
Apprch %	0	100	0			0	0	0			0	100	0			33.3	33.3	33.3					
Total %	0	36.4	0		36.4	0	0	0		0	0	36.4	0		36.4	9.1	9.1	9.1		27.3	0	100	

	Monterey Avenue Southbound				Country Club Drive Westbound				Monterey Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
01:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.500

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City of Palm Desert
N/S: Monterey Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 01_PLD_Monterey_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 2



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City of Palm Desert
N/S: Monterey Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 01_PLD_Monterey_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 3

	Monterey Avenue Southbound				Country Club Drive Westbound				Monterey Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	12:30 PM				12:30 PM				12:30 PM				12:30 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	

Location: Palm Desert
N/S: Monterey Avenue
E/W: Country Club Drive

PEDESTRIANS

Date: 1/10/2019
Day: Thursday

	North Leg Monterey Avenue	East Leg Country Club Drive	South Leg Monterey Avenue	West Leg Country Club Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
3:00 PM	0	0	5	0	5
3:15 PM	0	0	1	1	2
3:30 PM	0	0	1	0	1
3:45 PM	0	1	2	0	3
4:00 PM	0	0	1	0	1
4:15 PM	0	0	1	0	1
4:30 PM	0	0	1	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	2	0	2
5:15 PM	0	0	0	0	0
5:30 PM	0	0	1	0	1
5:45 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0
6:30 PM	2	0	1	0	3
6:45 PM	0	0	1	0	1
TOTAL VOLUMES:	2	1	17	1	21

Date: 1/11/2019
Day: Friday

	North Leg Monterey Avenue	East Leg Country Club Drive	South Leg Monterey Avenue	West Leg Country Club Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
3:00 PM	0	0	1	0	1
3:15 PM	0	0	3	0	3
3:30 PM	0	0	6	1	7
3:45 PM	0	0	3	0	3
4:00 PM	0	0	4	0	4
4:15 PM	0	0	2	0	2
4:30 PM	0	0	6	0	6
4:45 PM	1	0	1	0	2
5:00 PM	0	0	2	0	2
5:15 PM	0	0	2	0	2
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
6:00 PM	1	1	0	0	2
6:15 PM	0	0	1	0	1
6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	1	31	1	35

Date: 1/12/2019
Day: Saturday

	North Leg Monterey Avenue	East Leg Country Club Drive	South Leg Monterey Avenue	West Leg Country Club Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
10:00 AM	0	0	0	0	0
10:15 AM	0	0	2	0	2
10:30 AM	0	0	3	0	3
10:45 AM	0	0	0	0	0
11:00 AM	1	0	0	0	1
11:15 AM	0	0	1	0	1
11:30 AM	0	0	2	1	3
11:45 AM	0	0	2	0	2
12:00 PM	1	0	3	0	4
12:15 PM	0	0	0	0	0
12:30 PM	2	2	0	0	4
12:45 PM	0	0	1	0	1
1:00 PM	0	0	0	0	0
1:15 PM	0	0	2	1	3
1:30 PM	0	0	1	1	2
1:45 PM	0	0	1	0	1
TOTAL VOLUMES:	4	2	18	3	27

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Location: Palm Desert
N/S: Monterey Avenue
E/W: Country Club Drive

BICYCLES

Date: 1/10/2019
Day: Thursday

	Southbound Monterey Avenue			Westbound Country Club Drive			Northbound Monterey Avenue			Eastbound Country Club Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	2
3:30 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
3:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:45 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	1	2	0	3
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	8	0	0	0	2	1	7	0	18

Date: 1/11/2019
Day: Friday

	Southbound Monterey Avenue			Westbound Country Club Drive			Northbound Monterey Avenue			Eastbound Country Club Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
3:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
3:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	3	0	2	1	0	0	1	0	7

Date: 1/12/2019
Day: Saturday

	Southbound Monterey Avenue			Westbound Country Club Drive			Northbound Monterey Avenue			Eastbound Country Club Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	5
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	5	0	0	0	0	0	1	0	6
11:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
11:15 AM	0	0	0	0	0	0	0	1	0	0	10	0	11
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	4	0	0	0	0	0	0	0	4
1:15 PM	0	0	0	0	1	0	0	0	1	0	0	0	2
1:30 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	12	0	0	1	1	1	19	0	34

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City of Palm Desert
N/S: Portola Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 02_PLD_Portola_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Portola Avenue Southbound					Country Club Drive Westbound					Portola Avenue Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	13	85	11	2	109	55	129	36	10	220	56	162	60	29	278	25	207	50	21	282	62	889	951
03:15 PM	24	62	9	0	95	48	144	38	17	230	52	161	52	19	265	10	179	50	31	239	67	829	896
03:30 PM	18	90	8	0	116	45	163	42	23	250	50	126	44	23	220	15	223	54	30	292	76	878	954
03:45 PM	26	91	15	7	132	59	124	26	15	209	34	129	35	12	198	16	184	54	25	254	59	793	852
Total	81	328	43	9	452	207	560	142	65	909	192	578	191	83	961	66	793	208	107	1067	264	3389	3653
04:00 PM	21	89	11	4	121	58	139	27	12	224	54	112	37	14	203	10	184	44	16	238	46	786	832
04:15 PM	13	83	10	7	106	35	127	31	16	193	42	109	43	26	194	15	152	51	18	218	67	711	778
04:30 PM	16	90	14	8	120	32	122	33	10	187	35	108	35	9	178	11	193	62	27	266	54	751	805
04:45 PM	20	103	8	2	131	50	114	32	15	196	45	106	37	13	188	8	147	39	17	194	47	709	756
Total	70	365	43	21	478	175	502	123	53	800	176	435	152	62	763	44	676	196	78	916	214	2957	3171
05:00 PM	12	86	13	5	111	59	120	33	10	212	31	116	49	10	196	6	187	58	18	251	43	770	813
05:15 PM	10	98	12	6	120	45	143	38	18	226	41	117	36	15	194	8	187	41	23	236	62	776	838
05:30 PM	10	88	10	3	108	48	130	20	8	198	46	108	43	27	197	6	156	43	20	205	58	708	766
05:45 PM	6	70	7	3	83	41	93	21	11	155	32	89	25	11	146	11	134	37	19	182	44	566	610
Total	38	342	42	17	422	193	486	112	47	791	150	430	153	63	733	31	664	179	80	874	207	2820	3027
06:00 PM	9	68	6	3	83	27	102	13	6	142	29	61	22	15	112	5	106	24	10	135	34	472	506
06:15 PM	8	55	4	3	67	36	88	13	9	137	25	55	21	14	101	8	103	36	19	147	45	452	497
06:30 PM	3	64	4	2	71	19	114	13	6	146	20	32	18	9	70	1	89	25	10	115	27	402	429
06:45 PM	10	44	2	1	56	19	68	13	8	100	14	42	18	7	74	4	93	23	8	120	24	350	374
Total	30	231	16	9	277	101	372	52	29	525	88	190	79	45	357	18	391	108	47	517	130	1676	1806
Grand Total	219	1266	144	56	1629	676	1920	429	194	3025	606	1633	575	253	2814	159	2524	691	312	3374	815	10842	11657
Apprch %	13.4	77.7	8.8			22.3	63.5	14.2			21.5	58	20.4			4.7	74.8	20.5					
Total %	2	11.7	1.3		15	6.2	17.7	4		27.9	5.6	15.1	5.3		26	1.5	23.3	6.4		31.1	7	93	
Passenger Vehicles	213	1236	140		1644	668	1900	422		3180	595	1563	551		2952	149	2468	668		3592	0	0	11368
% Passenger Vehicles	97.3	97.6	97.2	98.2	97.6	98.8	99	98.4	97.9	98.8	98.2	95.7	95.8	96	96.3	93.7	97.8	96.7	98.4	97.4	0	0	97.5
Large 2 Axle Vehicles	6	22	3		32	8	17	6		35	10	65	21		105	10	53	17		84	0	0	256
% Large 2 Axle Vehicles	2.7	1.7	2.1	1.8	1.9	1.2	0.9	1.4	2.1	1.1	1.7	4	3.7	3.6	3.4	6.3	2.1	2.5	1.3	2.3	0	0	2.2
3 Axle Vehicles	0	8	0		8	0	1	1		2	0	5	0		5	0	2	3		6	0	0	21
% 3 Axle Vehicles	0	0.6	0	0	0.5	0	0.1	0.2	0	0.1	0	0.3	0	0	0.2	0	0.1	0.4	0.3	0.2	0	0	0.2
4+ Axle Trucks	0	0	1		1	0	2	0		2	1	0	3		5	0	1	3		4	0	0	12
% 4+ Axle Trucks	0	0	0.7	0	0.1	0	0.1	0	0	0.1	0.2	0	0.5	0.4	0.2	0	0	0.4	0	0.1	0	0	0.1

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Weather: Clear

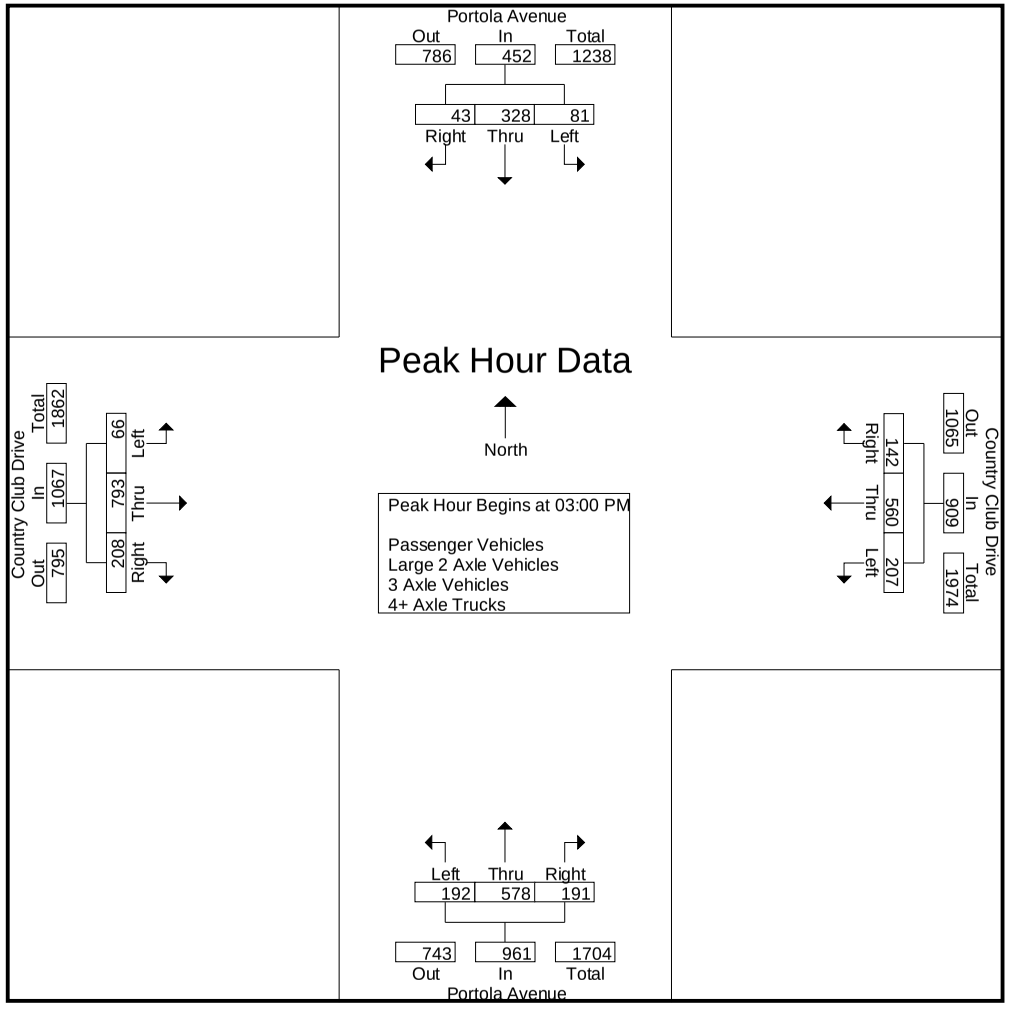
File Name : 02_PLD_Portola_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
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	Portola Avenue Southbound				Country Club Drive Westbound				Portola Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	13	85	11	109	55	129	36	220	**56**	**162**	**60**	**278**	**25**	207	50	282	**889**
03:15 PM	24	62	9	95	48	144	38	230	52	161	52	265	10	179	50	239	829
03:30 PM	18	90	8	116	45	**163**	**42**	**250**	50	126	44	220	15	**223**	**54**	**292**	878
03:45 PM	**26**	**91**	**15**	**132**	**59**	124	26	209	34	129	35	198	16	184	54	254	793
Total Volume	81	328	43	452	207	560	142	909	192	578	191	961	66	793	208	1067	3389
% App. Total	17.9	72.6	9.5		22.8	61.6	15.6		20	60.1	19.9		6.2	74.3	19.5		
PHF	.779	.901	.717	.856	.877	.859	.845	.909	.857	.892	.796	.864	.660	.889	.963	.914	.953

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N/S: Portola Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 02_PLD_Portola_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 4

	Portola Avenue Southbound				Country Club Drive Westbound				Portola Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				03:15 PM				03:00 PM				03:00 PM				
+0 mins.	16	90	**14**	120	48	144	38	230	**56**	**162**	**60**	**278**	**25**	207	50	282	
+15 mins.	**20**	**103**	8	**131**	45	**163**	**42**	**250**	52	161	52	265	10	179	50	239	
+30 mins.	12	86	13	111	**59**	124	26	209	50	126	44	220	15	**223**	**54**	**292**	
+45 mins.	10	98	12	120	58	139	27	224	34	129	35	198	16	184	54	254	
Total Volume	58	377	47	482	210	570	133	913	192	578	191	961	66	793	208	1067	
% App. Total	12	78.2	9.8		23	62.4	14.6		20	60.1	19.9		6.2	74.3	19.5		
PHF	.725	.915	.839	.920	.890	.874	.792	.913	.857	.892	.796	.864	.660	.889	.963	.914	

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City of Palm Desert
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File Name : 02_PLD_Portola_Country Club Thurs
Site Code : 05118939
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Groups Printed- Passenger Vehicles

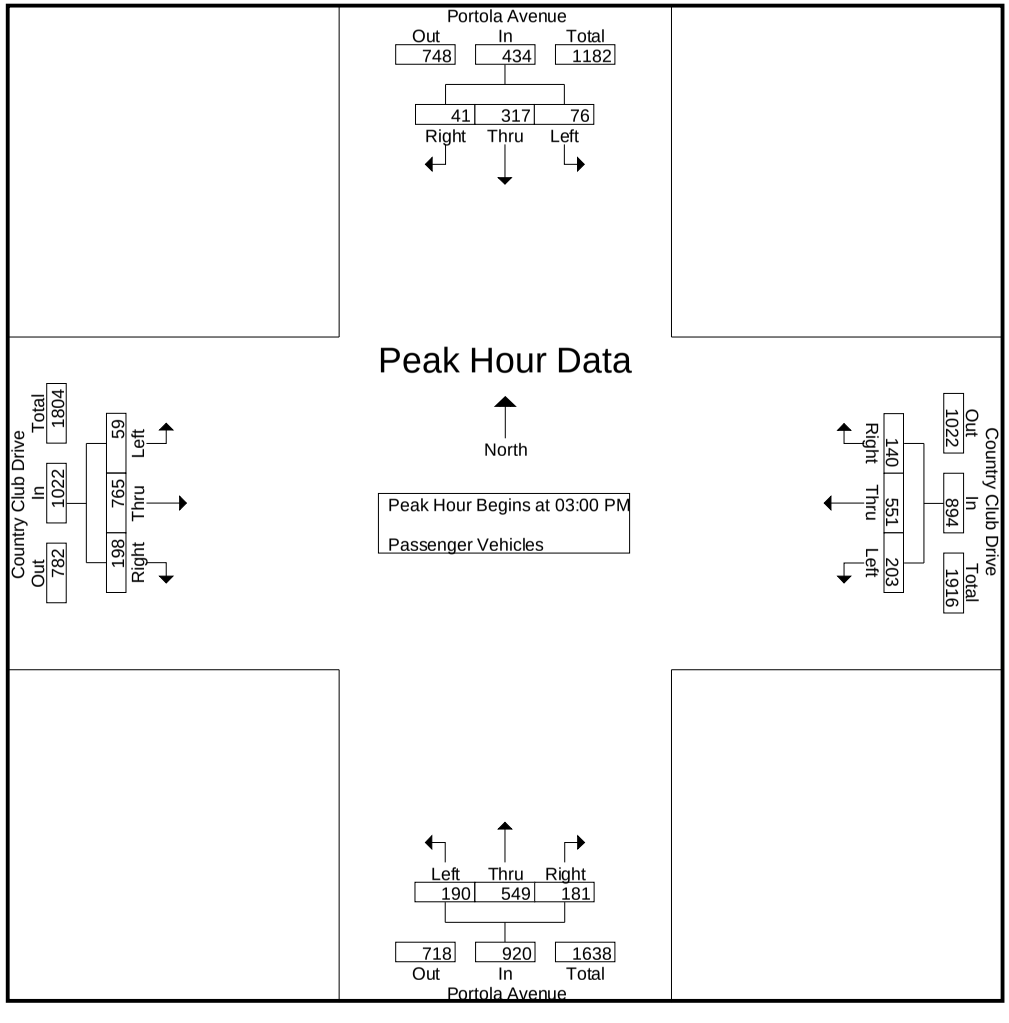
	Portola Avenue Southbound					Country Club Drive Westbound					Portola Avenue Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	11	81	10	2	102	53	126	36	10	215	56	155	56	28	267	22	196	45	21	263	61	847	908
03:15 PM	23	61	8	0	92	48	142	37	16	227	52	152	50	18	254	8	174	47	30	229	64	802	866
03:30 PM	17	88	8	0	113	45	161	41	23	247	49	121	42	22	212	14	216	54	30	284	75	856	931
03:45 PM	25	87	15	7	127	57	122	26	15	205	33	121	33	12	187	15	179	52	24	246	58	765	823
Total	76	317	41	9	434	203	551	140	64	894	190	549	181	80	920	59	765	198	105	1022	258	3270	3528
04:00 PM	21	85	11	4	117	58	135	26	11	219	50	103	35	13	188	10	178	43	16	231	44	755	799
04:15 PM	13	82	9	6	104	34	125	31	16	190	42	107	36	22	185	15	150	47	17	212	61	691	752
04:30 PM	16	88	14	8	118	32	121	33	10	186	34	102	32	8	168	10	187	62	27	259	53	731	784
04:45 PM	20	102	7	2	129	50	113	30	13	193	43	102	36	12	181	7	141	38	17	186	44	689	733
Total	70	357	41	20	468	174	494	120	50	788	169	414	139	55	722	42	656	190	77	888	202	2866	3068
05:00 PM	12	85	13	5	110	58	119	33	10	210	30	112	48	10	190	6	186	55	17	247	42	757	799
05:15 PM	9	96	12	6	117	45	142	37	18	224	41	111	36	15	188	8	187	41	23	236	62	765	827
05:30 PM	10	85	10	3	105	47	130	20	8	197	46	106	43	27	195	6	152	40	19	198	57	695	752
05:45 PM	6	68	7	3	81	41	93	20	11	154	32	86	25	11	143	11	132	36	19	179	44	557	601
Total	37	334	42	17	413	191	484	110	47	785	149	415	152	63	716	31	657	172	78	860	205	2774	2979
06:00 PM	9	67	6	3	82	27	101	13	6	141	28	57	22	15	107	5	105	24	10	134	34	464	498
06:15 PM	8	53	4	3	65	35	88	13	9	136	25	55	21	14	101	7	103	36	19	146	45	448	493
06:30 PM	3	64	4	2	71	19	114	13	6	146	20	31	18	9	69	1	89	25	10	115	27	401	428
06:45 PM	10	44	2	1	56	19	68	13	8	100	14	42	18	7	74	4	93	23	8	120	24	350	374
Total	30	228	16	9	274	100	371	52	29	523	87	185	79	45	351	17	390	108	47	515	130	1663	1793
Grand Total	213	1236	140	55	1589	668	1900	422	190	2990	595	1563	551	243	2709	149	2468	668	307	3285	795	10573	11368
Apprch %	13.4	77.8	8.8			22.3	63.5	14.1			22	57.7	20.3			4.5	75.1	20.3					
Total %	2	11.7	1.3		15	6.3	18	4		28.3	5.6	14.8	5.2		25.6	1.4	23.3	6.3		31.1	7	93	

	Portola Avenue Southbound				Country Club Drive Westbound				Portola Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	11	81	10	102	53	126	36	215	**56**	**155**	**56**	**267**	**22**	196	45	263	847
03:15 PM	23	61	8	92	48	142	37	227	52	152	50	254	8	174	47	229	802
03:30 PM	17	**88**	8	113	45	**161**	**41**	**247**	49	121	42	212	14	**216**	**54**	**284**	**856**
03:45 PM	**25**	87	**15**	**127**	**57**	122	26	205	33	121	33	187	15	179	52	246	765
Total Volume	76	317	41	434	203	551	140	894	190	549	181	920	59	765	198	1022	3270
% App. Total	17.5	73	9.4		22.7	61.6	15.7		20.7	59.7	19.7		5.8	74.9	19.4		
PHF	.760	.901	.683	.854	.890	.856	.854	.905	.848	.885	.808	.861	.670	.885	.917	.900	.955

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City of Palm Desert
N/S: Portola Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 02_PLD_Portola_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 2



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City of Palm Desert
N/S: Portola Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 02_PLD_Portola_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 3

	Portola Avenue Southbound				Country Club Drive Westbound				Portola Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	11	81	10	102	53	126	36	215	**56**	**155**	**56**	**267**	**22**	196	45	263	
+15 mins.	23	61	8	92	48	142	37	227	52	152	50	254	8	174	47	229	
+30 mins.	17	**88**	8	113	45	**161**	**41**	**247**	49	121	42	212	14	**216**	**54**	**284**	
+45 mins.	**25**	87	**15**	**127**	**57**	122	26	205	33	121	33	187	15	179	52	246	
Total Volume	76	317	41	434	203	551	140	894	190	549	181	920	59	765	198	1022	
% App. Total	17.5	73	9.4		22.7	61.6	15.7		20.7	59.7	19.7		5.8	74.9	19.4		
PHF	.760	.901	.683	.854	.890	.856	.854	.905	.848	.885	.808	.861	.670	.885	.917	.900	

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City of Palm Desert
N/S: Portola Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 02_PLD_Portola_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

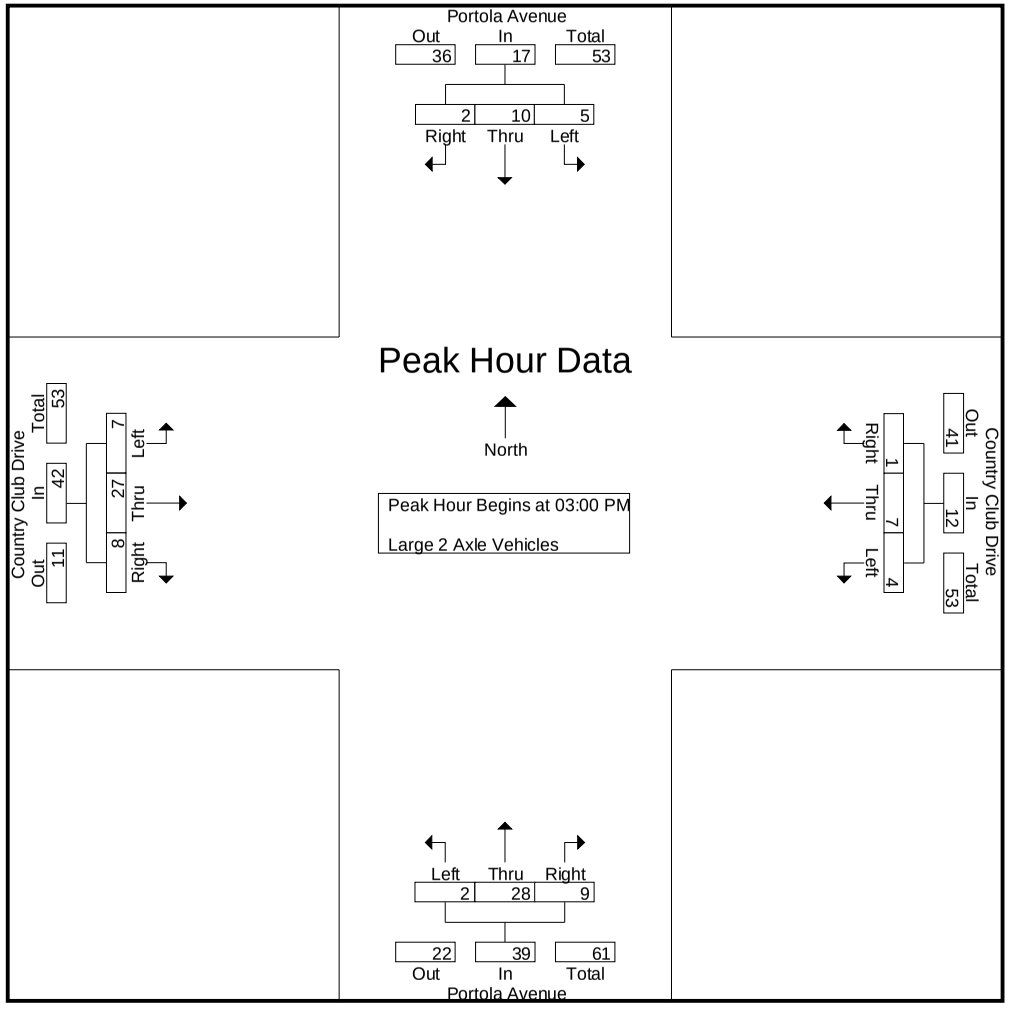
	Portola Avenue Southbound					Country Club Drive Westbound					Portola Avenue Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	2	4	1	0	7	2	1	0	0	3	0	7	3	1	10	3	10	4	0	17	1	37	38
03:15 PM	1	1	1	0	3	0	2	1	1	3	0	9	2	1	11	2	5	2	1	9	3	26	29
03:30 PM	1	2	0	0	3	0	2	0	0	2	1	4	2	1	7	1	7	0	0	8	1	20	21
03:45 PM	1	3	0	0	4	2	2	0	0	4	1	8	2	0	11	1	5	2	1	8	1	27	28
Total	5	10	2	0	17	4	7	1	1	12	2	28	9	3	39	7	27	8	2	42	6	110	116
04:00 PM	0	4	0	0	4	0	4	1	1	5	4	9	2	1	15	0	5	0	0	5	2	29	31
04:15 PM	0	1	1	1	2	1	2	0	0	3	0	2	5	3	7	0	2	3	0	5	4	17	21
04:30 PM	0	2	0	0	2	0	1	0	0	1	0	6	3	1	9	1	6	0	0	7	1	19	20
04:45 PM	0	0	0	0	0	0	1	2	2	3	2	4	1	1	7	1	6	1	0	8	3	18	21
Total	0	7	1	1	8	1	8	3	3	12	6	21	11	6	38	2	19	4	0	25	10	83	93
05:00 PM	0	1	0	0	1	1	1	0	0	2	1	3	1	0	5	0	1	3	1	4	1	12	13
05:15 PM	1	1	0	0	2	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	7	7
05:30 PM	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	0	4	2	1	6	1	10	11
05:45 PM	0	1	0	0	1	0	0	1	0	1	0	3	0	0	3	0	1	0	0	1	0	6	6
Total	1	4	0	0	5	2	1	2	0	5	1	12	1	0	14	0	6	5	2	11	2	35	37
06:00 PM	0	1	0	0	1	0	1	0	0	1	1	3	0	0	4	0	1	0	0	1	0	7	7
06:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	2	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	1	1	0	0	2	1	4	0	0	5	1	1	0	0	2	0	10	10
Grand Total	6	22	3	1	31	8	17	6	4	31	10	65	21	9	96	10	53	17	4	80	18	238	256
Apprch %	19.4	71	9.7			25.8	54.8	19.4			10.4	67.7	21.9			12.5	66.2	21.2					
Total %	2.5	9.2	1.3		13	3.4	7.1	2.5		13	4.2	27.3	8.8		40.3	4.2	22.3	7.1		33.6	7	93	

	Portola Avenue Southbound				Country Club Drive Westbound				Portola Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**2**	**4**	**1**	**7**	**2**	1	0	3	0	7	**3**	10	**3**	**10**	**4**	**17**	**37**
03:15 PM	1	1	1	3	0	**2**	**1**	3	0	**9**	2	**11**	2	5	2	9	26
03:30 PM	1	2	0	3	0	2	0	2	**1**	4	2	7	1	7	0	8	20
03:45 PM	1	3	0	4	2	2	0	**4**	1	8	2	11	1	5	2	8	27
Total Volume	5	10	2	17	4	7	1	12	2	28	9	39	7	27	8	42	110
% App. Total	29.4	58.8	11.8		33.3	58.3	8.3		5.1	71.8	23.1		16.7	64.3	19		
PHF	.625	.625	.500	.607	.500	.875	.250	.750	.500	.778	.750	.886	.583	.675	.500	.618	.743

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City of Palm Desert
N/S: Portola Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 02_PLD_Portola_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 2



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City of Palm Desert
N/S: Portola Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 02_PLD_Portola_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 3

	Portola Avenue Southbound				Country Club Drive Westbound				Portola Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	**2**	**4**	**1**	**7**	**2**	1	0	3	0	7	**3**	10	**3**	**10**	**4**	**17**	
+15 mins.	1	1	1	3	0	**2**	**1**	3	0	**9**	2	**11**	2	5	2	9	
+30 mins.	1	2	0	3	0	2	0	2	**1**	4	2	7	1	7	0	8	
+45 mins.	1	3	0	4	2	2	0	**4**	1	8	2	11	1	5	2	8	
Total Volume	5	10	2	17	4	7	1	12	2	28	9	39	7	27	8	42	
% App. Total	29.4	58.8	11.8		33.3	58.3	8.3		5.1	71.8	23.1		16.7	64.3	19		
PHF	.625	.625	.500	.607	.500	.875	.250	.750	.500	.778	.750	.886	.583	.675	.500	.618	

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City of Palm Desert
N/S: Portola Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 02_PLD_Portola_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

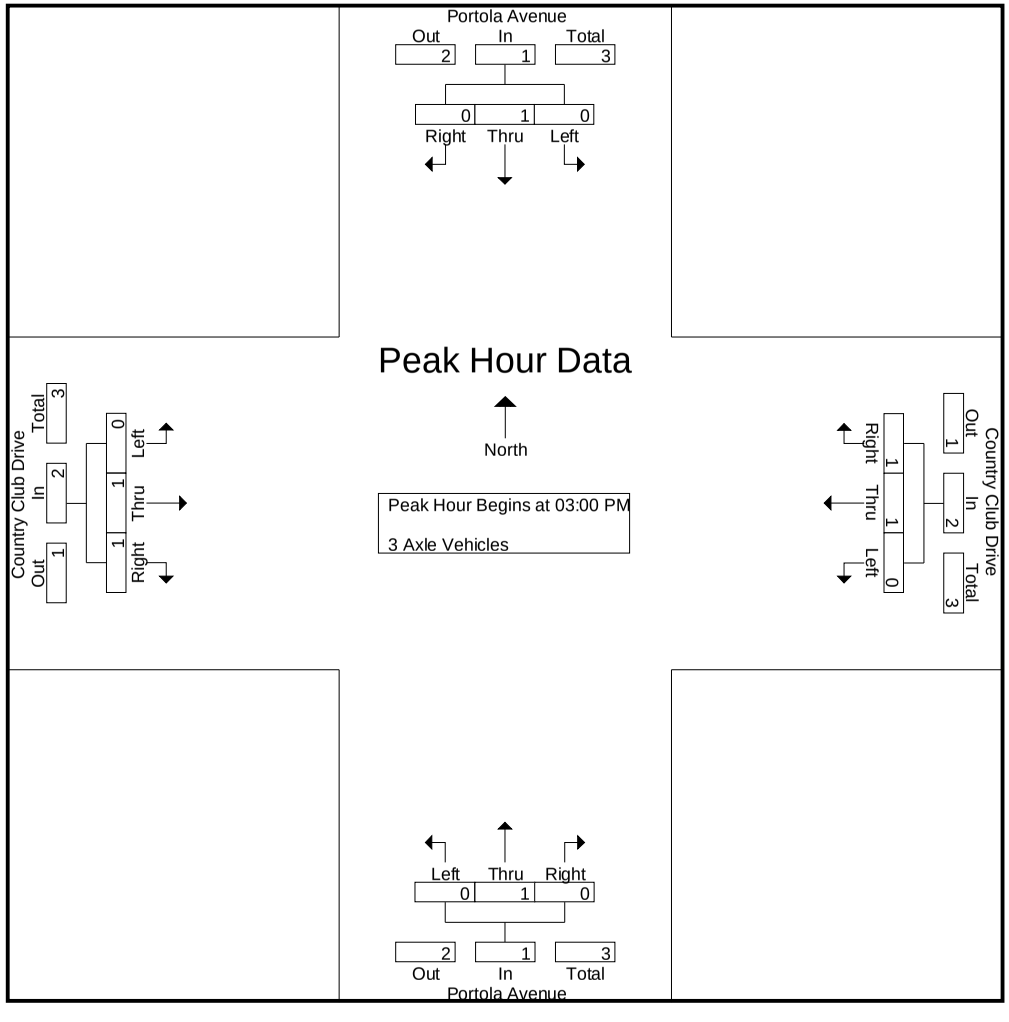
	Portola Avenue Southbound					Country Club Drive Westbound					Portola Avenue Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
03:30 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	2	2
03:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	1	0	0	1	0	1	1	0	2	0	1	0	0	1	0	1	1	0	2	0	6	6
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3	3
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	2
Total	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	1	1	0	2	0	9	9
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
06:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3
Grand Total	0	8	0	0	8	0	1	1	0	2	0	5	0	0	5	0	2	3	1	5	1	20	21
Apprch %	0	100	0			0	50	50			0	100	0			0	40	60					
Total %	0	40	0		40	0	5	5		10	0	25	0		25	0	10	15		25	4.8	95.2	

	Portola Avenue Southbound				Country Club Drive Westbound				Portola Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	**2**
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	1
03:30 PM	0	0	0	0	0	0	**1**	1	0	**1**	0	**1**	0	0	0	0	2
03:45 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	1	1	2	0	1	0	1	0	1	1	2	6
% App. Total	0	100	0		0	50	50		0	100	0		0	50	50		
PHF	.000	.250	.000	.250	.000	.250	.250	.500	.000	.250	.000	.250	.000	.250	.250	.500	.750

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City of Palm Desert
N/S: Portola Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 02_PLD_Portola_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 2



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City of Palm Desert
N/S: Portola Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 02_PLD_Portola_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
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	Portola Avenue Southbound				Country Club Drive Westbound				Portola Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	
+30 mins.	0	0	0	0	0	0	**1**	1	0	**1**	0	**1**	0	0	0	0	
+45 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	1	0	1	0	1	1	2	0	1	0	1	0	1	1	2	
% App. Total	0	100	0		0	50	50		0	100	0		0	50	50		
PHF	.000	.250	.000	.250	.000	.250	.250	.500	.000	.250	.000	.250	.000	.250	.250	.500	

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City of Palm Desert
N/S: Portola Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 02_PLD_Portola_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

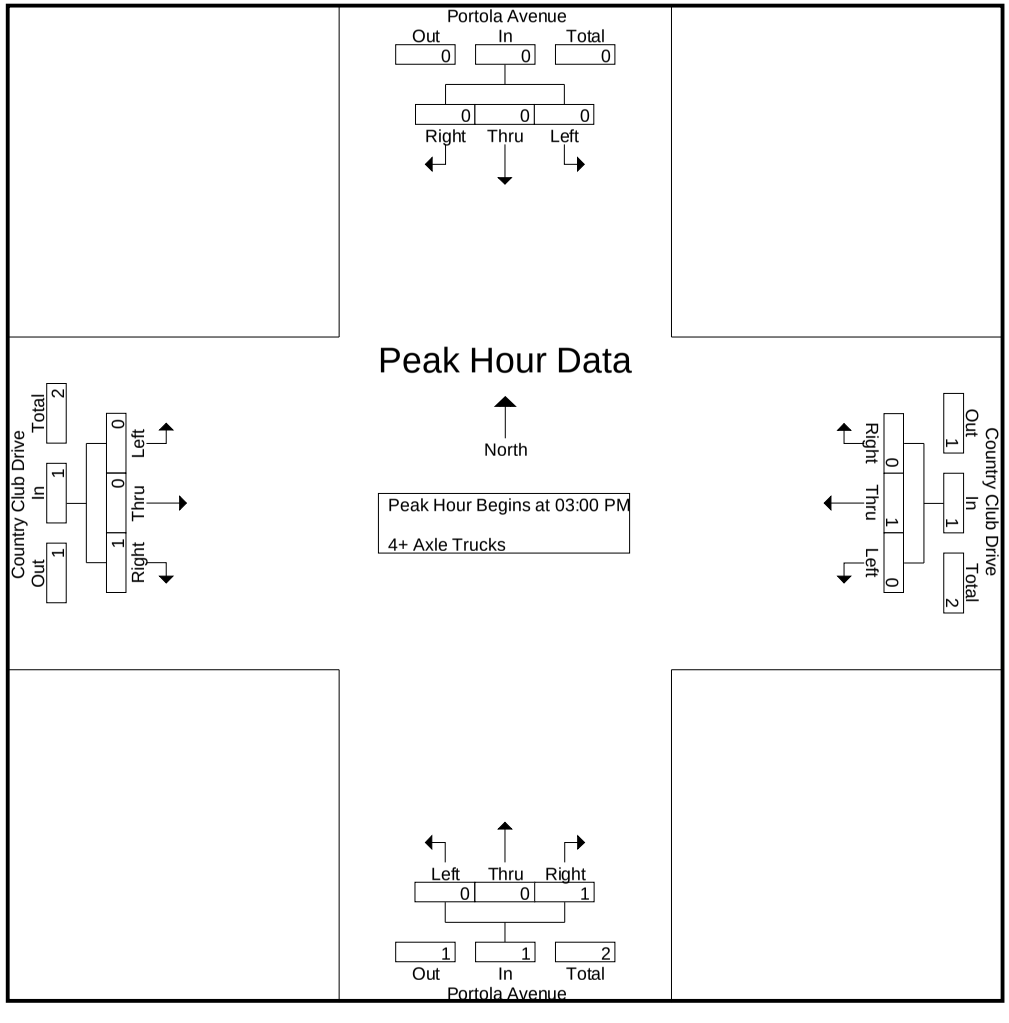
	Portola Avenue Southbound					Country Club Drive Westbound					Portola Avenue Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	0	3	3
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	0	3	3
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	1	2	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1
04:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	1	0	1	0	0	0	0	0	1	0	2	1	3	0	1	1	0	2	1	6	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	2	2
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	1	0	1	0	2	0	0	2	1	0	3	1	4	0	1	3	0	4	1	11	12
Apprch %	0	0	100			0	100	0			25	0	75			0	25	75					
Total %	0	0	9.1		9.1	0	18.2	0		18.2	9.1	0	27.3		36.4	0	9.1	27.3		36.4	8.3	91.7	

	Portola Avenue Southbound				Country Club Drive Westbound				Portola Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**	0	0	**1**	**1**	**3**
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	1	1	0	0	1	1	3
% App. Total	0	0	0		0	100	0		0	0	100		0	0	100		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	.000	.000	.250	.250	.250

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Weather: Clear

File Name : 02_PLD_Portola_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
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City of Palm Desert
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E/W: Country Club Drive
Weather: Clear

File Name : 02_PLD_Portola_Country Club Thurs
Site Code : 05118939
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	Portola Avenue Southbound				Country Club Drive Westbound				Portola Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**	0	0	**1**	**1**	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	1	0	1	0	0	1	1	0	0	1	1	
% App. Total	0	0	0		0	100	0		0	0	100		0	0	100		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	.000	.000	.250	.250	

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File Name : 02_PLD_Portola_Country Club Fri
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Portola Avenue Southbound					Country Club Drive Westbound					Portola Avenue Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	15	91	11	3	117	40	162	41	14	243	43	174	50	21	267	11	215	51	20	277	58	904	962
03:15 PM	18	92	8	5	118	56	154	34	22	244	51	156	41	11	248	15	175	62	18	252	56	862	918
03:30 PM	19	101	13	4	133	41	114	43	22	198	54	144	47	24	245	19	188	60	26	267	76	843	919
03:45 PM	15	107	12	6	134	48	139	26	16	213	52	132	51	23	235	11	197	45	21	253	66	835	901
Total	67	391	44	18	502	185	569	144	74	898	200	606	189	79	995	56	775	218	85	1049	256	3444	3700
04:00 PM	19	60	11	4	90	45	130	27	13	202	37	104	44	14	185	6	173	50	24	229	55	706	761
04:15 PM	14	87	14	6	115	44	136	31	11	211	38	96	44	21	178	6	193	36	19	235	57	739	796
04:30 PM	20	97	6	3	123	33	115	26	10	174	33	112	40	15	185	12	145	47	27	204	55	686	741
04:45 PM	15	83	10	3	108	56	139	28	18	223	27	105	37	17	169	11	209	57	26	277	64	777	841
Total	68	327	41	16	436	178	520	112	52	810	135	417	165	67	717	35	720	190	96	945	231	2908	3139
05:00 PM	14	102	17	6	133	41	122	22	9	185	32	121	44	23	197	4	177	40	19	221	57	736	793
05:15 PM	9	100	4	1	113	47	135	30	12	212	34	113	44	12	191	11	196	40	26	247	51	763	814
05:30 PM	11	81	10	6	102	45	142	20	9	207	29	112	35	20	176	5	131	47	28	183	63	668	731
05:45 PM	10	73	8	4	91	28	108	23	13	159	56	68	40	23	164	6	118	30	15	154	55	568	623
Total	44	356	39	17	439	161	507	95	43	763	151	414	163	78	728	26	622	157	88	805	226	2735	2961
06:00 PM	12	58	5	4	75	24	99	21	16	144	29	67	23	11	119	12	105	30	15	147	46	485	531
06:15 PM	11	47	5	4	63	27	103	13	6	143	26	50	20	10	96	3	119	28	17	150	37	452	489
06:30 PM	7	43	10	5	60	30	83	11	5	124	31	51	28	15	110	6	96	17	7	119	32	413	445
06:45 PM	10	51	10	6	71	14	79	14	8	107	21	62	27	17	110	9	84	15	8	108	39	396	435
Total	40	199	30	19	269	95	364	59	35	518	107	230	98	53	435	30	404	90	47	524	154	1746	1900
Grand Total	219	1273	154	70	1646	619	1960	410	204	2989	593	1667	615	277	2875	147	2521	655	316	3323	867	10833	11700
Apprch %	13.3	77.3	9.4			20.7	65.6	13.7			20.6	58	21.4			4.4	75.9	19.7					
Total %	2	11.8	1.4		15.2	5.7	18.1	3.8		27.6	5.5	15.4	5.7		26.5	1.4	23.3	6		30.7	7.4	92.6	
Passenger Vehicles	216	1239	152		1677	612	1942	403		3160	578	1609	604		3064	138	2470	629		3543	0	0	11444
% Passenger Vehicles	98.6	97.3	98.7	100	97.7	98.9	99.1	98.3	99.5	99	97.5	96.5	98.2	98.6	97.2	93.9	98	96	96.8	97.4	0	0	97.8
Large 2 Axle Vehicles	3	26	2		31	7	16	5		29	15	56	11		86	7	49	20		83	0	0	229
% Large 2 Axle Vehicles	1.4	2	1.3	0	1.8	1.1	0.8	1.2	0.5	0.9	2.5	3.4	1.8	1.4	2.7	4.8	1.9	3.1	2.2	2.3	0	0	2
3 Axle Vehicles	0	8	0		8	0	2	1		3	0	2	0		2	2	1	5		11	0	0	24
% 3 Axle Vehicles	0	0.6	0	0	0.5	0	0.1	0.2	0	0.1	0	0.1	0	0	0.1	1.4	0	0.8	0.9	0.3	0	0	0.2
4+ Axle Trucks	0	0	0		0	0	0	1		1	0	0	0		0	0	1	1		2	0	0	3
% 4+ Axle Trucks	0	0	0	0	0	0	0	0.2	0	0	0	0	0	0	0	0	0	0.2	0	0.1	0	0	0

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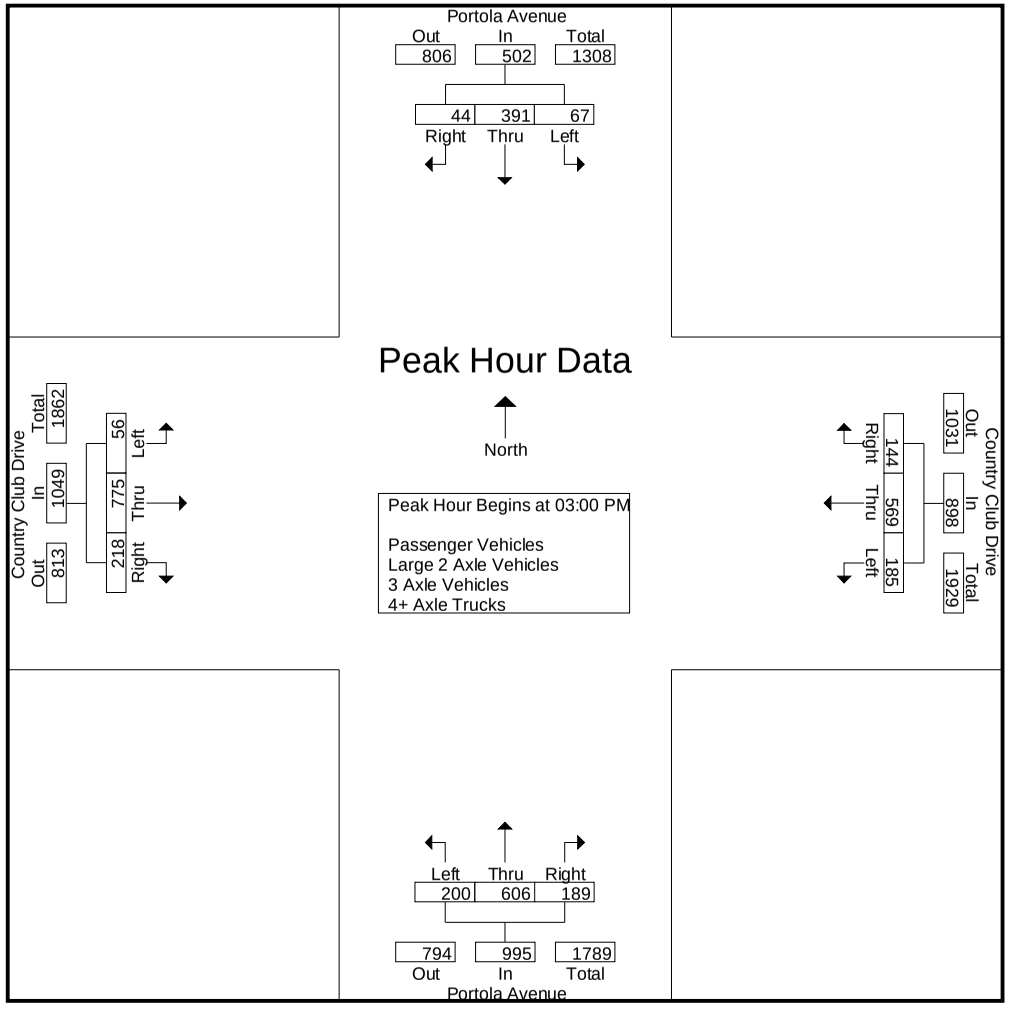
File Name : 02_PLD_Portola_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 2

	Portola Avenue Southbound				Country Club Drive Westbound				Portola Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	15	91	11	117	40	**162**	41	243	43	**174**	50	**267**	11	**215**	51	**277**	**904**
03:15 PM	18	92	8	118	**56**	154	34	**244**	51	156	41	248	15	175	**62**	252	862
03:30 PM	**19**	101	**13**	133	41	114	**43**	198	**54**	144	47	245	**19**	188	60	267	843
03:45 PM	15	**107**	12	**134**	48	139	26	213	52	132	**51**	235	11	197	45	253	835
Total Volume	67	391	44	502	185	569	144	898	200	606	189	995	56	775	218	1049	3444
% App. Total	13.3	77.9	8.8		20.6	63.4	16		20.1	60.9	19		5.3	73.9	20.8		
PHF	.882	.914	.846	.937	.826	.878	.837	.920	.926	.871	.926	.932	.737	.901	.879	.947	.952

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File Name : 02_PLD_Portola_Country Club Fri
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City of Palm Desert
N/S: Portola Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 02_PLD_Portola_Country Club Fri
Site Code : 05118939
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	Portola Avenue Southbound				Country Club Drive Westbound				Portola Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	15	91	11	117	40	**162**	41	243	43	**174**	50	**267**	11	**215**	51	**277**	
+15 mins.	18	92	8	118	**56**	154	34	**244**	51	156	41	248	15	175	**62**	252	
+30 mins.	**19**	101	**13**	133	41	114	**43**	198	**54**	144	47	245	**19**	188	60	267	
+45 mins.	15	**107**	12	**134**	48	139	26	213	52	132	**51**	235	11	197	45	253	
Total Volume	67	391	44	502	185	569	144	898	200	606	189	995	56	775	218	1049	
% App. Total	13.3	77.9	8.8		20.6	63.4	16		20.1	60.9	19		5.3	73.9	20.8		
PHF	.882	.914	.846	.937	.826	.878	.837	.920	.926	.871	.926	.932	.737	.901	.879	.947	

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Weather: Clear

File Name : 02_PLD_Portola_Country Club Fri
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Groups Printed- Passenger Vehicles

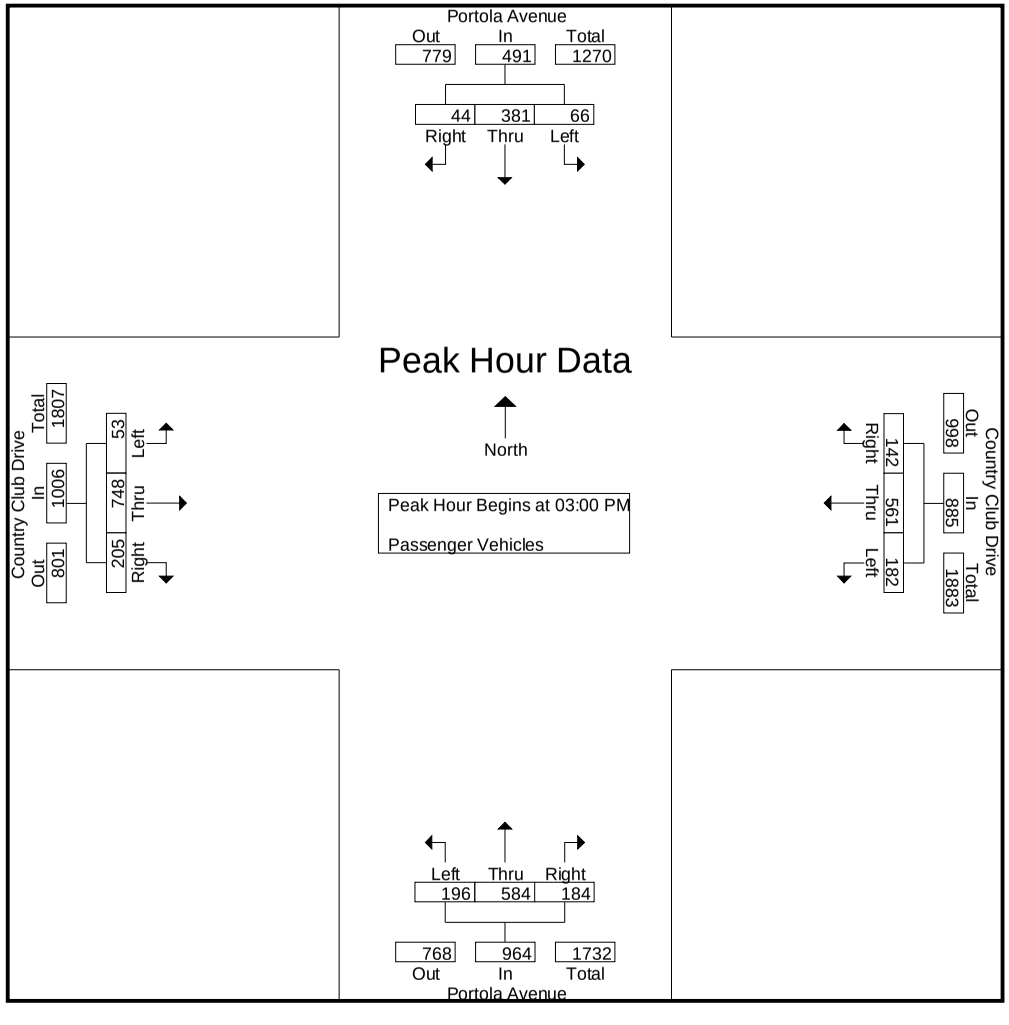
	Portola Avenue Southbound					Country Club Drive Westbound					Portola Avenue Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	15	88	11	3	114	39	160	40	14	239	42	171	49	21	262	9	204	43	17	256	55	871	926
03:15 PM	17	89	8	5	114	55	150	34	22	239	50	154	39	10	243	14	170	58	17	242	54	838	892
03:30 PM	19	99	13	4	131	41	113	42	22	196	52	133	46	24	231	19	183	60	26	262	76	820	896
03:45 PM	15	105	12	6	132	47	138	26	16	211	52	126	50	22	228	11	191	44	20	246	64	817	881
Total	66	381	44	18	491	182	561	142	74	885	196	584	184	77	964	53	748	205	80	1006	249	3346	3595
04:00 PM	18	59	10	4	87	45	128	27	13	200	35	99	42	14	176	4	169	48	22	221	53	684	737
04:15 PM	14	83	14	6	111	42	136	31	11	209	36	92	44	21	172	5	190	35	19	230	57	722	779
04:30 PM	20	95	6	3	121	33	113	26	10	172	31	106	39	15	176	11	141	47	27	199	55	668	723
04:45 PM	15	82	10	3	107	55	139	27	18	221	26	101	36	17	163	10	208	57	26	275	64	766	830
Total	67	319	40	16	426	175	516	111	52	802	128	398	161	67	687	30	708	187	94	925	229	2840	3069
05:00 PM	14	96	17	6	127	41	120	21	9	182	32	116	44	23	192	4	175	39	19	218	57	719	776
05:15 PM	9	99	4	1	112	47	134	30	12	211	33	111	44	12	188	11	193	39	26	243	51	754	805
05:30 PM	11	77	10	6	98	45	141	20	9	206	28	109	35	20	172	5	127	43	27	175	62	651	713
05:45 PM	10	71	8	4	89	28	108	21	13	157	54	66	39	22	159	6	118	29	14	153	53	558	611
Total	44	343	39	17	426	161	503	92	43	756	147	402	162	77	711	26	613	150	86	789	223	2682	2905
06:00 PM	11	58	5	4	74	24	99	21	16	144	29	65	23	11	117	12	103	28	15	143	46	478	524
06:15 PM	11	46	4	4	61	27	103	13	6	143	26	50	20	10	96	3	118	28	17	149	37	449	486
06:30 PM	7	41	10	5	58	30	83	10	4	123	31	49	27	14	107	5	96	16	6	117	29	405	434
06:45 PM	10	51	10	6	71	13	77	14	8	104	21	61	27	17	109	9	84	15	8	108	39	392	431
Total	39	196	29	19	264	94	362	58	34	514	107	225	97	52	429	29	401	87	46	517	151	1724	1875
Grand Total	216	1239	152	70	1607	612	1942	403	203	2957	578	1609	604	273	2791	138	2470	629	306	3237	852	10592	11444
Apprch %	13.4	77.1	9.5			20.7	65.7	13.6			20.7	57.6	21.6			4.3	76.3	19.4					
Total %	2	11.7	1.4		15.2	5.8	18.3	3.8		27.9	5.5	15.2	5.7		26.4	1.3	23.3	5.9		30.6	7.4	92.6	

	Portola Avenue Southbound				Country Club Drive Westbound				Portola Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	15	88	11	114	39	**160**	40	**239**	42	**171**	49	**262**	9	**204**	43	256	**871**
03:15 PM	17	89	8	114	**55**	150	34	239	50	154	39	243	14	170	58	242	838
03:30 PM	**19**	99	**13**	131	41	113	**42**	196	**52**	133	46	231	**19**	183	**60**	**262**	820
03:45 PM	15	**105**	12	**132**	47	138	26	211	52	126	**50**	228	11	191	44	246	817
Total Volume	66	381	44	491	182	561	142	885	196	584	184	964	53	748	205	1006	3346
% App. Total	13.4	77.6	9		20.6	63.4	16		20.3	60.6	19.1		5.3	74.4	20.4		
PHF	.868	.907	.846	.930	.827	.877	.845	.926	.942	.854	.920	.920	.697	.917	.854	.960	.960

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	Portola Avenue Southbound				Country Club Drive Westbound				Portola Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	15	88	11	114	39	**160**	40	**239**	42	**171**	49	**262**	9	**204**	43	256	
+15 mins.	17	89	8	114	**55**	150	34	239	50	154	39	243	14	170	58	242	
+30 mins.	**19**	99	**13**	131	41	113	**42**	196	**52**	133	46	231	**19**	183	**60**	**262**	
+45 mins.	15	**105**	12	**132**	47	138	26	211	52	126	**50**	228	11	191	44	246	
Total Volume	66	381	44	491	182	561	142	885	196	584	184	964	53	748	205	1006	
% App. Total	13.4	77.6	9		20.6	63.4	16		20.3	60.6	19.1		5.3	74.4	20.4		
PHF	.868	.907	.846	.930	.827	.877	.845	.926	.942	.854	.920	.920	.697	.917	.854	.960	

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City of Palm Desert
N/S: Portola Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 02_PLD_Portola_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

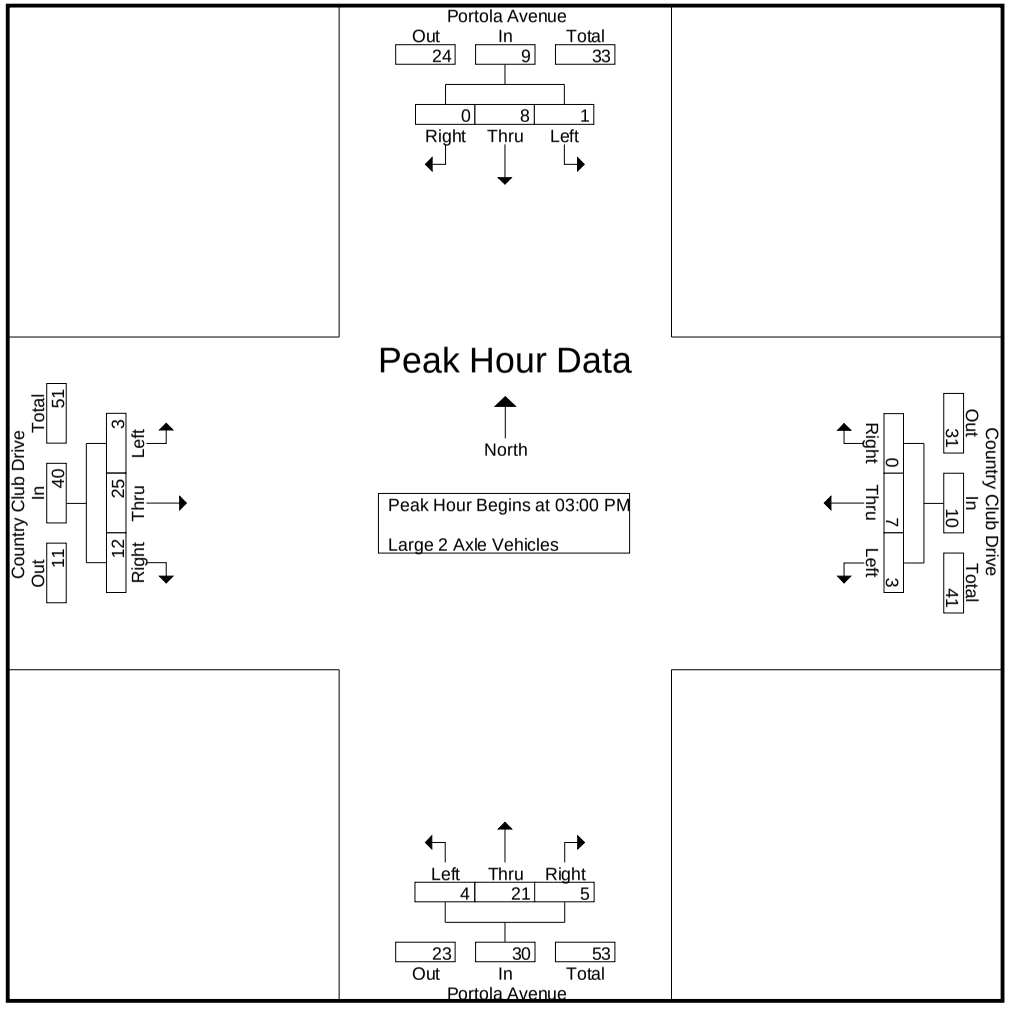
	Portola Avenue Southbound					Country Club Drive Westbound					Portola Avenue Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	3	0	0	3	1	2	0	0	3	1	2	1	0	4	2	11	8	3	21	3	31	34
03:15 PM	1	2	0	0	3	1	3	0	0	4	1	2	2	1	5	1	4	3	0	8	1	20	21
03:30 PM	0	2	0	0	2	0	1	0	0	1	2	11	1	0	14	0	5	0	0	5	0	22	22
03:45 PM	0	1	0	0	1	1	1	0	0	2	0	6	1	1	7	0	5	1	1	6	2	16	18
Total	1	8	0	0	9	3	7	0	0	10	4	21	5	2	30	3	25	12	4	40	6	89	95
04:00 PM	1	1	1	0	3	0	1	0	0	1	2	5	2	0	9	2	4	2	2	8	2	21	23
04:15 PM	0	4	0	0	4	2	0	0	0	2	2	4	0	0	6	1	3	0	0	4	0	16	16
04:30 PM	0	1	0	0	1	0	2	0	0	2	2	5	1	0	8	0	4	0	0	4	0	15	15
04:45 PM	0	1	0	0	1	1	0	1	0	2	1	4	1	0	6	0	1	0	0	1	0	10	10
Total	1	7	1	0	9	3	3	1	0	7	7	18	4	0	29	3	12	2	2	17	2	62	64
05:00 PM	0	4	0	0	4	0	2	1	0	3	0	5	0	0	5	0	2	0	0	2	0	14	14
05:15 PM	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	0	3	1	0	4	0	8	8
05:30 PM	0	3	0	0	3	0	1	0	0	1	1	3	0	0	4	0	4	4	1	8	1	16	17
05:45 PM	0	1	0	0	1	0	0	2	0	2	2	2	1	1	5	0	0	0	0	0	1	8	9
Total	0	8	0	0	8	0	4	3	0	7	4	12	1	1	17	0	9	5	1	14	2	46	48
06:00 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	2	1	0	3	0	6	6
06:15 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	3
06:30 PM	0	2	0	0	2	0	0	1	1	1	0	2	1	1	3	1	0	0	0	1	2	7	9
06:45 PM	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	0	4	4
Total	1	3	1	0	5	1	2	1	1	4	0	5	1	1	6	1	3	1	0	5	2	20	22
Grand Total	3	26	2	0	31	7	16	5	1	28	15	56	11	4	82	7	49	20	7	76	12	217	229
Apprch %	9.7	83.9	6.5			25	57.1	17.9			18.3	68.3	13.4			9.2	64.5	26.3					
Total %	1.4	12	0.9		14.3	3.2	7.4	2.3		12.9	6.9	25.8	5.1		37.8	3.2	22.6	9.2		35	5.2	94.8	

	Portola Avenue Southbound				Country Club Drive Westbound				Portola Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**3**	0	**3**	**1**	2	0	3	1	2	1	4	**2**	**11**	**8**	**21**	**31**
03:15 PM	**1**	2	0	3	1	**3**	0	**4**	1	2	**2**	5	1	4	3	8	20
03:30 PM	0	2	0	2	0	1	0	1	**2**	**11**	1	**14**	0	5	0	5	22
03:45 PM	0	1	0	1	1	1	0	2	0	6	1	7	0	5	1	6	16
Total Volume	1	8	0	9	3	7	0	10	4	21	5	30	3	25	12	40	89
% App. Total	11.1	88.9	0		30	70	0		13.3	70	16.7		7.5	62.5	30		
PHF	.250	.667	.000	.750	.750	.583	.000	.625	.500	.477	.625	.536	.375	.568	.375	.476	.718

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City of Palm Desert
N/S: Portola Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 02_PLD_Portola_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 2



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City of Palm Desert
N/S: Portola Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 02_PLD_Portola_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 3

	Portola Avenue Southbound				Country Club Drive Westbound				Portola Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	**3**	0	**3**	**1**	2	0	3	1	2	1	4	**2**	**11**	**8**	**21**	
+15 mins.	**1**	2	0	3	1	**3**	0	**4**	1	2	**2**	5	1	4	3	8	
+30 mins.	0	2	0	2	0	1	0	1	**2**	**11**	1	**14**	0	5	0	5	
+45 mins.	0	1	0	1	1	1	0	2	0	6	1	7	0	5	1	6	
Total Volume	1	8	0	9	3	7	0	10	4	21	5	30	3	25	12	40	
% App. Total	11.1	88.9	0		30	70	0		13.3	70	16.7		7.5	62.5	30		
PHF	.250	.667	.000	.750	.750	.583	.000	.625	.500	.477	.625	.536	.375	.568	.375	.476	

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City of Palm Desert
N/S: Portola Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 02_PLD_Portola_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

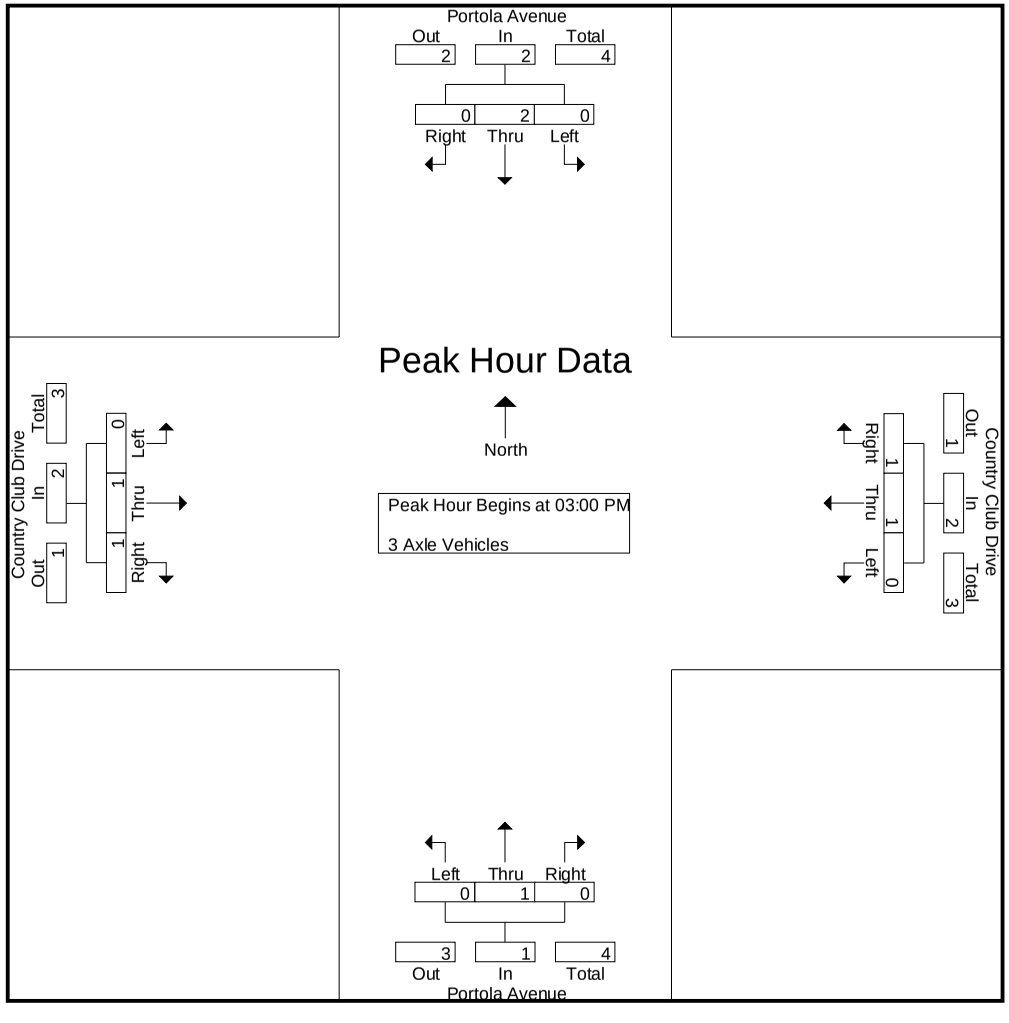
	Portola Avenue Southbound					Country Club Drive Westbound					Portola Avenue Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
03:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	1	1	2	1	4	5
03:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
03:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	2	0	0	2	0	1	1	0	2	0	1	0	0	1	0	1	1	1	2	1	7	8
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	3	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
Total	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	2	0	1	0	3	0	6	6
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3	3
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2	3
Total	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	1	7	8
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	2
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	2
Grand Total	0	8	0	0	8	0	2	1	0	3	0	2	0	0	2	2	1	5	3	8	3	21	24
Apprch %	0	100	0			0	66.7	33.3			0	100	0			25	12.5	62.5					
Total %	0	38.1	0		38.1	0	9.5	4.8		14.3	0	9.5	0		9.5	9.5	4.8	23.8		38.1	12.5	87.5	

	Portola Avenue Southbound				Country Club Drive Westbound				Portola Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
03:15 PM	0	**1**	0	**1**	0	**1**	0	**1**	0	0	0	0	0	**1**	**1**	**2**	**4**
03:30 PM	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	0	1
03:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	2	0	1	1	2	0	1	0	1	0	1	1	2	7
% App. Total	0	100	0		0	50	50		0	100	0		0	50	50		
PHF	.000	.500	.000	.500	.000	.250	.250	.500	.000	.250	.000	.250	.000	.250	.250	.250	.438

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City of Palm Desert
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File Name : 02_PLD_Portola_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
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City of Palm Desert
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E/W: Country Club Drive
Weather: Clear

File Name : 02_PLD_Portola_Country Club Fri
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	Portola Avenue Southbound				Country Club Drive Westbound				Portola Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	
+15 mins.	0	**1**	0	**1**	0	**1**	0	**1**	0	0	0	0	0	**1**	**1**	**2**	
+30 mins.	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	0	
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	2	0	2	0	1	1	2	0	1	0	1	0	1	1	2	
% App. Total	0	100	0		0	50	50		0	100	0		0	50	50		
PHF	.000	.500	.000	.500	.000	.250	.250	.500	.000	.250	.000	.250	.000	.250	.250	.250	

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City of Palm Desert
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Weather: Clear

File Name : 02_PLD_Portola_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

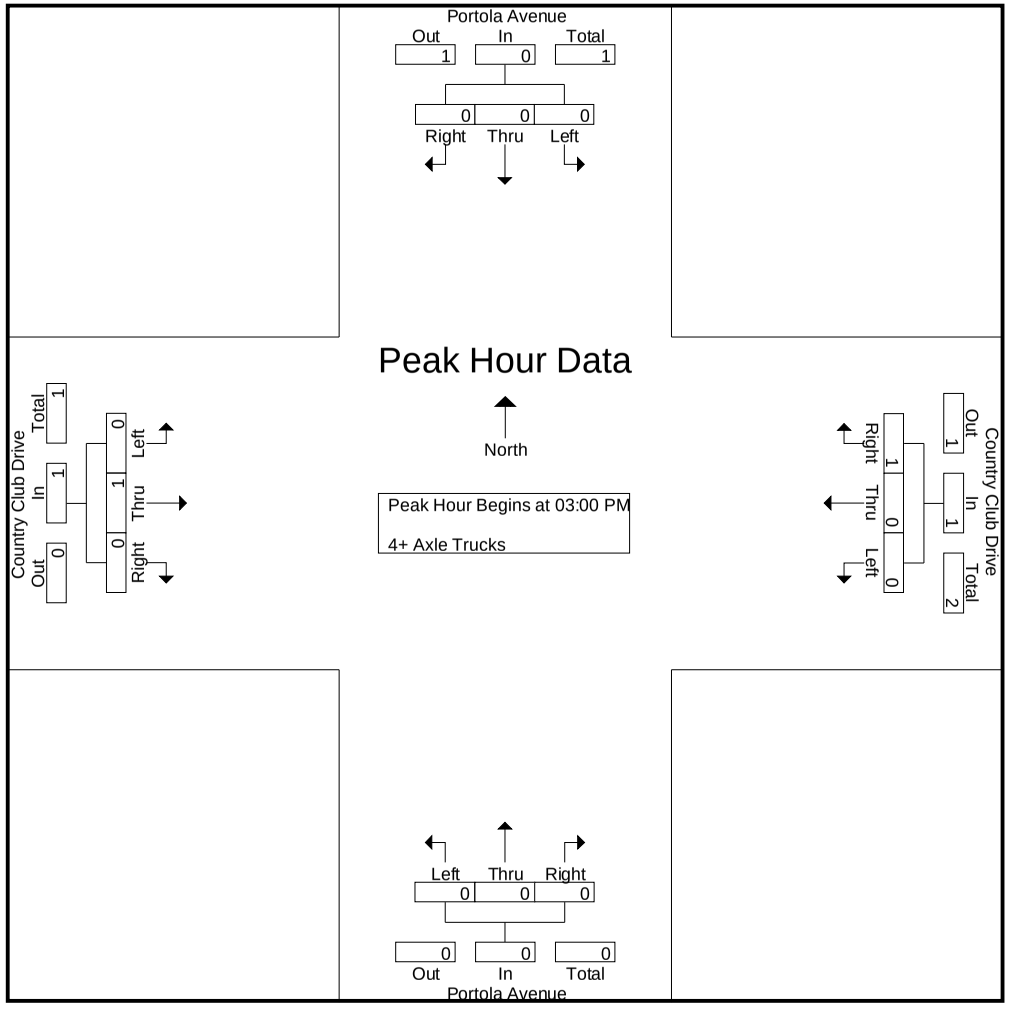
	Portola Avenue Southbound					Country Club Drive Westbound					Portola Avenue Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
Grand Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	0	2	0	3	3
Apprch %	0	0	0			0	0	100			0	0	0			0	50	50					
Total %	0	0	0		0	0	0	33.3		33.3	0	0	0		0	0	33.3	33.3		66.7	0	100	

	Portola Avenue Southbound				Country Club Drive Westbound				Portola Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**1**
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
Total Volume	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
% App. Total	0	0	0		0	0	100		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250	.000	.250	.500

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City of Palm Desert
N/S: Portola Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 02_PLD_Portola_Country Club Fri
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	Portola Avenue Southbound				Country Club Drive Westbound				Portola Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	
Total Volume	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	
% App. Total	0	0	0		0	0	100		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250	.000	.250	

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(951) 268-6268

City of Palm Desert
N/S: Portola Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 02_PLD_Portola_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Portola Avenue Southbound					Country Club Drive Westbound					Portola Avenue Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	7	66	4	3	77	27	111	8	4	146	21	45	19	10	85	3	84	16	12	103	29	411	440
10:15 AM	10	70	7	3	87	35	116	12	8	163	28	85	27	15	140	8	82	21	14	111	40	501	541
10:30 AM	13	60	9	4	82	34	99	17	8	150	35	70	29	19	134	4	97	37	22	138	53	504	557
10:45 AM	7	65	5	2	77	41	125	19	12	185	41	77	21	7	139	4	75	32	10	111	31	512	543
Total	37	261	25	12	323	137	451	56	32	644	125	277	96	51	498	19	338	106	58	463	153	1928	2081
11:00 AM	10	46	9	2	65	28	95	24	10	147	30	75	25	18	130	3	83	26	15	112	45	454	499
11:15 AM	16	69	5	2	90	33	105	19	10	157	32	93	36	14	161	9	93	21	10	123	36	531	567
11:30 AM	9	74	10	4	93	52	100	14	12	166	15	69	26	15	110	5	106	25	18	136	49	505	554
11:45 AM	18	68	8	0	94	32	123	11	8	166	24	75	27	12	126	8	117	33	23	158	43	544	587
Total	53	257	32	8	342	145	423	68	40	636	101	312	114	59	527	25	399	105	66	529	173	2034	2207
12:00 PM	17	89	3	1	109	40	118	18	7	176	41	85	35	17	161	3	101	28	21	132	46	578	624
12:15 PM	13	62	10	5	85	38	114	17	11	169	38	73	30	15	141	12	114	31	15	157	46	552	598
12:30 PM	9	75	9	5	93	51	118	22	10	191	34	77	32	14	143	10	106	21	10	137	39	564	603
12:45 PM	12	54	6	3	72	48	126	15	7	189	23	79	20	12	122	7	119	37	19	163	41	546	587
Total	51	280	28	14	359	177	476	72	35	725	136	314	117	58	567	32	440	117	65	589	172	2240	2412
01:00 PM	14	79	10	7	103	31	107	19	10	157	37	82	29	15	148	5	113	36	23	154	55	562	617
01:15 PM	13	66	7	4	86	30	97	17	3	144	39	71	44	24	154	12	132	34	17	178	48	562	610
01:30 PM	16	61	5	2	82	33	102	11	4	146	25	74	30	16	129	5	132	30	11	167	33	524	557
01:45 PM	14	66	4	2	84	46	139	20	8	205	37	73	35	20	145	5	134	33	15	172	45	606	651
Total	57	272	26	15	355	140	445	67	25	652	138	300	138	75	576	27	511	133	66	671	181	2254	2435
Grand Total	198	1070	111	49	1379	599	1795	263	132	2657	500	1203	465	243	2168	103	1688	461	255	2252	679	8456	9135
Apprch %	14.4	77.6	8			22.5	67.6	9.9			23.1	55.5	21.4			4.6	75	20.5					
Total %	2.3	12.7	1.3		16.3	7.1	21.2	3.1		31.4	5.9	14.2	5.5		25.6	1.2	20	5.5		26.6	7.4	92.6	
Passenger Vehicles	197	1056	108		1410	596	1780	261		2768	494	1190	462		2388	99	1670	455		2477	0	0	9043
% Passenger Vehicles	99.5	98.7	97.3	100	98.7	99.5	99.2	99.2	99.2	99.2	98.8	98.9	99.4	99.6	99	96.1	98.9	98.7	99.2	98.8	0	0	99
Large 2 Axle Vehicles	1	12	3		16	3	13	2		19	6	13	3		23	4	17	5		28	0	0	86
% Large 2 Axle Vehicles	0.5	1.1	2.7	0	1.1	0.5	0.7	0.8	0.8	0.7	1.2	1.1	0.6	0.4	1	3.9	1	1.1	0.8	1.1	0	0	0.9
3 Axle Vehicles	0	2	0		2	0	2	0		2	0	0	0		0	0	1	0		1	0	0	5
% 3 Axle Vehicles	0	0.2	0	0	0.1	0	0.1	0	0	0.1	0	0	0	0	0	0	0.1	0	0	0	0	0	0.1
4+ Axle Trucks	0	0	0		0	0	0	0		0	0	0	0		0	0	0	1		1	0	0	1
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0	0	0

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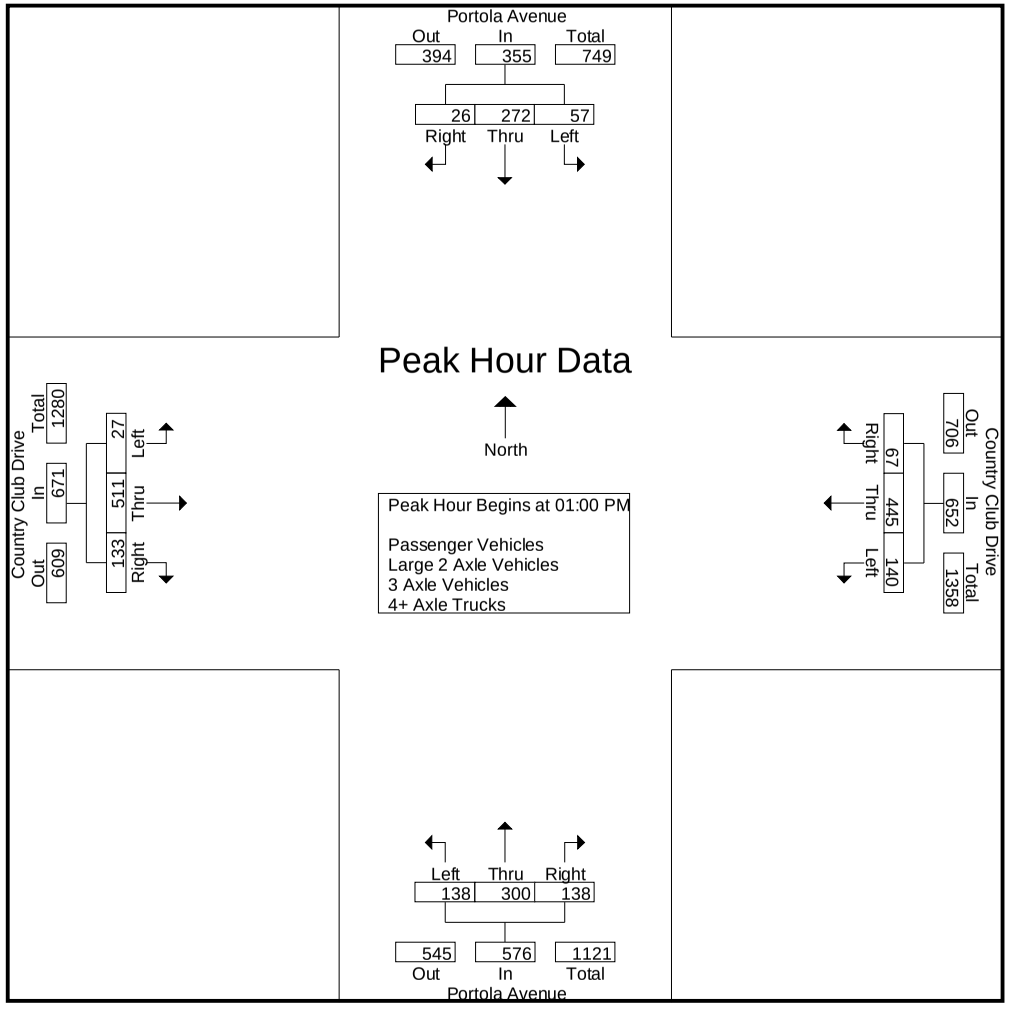
File Name : 02_PLD_Portola_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 2

	Portola Avenue Southbound				Country Club Drive Westbound				Portola Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	14	**79**	**10**	**103**	31	107	19	157	37	**82**	29	148	5	113	**36**	154	562
01:15 PM	13	66	7	86	30	97	17	144	**39**	71	**44**	**154**	**12**	132	34	**178**	562
01:30 PM	**16**	61	5	82	33	102	11	146	25	74	30	129	5	132	30	167	524
01:45 PM	14	66	4	84	**46**	**139**	**20**	**205**	37	73	35	145	5	**134**	33	172	**606**
Total Volume	57	272	26	355	140	445	67	652	138	300	138	576	27	511	133	671	2254
% App. Total	16.1	76.6	7.3		21.5	68.3	10.3		24	52.1	24		4	76.2	19.8		
PHF	.891	.861	.650	.862	.761	.800	.838	.795	.885	.915	.784	.935	.563	.953	.924	.942	.930

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File Name : 02_PLD_Portola_Country Club Sat
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Start Date : 1/12/2019
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	Portola Avenue Southbound				Country Club Drive Westbound				Portola Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	11:15 AM				12:00 PM				01:00 PM				01:00 PM				
+0 mins.	16	69	5	90	40	118	18	176	37	**82**	29	148	5	113	**36**	154	
+15 mins.	9	74	**10**	93	38	114	17	169	**39**	71	**44**	**154**	**12**	132	34	**178**	
+30 mins.	**18**	68	8	94	**51**	118	**22**	**191**	25	74	30	129	5	132	30	167	
+45 mins.	17	**89**	3	**109**	48	**126**	15	189	37	73	35	145	5	**134**	33	172	
Total Volume	60	300	26	386	177	476	72	725	138	300	138	576	27	511	133	671	
% App. Total	15.5	77.7	6.7		24.4	65.7	9.9		24	52.1	24		4	76.2	19.8		
PHF	.833	.843	.650	.885	.868	.944	.818	.949	.885	.915	.784	.935	.563	.953	.924	.942	

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Groups Printed- Passenger Vehicles

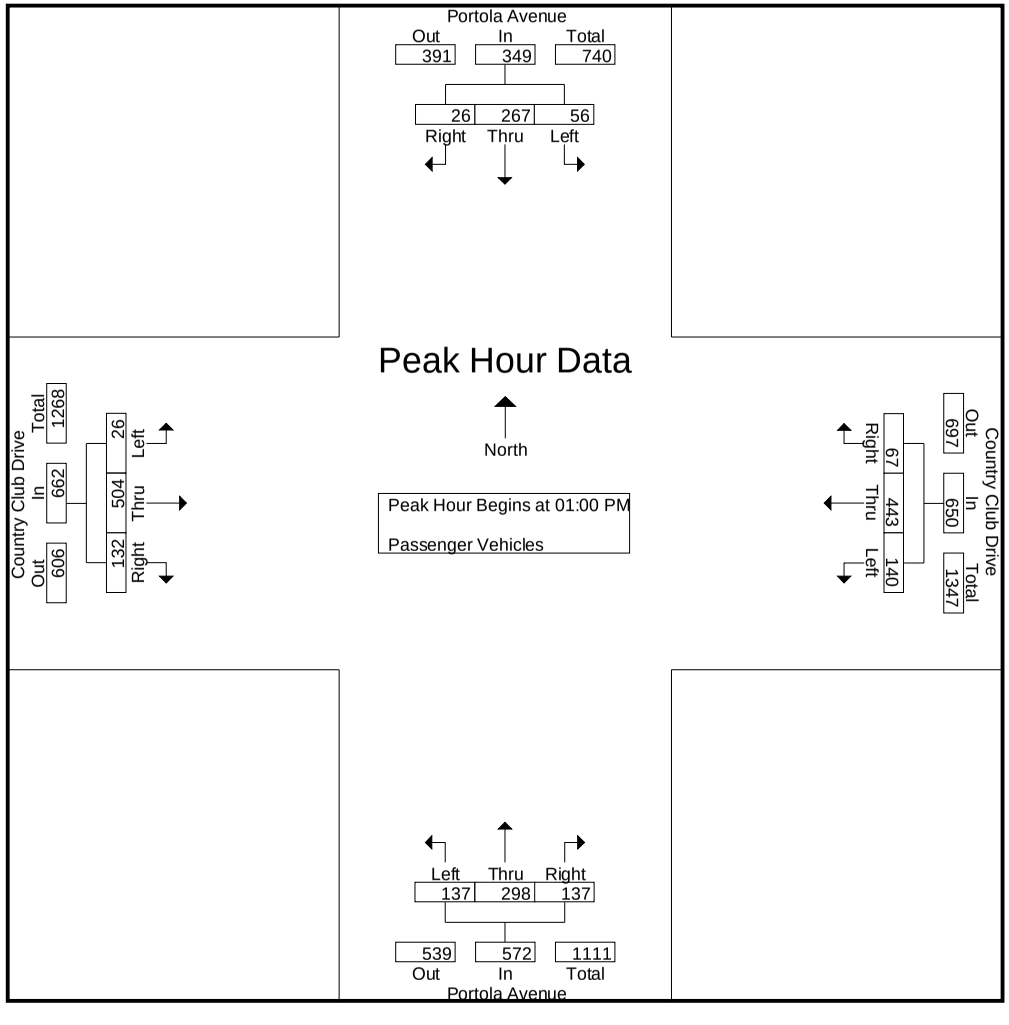
	Portola Avenue Southbound					Country Club Drive Westbound					Portola Avenue Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	7	65	4	3	76	27	110	8	4	145	21	45	19	10	85	3	83	16	12	102	29	408	437
10:15 AM	10	68	6	3	84	35	114	12	8	161	27	85	27	15	139	8	79	20	13	107	39	491	530
10:30 AM	13	59	9	4	81	33	99	16	7	148	35	68	29	19	132	4	97	35	21	136	51	497	548
10:45 AM	7	65	5	2	77	41	125	19	12	185	41	76	20	7	137	4	75	31	10	110	31	509	540
Total	37	257	24	12	318	136	448	55	31	639	124	274	95	51	493	19	334	102	56	455	150	1905	2055
11:00 AM	10	45	9	2	64	28	92	24	10	144	30	73	24	18	127	3	81	26	15	110	45	445	490
11:15 AM	16	67	5	2	88	33	103	18	10	154	32	93	36	14	161	8	93	21	10	122	36	525	561
11:30 AM	9	73	10	4	92	51	100	14	12	165	15	68	26	15	109	4	105	25	18	134	49	500	549
11:45 AM	18	68	6	0	92	32	122	11	8	165	24	74	27	12	125	8	117	32	23	157	43	539	582
Total	53	253	30	8	336	144	417	67	40	628	101	308	113	59	522	23	396	104	66	523	173	2009	2182
12:00 PM	17	88	3	1	108	39	116	18	7	173	39	85	35	17	159	3	101	28	21	132	46	572	618
12:15 PM	13	62	10	5	85	38	114	17	11	169	38	72	30	15	140	12	113	31	15	156	46	550	596
12:30 PM	9	75	9	5	93	51	116	22	10	189	34	76	32	14	142	9	104	21	10	134	39	558	597
12:45 PM	12	54	6	3	72	48	126	15	7	189	21	77	20	12	118	7	118	37	19	162	41	541	582
Total	51	279	28	14	358	176	472	72	35	720	132	310	117	58	559	31	436	117	65	584	172	2221	2393
01:00 PM	14	76	10	7	100	31	107	19	10	157	37	82	29	15	148	5	113	36	23	154	55	559	614
01:15 PM	13	65	7	4	85	30	96	17	3	143	39	70	44	24	153	11	131	33	17	175	48	556	604
01:30 PM	15	61	5	2	81	33	102	11	4	146	25	74	30	16	129	5	129	30	11	164	33	520	553
01:45 PM	14	65	4	2	83	46	138	20	8	204	36	72	34	19	142	5	131	33	15	169	44	598	642
Total	56	267	26	15	349	140	443	67	25	650	137	298	137	74	572	26	504	132	66	662	180	2233	2413
Grand Total	197	1056	108	49	1361	596	1780	261	131	2637	494	1190	462	242	2146	99	1670	455	253	2224	675	8368	9043
Apprch %	14.5	77.6	7.9			22.6	67.5	9.9			23	55.5	21.5			4.5	75.1	20.5					
Total %	2.4	12.6	1.3		16.3	7.1	21.3	3.1		31.5	5.9	14.2	5.5		25.6	1.2	20	5.4		26.6	7.5	92.5	

	Portola Avenue Southbound				Country Club Drive Westbound				Portola Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	14	**76**	**10**	**100**	31	107	19	157	37	**82**	29	148	5	113	**36**	154	559
01:15 PM	13	65	7	85	30	96	17	143	**39**	70	**44**	**153**	**11**	**131**	33	**175**	556
01:30 PM	**15**	61	5	81	33	102	11	146	25	74	30	129	5	129	30	164	520
01:45 PM	14	65	4	83	**46**	**138**	**20**	**204**	36	72	34	142	5	131	33	169	**598**
Total Volume	56	267	26	349	140	443	67	650	137	298	137	572	26	504	132	662	2233
% App. Total	16	76.5	7.4		21.5	68.2	10.3		24	52.1	24		3.9	76.1	19.9		
PHF	.933	.878	.650	.873	.761	.803	.838	.797	.878	.909	.778	.935	.591	.962	.917	.946	.934

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	Portola Avenue Southbound				Country Club Drive Westbound				Portola Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	01:00 PM				01:00 PM				01:00 PM				01:00 PM				
+0 mins.	14	**76**	**10**	**100**	31	107	19	157	37	**82**	29	148	5	113	**36**	154	
+15 mins.	13	65	7	85	30	96	17	143	**39**	70	**44**	**153**	**11**	**131**	33	**175**	
+30 mins.	**15**	61	5	81	33	102	11	146	25	74	30	129	5	129	30	164	
+45 mins.	14	65	4	83	**46**	**138**	**20**	**204**	36	72	34	142	5	131	33	169	
Total Volume	56	267	26	349	140	443	67	650	137	298	137	572	26	504	132	662	
% App. Total	16	76.5	7.4		21.5	68.2	10.3		24	52.1	24		3.9	76.1	19.9		
PHF	.933	.878	.650	.873	.761	.803	.838	.797	.878	.909	.778	.935	.591	.962	.917	.946	

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Groups Printed- Large 2 Axle Vehicles

	Portola Avenue Southbound					Country Club Drive Westbound					Portola Avenue Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	3	3
10:15 AM	0	1	1	0	2	0	2	0	0	2	1	0	0	0	1	0	3	1	1	4	1	9	10
10:30 AM	0	1	0	0	1	1	0	1	1	2	0	2	0	0	2	0	0	2	1	2	2	7	9
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	2
Total	0	3	1	0	4	1	3	1	1	5	1	3	1	0	5	0	4	3	2	7	3	21	24
11:00 AM	0	1	0	0	1	0	3	0	0	3	0	2	1	0	3	0	2	0	0	2	0	9	9
11:15 AM	0	1	0	0	1	0	2	1	0	3	0	0	0	0	0	1	0	0	0	1	0	5	5
11:30 AM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	1	1	0	0	2	0	5	5
11:45 AM	0	0	2	0	2	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	5	5
Total	0	3	2	0	5	1	6	1	0	8	0	4	1	0	5	2	3	1	0	6	0	24	24
12:00 PM	0	1	0	0	1	1	1	0	0	2	2	0	0	0	2	0	0	0	0	0	0	5	5
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	2	2
12:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	1	2	0	0	3	0	5	5
12:45 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	0	1	0	0	1	0	5	5
Total	0	1	0	0	1	1	2	0	0	3	4	4	0	0	8	1	4	0	0	5	0	17	17
01:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
01:15 PM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	1	0	1	0	2	0	5	5
01:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	4
01:45 PM	0	1	0	0	1	0	1	0	0	1	1	1	1	1	3	0	3	0	0	3	1	8	9
Total	1	5	0	0	6	0	2	0	0	2	1	2	1	1	4	1	6	1	0	8	1	20	21
Grand Total	1	12	3	0	16	3	13	2	1	18	6	13	3	1	22	4	17	5	2	26	4	82	86
Apprch %	6.2	75	18.8			16.7	72.2	11.1			27.3	59.1	13.6			15.4	65.4	19.2					
Total %	1.2	14.6	3.7		19.5	3.7	15.9	2.4		22	7.3	15.9	3.7		26.8	4.9	20.7	6.1		31.7	4.7	95.3	

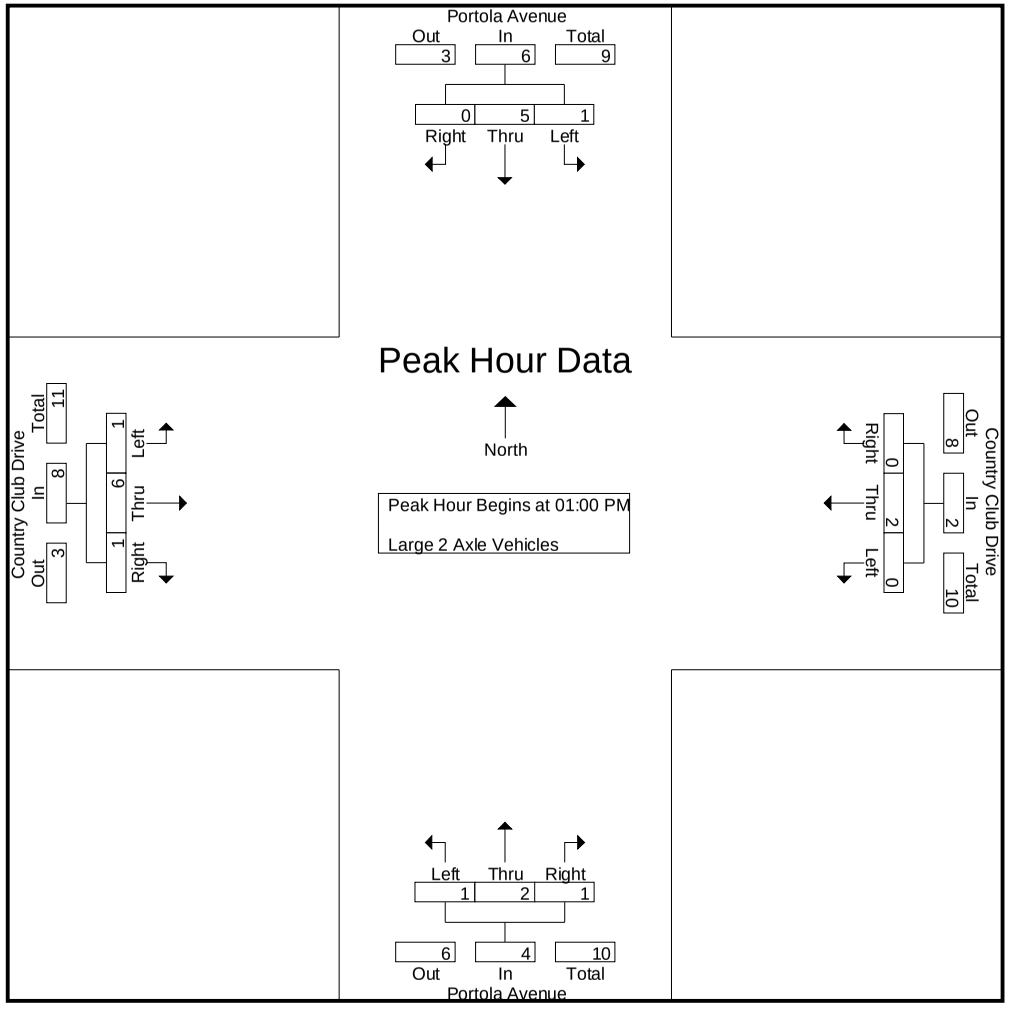
3.1-90

	Portola Avenue Southbound				Country Club Drive Westbound				Portola Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	3
01:15 PM	0	1	0	1	0	**1**	0	**1**	0	**1**	0	1	**1**	0	**1**	2	5
01:30 PM	**1**	0	0	1	0	0	0	0	0	0	0	0	0	**3**	0	**3**	4
01:45 PM	0	1	0	1	0	1	0	1	**1**	1	**1**	**3**	0	3	0	3	**8**
Total Volume	1	5	0	6	0	2	0	2	1	2	1	4	1	6	1	8	20
% App. Total	16.7	83.3	0		0	100	0		25	50	25		12.5	75	12.5		
PHF	.250	.417	.000	.500	.000	.500	.000	.500	.250	.500	.250	.333	.250	.500	.250	.667	.625

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N/S: Portola Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 02_PLD_Portola_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 2



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PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Palm Desert
N/S: Portola Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 02_PLD_Portola_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 3

	Portola Avenue Southbound				Country Club Drive Westbound				Portola Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	01:00 PM				01:00 PM				01:00 PM				01:00 PM				
+0 mins.	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	1	0	1	0	**1**	0	**1**	0	**1**	0	1	**1**	0	**1**	2	
+30 mins.	**1**	0	0	1	0	0	0	0	0	0	0	0	0	**3**	0	**3**	
+45 mins.	0	1	0	1	0	1	0	1	**1**	1	**1**	**3**	0	3	0	3	
Total Volume	1	5	0	6	0	2	0	2	1	2	1	4	1	6	1	8	
% App. Total	16.7	83.3	0		0	100	0		25	50	25		12.5	75	12.5		
PHF	.250	.417	.000	.500	.000	.500	.000	.500	.250	.500	.250	.333	.250	.500	.250	.667	

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City of Palm Desert
N/S: Portola Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 02_PLD_Portola_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

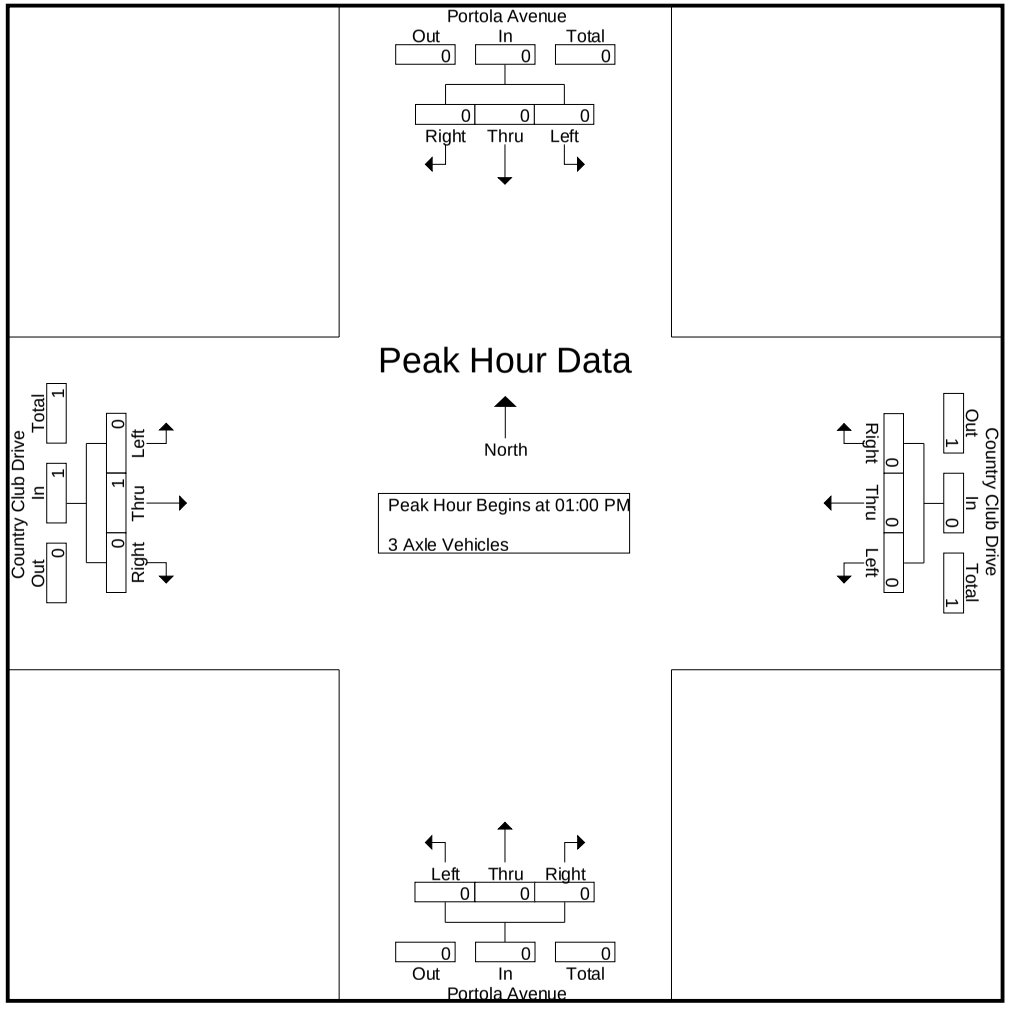
	Portola Avenue Southbound					Country Club Drive Westbound					Portola Avenue Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
Grand Total	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	5	5
Apprch %	0	100	0			0	100	0			0	0	0			0	100	0					
Total %	0	40	0		40	0	40	0		40	0	0	0		0	0	20	0		20	0	100	

	Portola Avenue Southbound				Country Club Drive Westbound				Portola Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

Counts Unlimited
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City of Palm Desert
N/S: Portola Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 02_PLD_Portola_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 2



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City of Palm Desert
N/S: Portola Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 02_PLD_Portola_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019

	Portola Avenue Southbound				Country Club Drive Westbound				Portola Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	01:00 PM				01:00 PM				01:00 PM				01:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	

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City of Palm Desert
N/S: Portola Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 02_PLD_Portola_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

	Portola Avenue Southbound					Country Club Drive Westbound					Portola Avenue Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
Apprch %	0	0	0			0	0	0			0	0	0			0	0	100					
Total %	0	0	0		0	0	0	0		0	0	0	0		0	0	0	100		100	0	100	

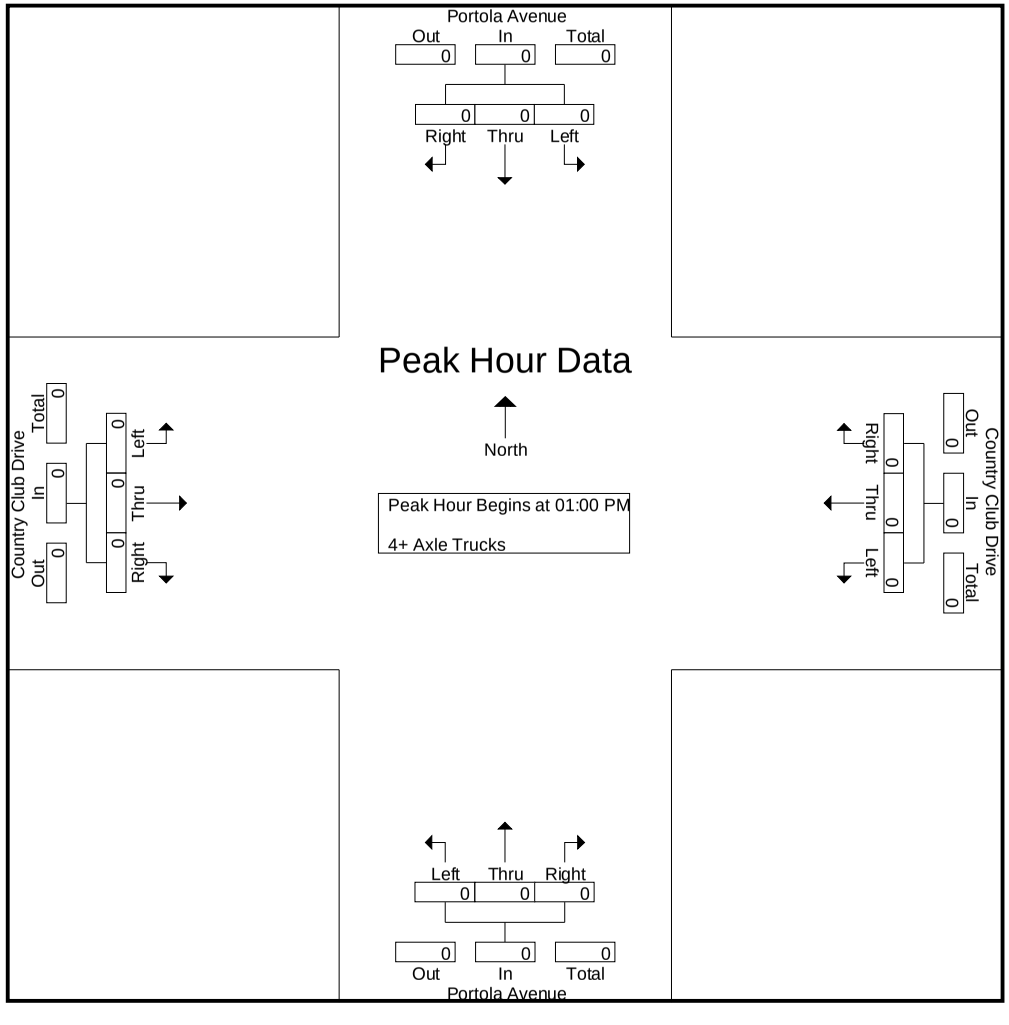
3.1-96

	Portola Avenue Southbound				Country Club Drive Westbound				Portola Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited
PO Box 1178
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City of Palm Desert
N/S: Portola Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 02_PLD_Portola_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 2



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City of Palm Desert
N/S: Portola Avenue
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Site Code : 05118939
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Page No : 3

	Portola Avenue Southbound				Country Club Drive Westbound				Portola Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	01:00 PM				01:00 PM				01:00 PM				01:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

Location: Palm Desert
N/S: Portola Avenue
E/W: Country Club Drive

PEDESTRIANS

Date: 1/10/2019
Day: Thursday

	North Leg Portola Avenue	East Leg Country Club Drive	South Leg Portola Avenue	West Leg Country Club Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
3:00 PM	0	0	0	0	0
3:15 PM	0	0	1	0	1
3:30 PM	0	0	1	0	1
3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	1	0	0	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	1	0	1
5:45 PM	0	0	0	0	0
6:00 PM	0	2	0	0	2
6:15 PM	0	0	2	0	2
6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	3	5	0	8

Date: 1/11/2019
Day: Friday

	North Leg Portola Avenue	East Leg Country Club Drive	South Leg Portola Avenue	West Leg Country Club Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
3:00 PM	0	0	0	0	0
3:15 PM	0	0	1	0	1
3:30 PM	0	2	0	0	2
3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	1	1	1	1	4
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0
6:30 PM	0	2	0	0	2
6:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	5	2	1	9

Date: 1/12/2019
Day: Saturday

	North Leg Portola Avenue	East Leg Country Club Drive	South Leg Portola Avenue	West Leg Country Club Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
10:00 AM	0	0	2	0	2
10:15 AM	0	2	4	0	6
10:30 AM	0	1	2	0	3
10:45 AM	0	1	0	0	1
11:00 AM	0	0	0	0	0
11:15 AM	1	2	0	0	3
11:30 AM	0	0	2	0	2
11:45 AM	0	2	0	0	2
12:00 PM	0	0	5	0	5
12:15 PM	1	0	6	0	7
12:30 PM	0	3	0	0	3
12:45 PM	0	0	5	0	5
1:00 PM	0	0	0	1	1
1:15 PM	0	0	4	0	4
1:30 PM	0	2	2	0	4
1:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	13	32	1	48

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

Location: Palm Desert
N/S: Portola Avenue
E/W: Country Club Drive

BICYCLES

Date: 1/10/2019
Day: Thursday

	Southbound Portola Avenue			Westbound Country Club Drive			Northbound Portola Avenue			Eastbound Country Club Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
3:45 PM	0	0	0	1	0	0	0	1	0	0	0	0	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	2	0	1	4	0	0	2	0	1	4	0	15

Date: 1/11/2019
Day: Friday

	Southbound Portola Avenue			Westbound Country Club Drive			Northbound Portola Avenue			Eastbound Country Club Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
3:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	2
4:00 PM	0	1	0	0	1	1	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
4:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	1	2	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	4	0	1	6	1	0	0	0	0	5	0	18

Date: 1/12/2019
Day: Saturday

	Southbound Portola Avenue			Westbound Country Club Drive			Northbound Portola Avenue			Eastbound Country Club Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	5
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	7	0	0	0	0	0	1	0	8
11:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
11:15 AM	0	0	0	0	1	0	0	0	0	0	11	0	12
11:30 AM	0	0	0	0	0	0	0	6	0	0	0	0	6
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
12:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
12:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	5	0	0	0	0	0	0	0	5
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	4
TOTAL VOLUMES:	0	1	0	1	16	0	0	8	0	0	17	5	48

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City of Palm Desert
N/S: Desert Willow Dr/Desert Springs Dr
E/W: Country Club Drive
Weather: Clear

File Name : 03_PLD_Desert W_Desert S_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Desert Willow Drive Southbound					Country Club Drive Westbound					Desert Springs Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	8	1	21	0	30	18	193	4	1	215	8	0	29	13	37	27	241	6	0	274	14	556	570
03:15 PM	9	1	10	0	20	18	197	7	0	222	15	1	29	18	45	28	232	15	0	275	18	562	580
03:30 PM	9	0	10	0	19	23	200	1	1	224	19	2	37	18	58	30	229	9	0	268	19	569	588
03:45 PM	2	0	15	0	17	20	189	6	0	215	16	3	36	18	55	22	231	11	0	264	18	551	569
Total	28	2	56	0	86	79	779	18	2	876	58	6	131	67	195	107	933	41	0	1081	69	2238	2307
04:00 PM	9	0	8	0	17	23	173	6	4	202	14	3	28	14	45	39	193	8	0	240	18	504	522
04:15 PM	5	0	14	0	19	18	170	6	1	194	10	4	15	12	29	33	176	12	0	221	13	463	476
04:30 PM	8	0	16	0	24	19	149	3	0	171	20	1	40	21	61	21	204	9	0	234	21	490	511
04:45 PM	14	0	13	0	27	16	158	4	2	178	16	2	28	13	46	31	200	8	0	239	15	490	505
Total	36	0	51	0	87	76	650	19	7	745	60	10	111	60	181	124	773	37	0	934	67	1947	2014
05:00 PM	16	1	14	0	31	16	160	3	2	179	16	5	29	12	50	22	225	13	0	260	14	520	534
05:15 PM	13	2	27	0	42	19	181	4	1	204	25	2	40	15	67	30	201	10	0	241	16	554	570
05:30 PM	10	0	9	0	19	12	152	20	7	184	10	1	34	16	45	31	173	10	0	214	23	462	485
05:45 PM	8	0	7	0	15	16	131	10	4	157	16	1	26	18	43	19	157	5	0	181	22	396	418
Total	47	3	57	0	107	63	624	37	14	724	67	9	129	61	205	102	756	38	0	896	75	1932	2007
06:00 PM	4	0	9	0	13	8	110	4	1	122	8	2	21	16	31	13	117	5	0	135	17	301	318
06:15 PM	2	0	6	0	8	10	124	2	0	136	14	1	17	12	32	20	132	3	0	155	12	331	343
06:30 PM	5	0	4	0	9	10	120	0	0	130	9	1	14	13	24	10	103	1	0	114	13	277	290
06:45 PM	1	0	3	0	4	10	83	2	0	95	13	2	17	15	32	9	94	8	0	111	15	242	257
Total	12	0	22	0	34	38	437	8	1	483	44	6	69	56	119	52	446	17	0	515	57	1151	1208
Grand Total	123	5	186	0	314	256	2490	82	24	2828	229	31	440	244	700	385	2908	133	0	3426	268	7268	7536
Apprch %	39.2	1.6	59.2			9.1	88	2.9			32.7	4.4	62.9			11.2	84.9	3.9					
Total %	1.7	0.1	2.6		4.3	3.5	34.3	1.1		38.9	3.2	0.4	6.1		9.6	5.3	40	1.8		47.1	3.6	96.4	
Passenger Vehicles	123	5	185		313	253	2470	81		2828	226	30	437		936	381	2859	130		3370	0	0	7447
% Passenger Vehicles	100	100	99.5	0	99.7	98.8	99.2	98.8	100	99.2	98.7	96.8	99.3	99.6	99.2	99	98.3	97.7	0	98.4	0	0	98.8
Large 2 Axle Vehicles	0	0	0		0	1	18	1		20	2	1	1		5	3	45	3		51	0	0	76
% Large 2 Axle Vehicles	0	0	0	0	0	0.4	0.7	1.2	0	0.7	0.9	3.2	0.2	0.4	0.5	0.8	1.5	2.3	0	1.5	0	0	1
3 Axle Vehicles	0	0	1		1	2	1	0		3	1	0	2		3	0	2	0		2	0	0	9
% 3 Axle Vehicles	0	0	0.5	0	0.3	0.8	0	0	0	0.1	0.4	0	0.5	0	0.3	0	0.1	0	0	0.1	0	0	0.1
4+ Axle Trucks	0	0	0		0	0	1	0		1	0	0	0		0	1	2	0		3	0	0	4
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	0.1	0	0	0.1	0	0	0.1

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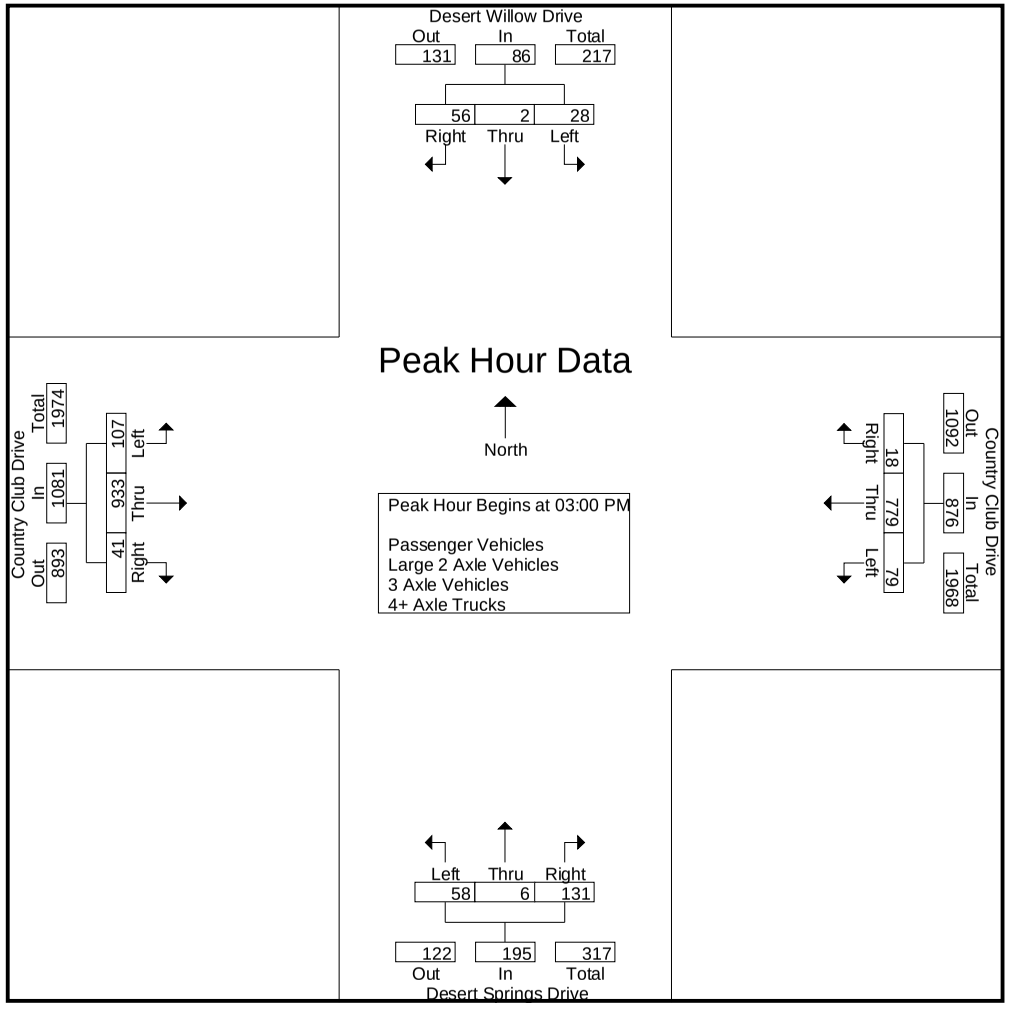
File Name : 03_PLD_Desert W_Desert S_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
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	Desert Willow Drive Southbound				Country Club Drive Westbound				Desert Springs Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	8	**1**	**21**	**30**	18	193	4	215	8	0	29	37	27	**241**	6	274	556
03:15 PM	**9**	1	10	20	18	197	**7**	222	15	1	29	45	28	232	**15**	**275**	562
03:30 PM	9	0	10	19	**23**	**200**	1	**224**	**19**	2	**37**	**58**	**30**	229	9	268	**569**
03:45 PM	2	0	15	17	20	189	6	215	16	**3**	36	55	22	231	11	264	551
Total Volume	28	2	56	86	79	779	18	876	58	6	131	195	107	933	41	1081	2238
% App. Total	32.6	2.3	65.1		9	88.9	2.1		29.7	3.1	67.2		9.9	86.3	3.8		
PHF	.778	.500	.667	.717	.859	.974	.643	.978	.763	.500	.885	.841	.892	.968	.683	.983	.983

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File Name : 03_PLD_Desert W_Desert S_Country Club Thurs
Site Code : 05118939
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	Desert Willow Drive Southbound				Country Club Drive Westbound				Desert Springs Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				03:00 PM				04:30 PM				03:00 PM				
+0 mins.	8	0	16	24	18	193	4	215	20	1	**40**	61	27	**241**	6	274	
+15 mins.	14	0	13	27	18	197	**7**	222	16	2	28	46	28	232	**15**	**275**	
+30 mins.	**16**	1	14	31	**23**	**200**	1	**224**	16	**5**	29	50	**30**	229	9	268	
+45 mins.	13	**2**	**27**	**42**	20	189	6	215	**25**	2	40	**67**	22	231	11	264	
Total Volume	51	3	70	124	79	779	18	876	77	10	137	224	107	933	41	1081	
% App. Total	41.1	2.4	56.5		9	88.9	2.1		34.4	4.5	61.2		9.9	86.3	3.8		
PHF	.797	.375	.648	.738	.859	.974	.643	.978	.770	.500	.856	.836	.892	.968	.683	.983	

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Weather: Clear

File Name : 03_PLD_Desert W_Desert S_Country Club Thurs
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Groups Printed- Passenger Vehicles

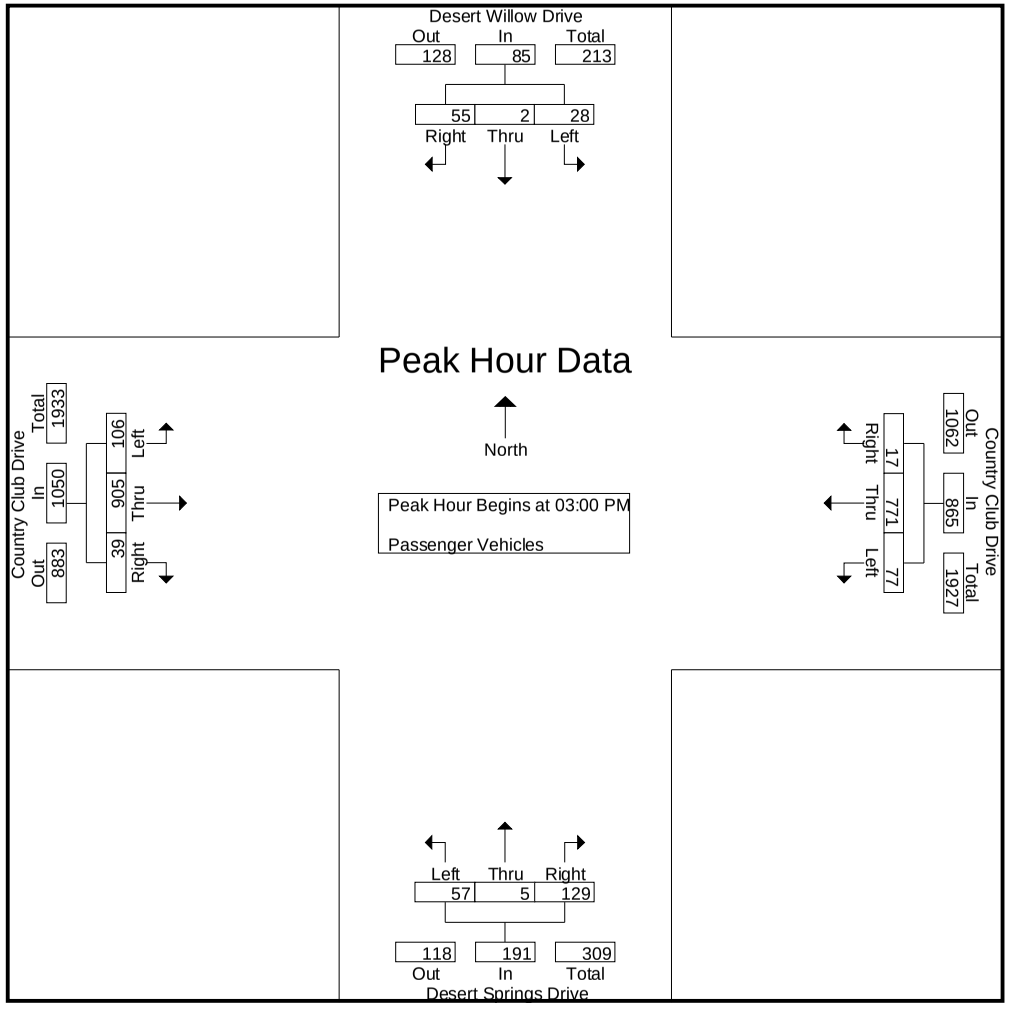
	Desert Willow Drive Southbound					Country Club Drive Westbound					Desert Springs Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	8	1	21	0	30	18	189	4	1	211	7	0	29	13	36	26	228	6	0	260	14	537	551
03:15 PM	9	1	9	0	19	17	197	7	0	221	15	1	29	18	45	28	226	14	0	268	18	553	571
03:30 PM	9	0	10	0	19	22	197	1	1	220	19	2	36	17	57	30	222	9	0	261	18	557	575
03:45 PM	2	0	15	0	17	20	188	5	0	213	16	2	35	18	53	22	229	10	0	261	18	544	562
Total	28	2	55	0	85	77	771	17	2	865	57	5	129	66	191	106	905	39	0	1050	68	2191	2259
04:00 PM	9	0	8	0	17	23	171	6	4	200	13	3	28	14	44	39	188	8	0	235	18	496	514
04:15 PM	5	0	14	0	19	18	167	6	1	191	10	4	15	12	29	30	174	12	0	216	13	455	468
04:30 PM	8	0	16	0	24	19	148	3	0	170	20	1	40	21	61	21	197	9	0	227	21	482	503
04:45 PM	14	0	13	0	27	16	157	4	2	177	16	2	28	13	46	31	197	8	0	236	15	486	501
Total	36	0	51	0	87	76	643	19	7	738	59	10	111	60	180	121	756	37	0	914	67	1919	1986
05:00 PM	16	1	14	0	31	15	157	3	2	175	16	5	29	12	50	22	224	13	0	259	14	515	529
05:15 PM	13	2	27	0	42	19	181	4	1	204	25	2	40	15	67	30	201	9	0	240	16	553	569
05:30 PM	10	0	9	0	19	12	152	20	7	184	10	1	33	16	44	31	172	10	0	213	23	460	483
05:45 PM	8	0	7	0	15	16	130	10	4	156	16	1	26	18	43	19	156	5	0	180	22	394	416
Total	47	3	57	0	107	62	620	37	14	719	67	9	128	61	204	102	753	37	0	892	75	1922	1997
06:00 PM	4	0	9	0	13	8	109	4	1	121	7	2	21	16	30	13	116	5	0	134	17	298	315
06:15 PM	2	0	6	0	8	10	124	2	0	136	14	1	17	12	32	20	132	3	0	155	12	331	343
06:30 PM	5	0	4	0	9	10	120	0	0	130	9	1	14	13	24	10	103	1	0	114	13	277	290
06:45 PM	1	0	3	0	4	10	83	2	0	95	13	2	17	15	32	9	94	8	0	111	15	242	257
Total	12	0	22	0	34	38	436	8	1	482	43	6	69	56	118	52	445	17	0	514	57	1148	1205
Grand Total	123	5	185	0	313	253	2470	81	24	2804	226	30	437	243	693	381	2859	130	0	3370	267	7180	7447
Apprch %	39.3	1.6	59.1			9	88.1	2.9			32.6	4.3	63.1			11.3	84.8	3.9					
Total %	1.7	0.1	2.6		4.4	3.5	34.4	1.1		39.1	3.1	0.4	6.1		9.7	5.3	39.8	1.8		46.9	3.6	96.4	

	Desert Willow Drive Southbound				Country Club Drive Westbound				Desert Springs Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	8	**1**	**21**	**30**	18	189	4	211	7	0	29	36	26	228	6	260	537
03:15 PM	**9**	1	9	19	17	**197**	**7**	**221**	15	1	29	45	28	226	**14**	**268**	553
03:30 PM	9	0	10	19	**22**	197	1	220	**19**	**2**	**36**	**57**	**30**	222	9	261	**557**
03:45 PM	2	0	15	17	20	188	5	213	16	2	35	53	22	**229**	10	261	544
Total Volume	28	2	55	85	77	771	17	865	57	5	129	191	106	905	39	1050	2191
% App. Total	32.9	2.4	64.7		8.9	89.1	2		29.8	2.6	67.5		10.1	86.2	3.7		
PHF	.778	.500	.655	.708	.875	.978	.607	.979	.750	.625	.896	.838	.883	.988	.696	.979	.983

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File Name : 03_PLD_Desert W_Desert S_Country Club Thurs
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	Desert Willow Drive Southbound				Country Club Drive Westbound				Desert Springs Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	8	**1**	**21**	**30**	18	189	4	211	7	0	29	36	26	228	6	260	
+15 mins.	**9**	1	9	19	17	**197**	**7**	**221**	15	1	29	45	28	226	**14**	**268**	
+30 mins.	9	0	10	19	**22**	197	1	220	**19**	**2**	**36**	**57**	**30**	222	9	261	
+45 mins.	2	0	15	17	20	188	5	213	16	2	35	53	22	**229**	10	261	
Total Volume	28	2	55	85	77	771	17	865	57	5	129	191	106	905	39	1050	
% App. Total	32.9	2.4	64.7		8.9	89.1	2		29.8	2.6	67.5		10.1	86.2	3.7		
PHF	.778	.500	.655	.708	.875	.978	.607	.979	.750	.625	.896	.838	.883	.988	.696	.979	

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File Name : 03_PLD_Desert W_Desert S_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
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Groups Printed- Large 2 Axle Vehicles

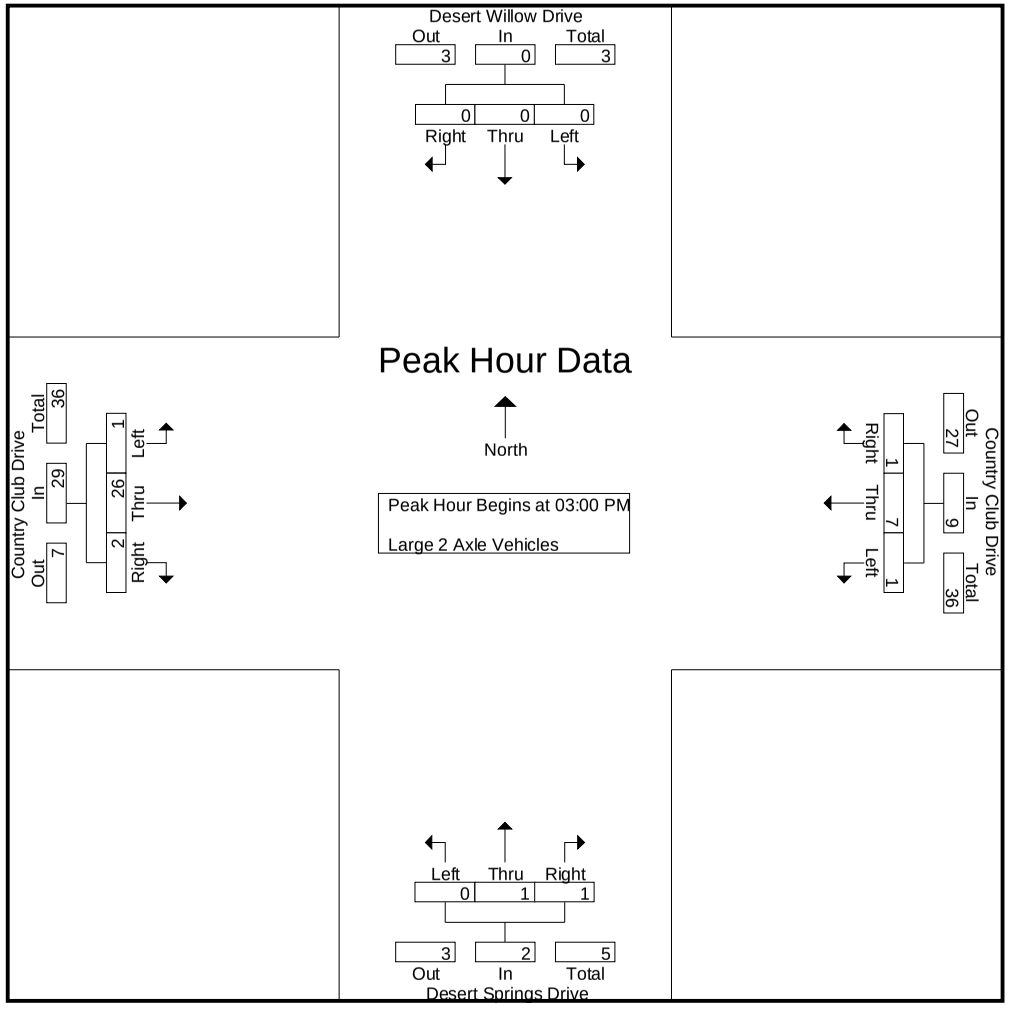
	Desert Willow Drive Southbound					Country Club Drive Westbound					Desert Springs Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	11	0	0	12	0	15	15
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	0	7	7
03:30 PM	0	0	0	0	0	1	3	0	0	4	0	0	1	1	1	0	7	0	0	7	1	12	13
03:45 PM	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	0	2	1	0	3	0	6	6
Total	0	0	0	0	0	1	7	1	0	9	0	1	1	1	2	1	26	2	0	29	1	40	41
04:00 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	4	0	0	4	0	7	7
04:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	2	2	0	0	4	0	7	7
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	0	8	8
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	4	4
Total	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	2	16	0	0	18	0	26	26
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	1	0	3	0	6	6
06:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	3	3
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	3	3
Grand Total	0	0	0	0	0	1	18	1	0	20	2	1	1	1	4	3	45	3	0	51	1	75	76
Apprch %	0	0	0			5	90	5			50	25	25			5.9	88.2	5.9					
Total %	0	0	0		0	1.3	24	1.3		26.7	2.7	1.3	1.3		5.3	4	60	4		68	1.3	98.7	

	Desert Willow Drive Southbound				Country Club Drive Westbound				Desert Springs Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	**3**	0	3	0	0	0	0	**1**	**11**	0	**12**	**15**
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	**1**	7	7
03:30 PM	0	0	0	0	**1**	3	0	**4**	0	0	**1**	**1**	0	7	0	7	12
03:45 PM	0	0	0	0	0	1	**1**	2	0	**1**	0	1	0	2	1	3	6
Total Volume	0	0	0	0	1	7	1	9	0	1	1	2	1	26	2	29	40
% App. Total	0	0	0		11.1	77.8	11.1		0	50	50		3.4	89.7	6.9		
PHF	.000	.000	.000	.000	.250	.583	.250	.563	.000	.250	.250	.500	.250	.591	.500	.604	.667

Counts Unlimited
PO Box 1178
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City of Palm Desert
N/S: Desert Willow Dr/Desert Springs Dr
E/W: Country Club Drive
Weather: Clear

File Name : 03_PLD_Desert W_Desert S_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 2



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City of Palm Desert
N/S: Desert Willow Dr/Desert Springs Dr
E/W: Country Club Drive
Weather: Clear

File Name : 03_PLD_Desert W_Desert S_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 3

	Desert Willow Drive Southbound				Country Club Drive Westbound				Desert Springs Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	0	0	0	0	**3**	0	3	0	0	0	0	**1**	**11**	0	**12**	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	6	**1**	7	
+30 mins.	0	0	0	0	**1**	3	0	**4**	0	0	**1**	**1**	0	7	0	7	
+45 mins.	0	0	0	0	0	1	**1**	2	0	**1**	0	1	0	2	1	3	
Total Volume	0	0	0	0	1	7	1	9	0	1	1	2	1	26	2	29	
% App. Total	0	0	0		11.1	77.8	11.1		0	50	50		3.4	89.7	6.9		
PHF	.000	.000	.000	.000	.250	.583	.250	.563	.000	.250	.250	.500	.250	.591	.500	.604	

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City of Palm Desert
N/S: Desert Willow Dr/Desert Springs Dr
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File Name : 03_PLD_Desert W_Desert S_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

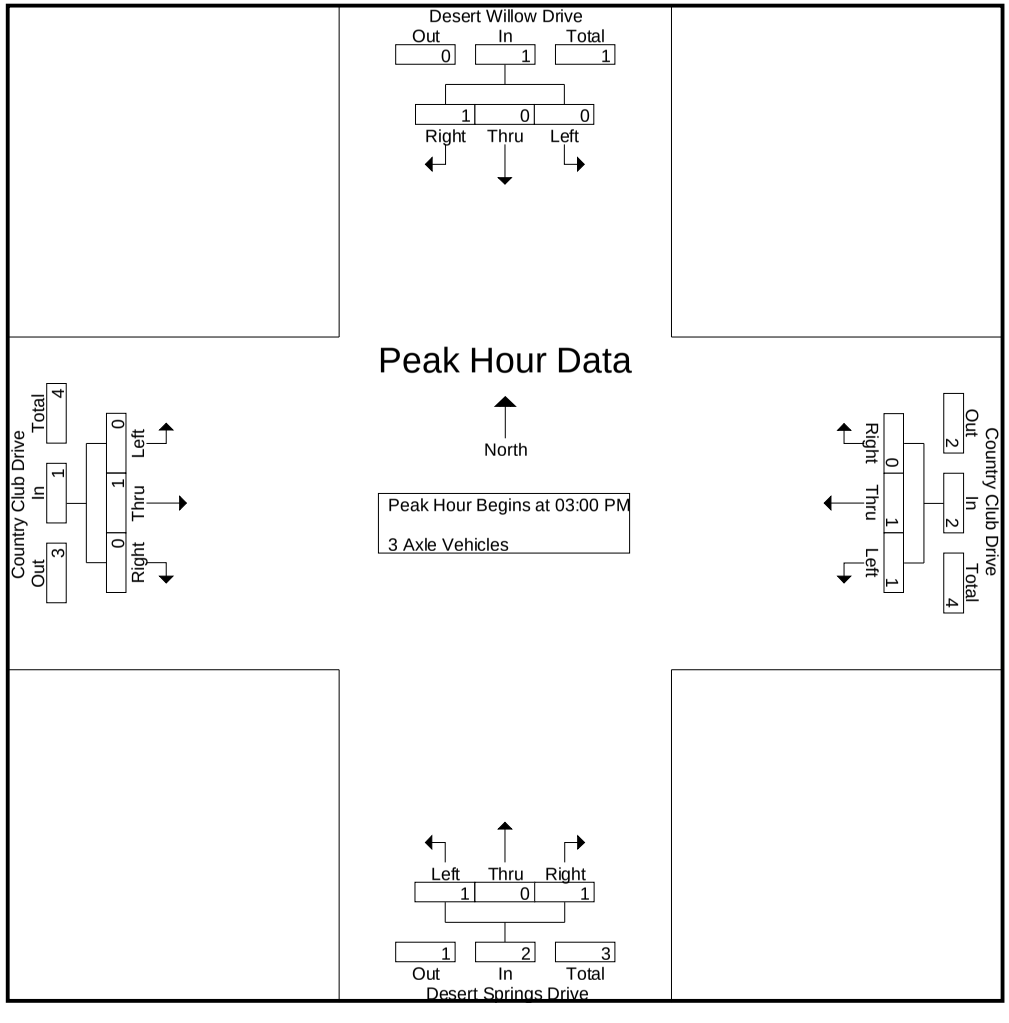
	Desert Willow Drive Southbound					Country Club Drive Westbound					Desert Springs Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	3	3
03:15 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
Total	0	0	1	0	1	1	1	0	0	2	1	0	1	0	2	0	1	0	0	1	0	6	6
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
Total	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	1	0	0	1	0	3	3
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	1	0	1	2	1	0	0	3	1	0	2	0	3	0	2	0	0	2	0	9	9
Apprch %	0	0	100			66.7	33.3	0			33.3	0	66.7			0	100	0					
Total %	0	0	11.1		11.1	22.2	11.1	0		33.3	11.1	0	22.2		33.3	0	22.2	0		22.2	0	100	

	Desert Willow Drive Southbound				Country Club Drive Westbound				Desert Springs Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	**1**	0	**1**	**1**	0	0	**1**	0	**1**	0	**1**	**3**
03:15 PM	0	0	**1**	**1**	**1**	0	0	1	0	0	0	0	0	0	0	0	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0	1
Total Volume	0	0	1	1	1	1	0	2	1	0	1	2	0	1	0	1	6
% App. Total	0	0	100		50	50	0		50	0	50		0	100	0		
PHF	.000	.000	.250	.250	.250	.250	.000	.500	.250	.000	.250	.500	.000	.250	.000	.250	.500

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City of Palm Desert
N/S: Desert Willow Dr/Desert Springs Dr
E/W: Country Club Drive
Weather: Clear

File Name : 03_PLD_Desert W_Desert S_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 2



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City of Palm Desert
N/S: Desert Willow Dr/Desert Springs Dr
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File Name : 03_PLD_Desert W_Desert S_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 3

	Desert Willow Drive Southbound				Country Club Drive Westbound				Desert Springs Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	0	0	0	0	**1**	0	**1**	**1**	0	0	**1**	0	**1**	0	**1**	
+15 mins.	0	0	**1**	**1**	**1**	0	0	1	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0	
Total Volume	0	0	1	1	1	1	0	2	1	0	1	2	0	1	0	1	
% App. Total	0	0	100		50	50	0		50	0	50		0	100	0		
PHF	.000	.000	.250	.250	.250	.250	.000	.500	.250	.000	.250	.500	.000	.250	.000	.250	

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City of Palm Desert
N/S: Desert Willow Dr/Desert Springs Dr
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Weather: Clear

File Name : 03_PLD_Desert W_Desert S_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

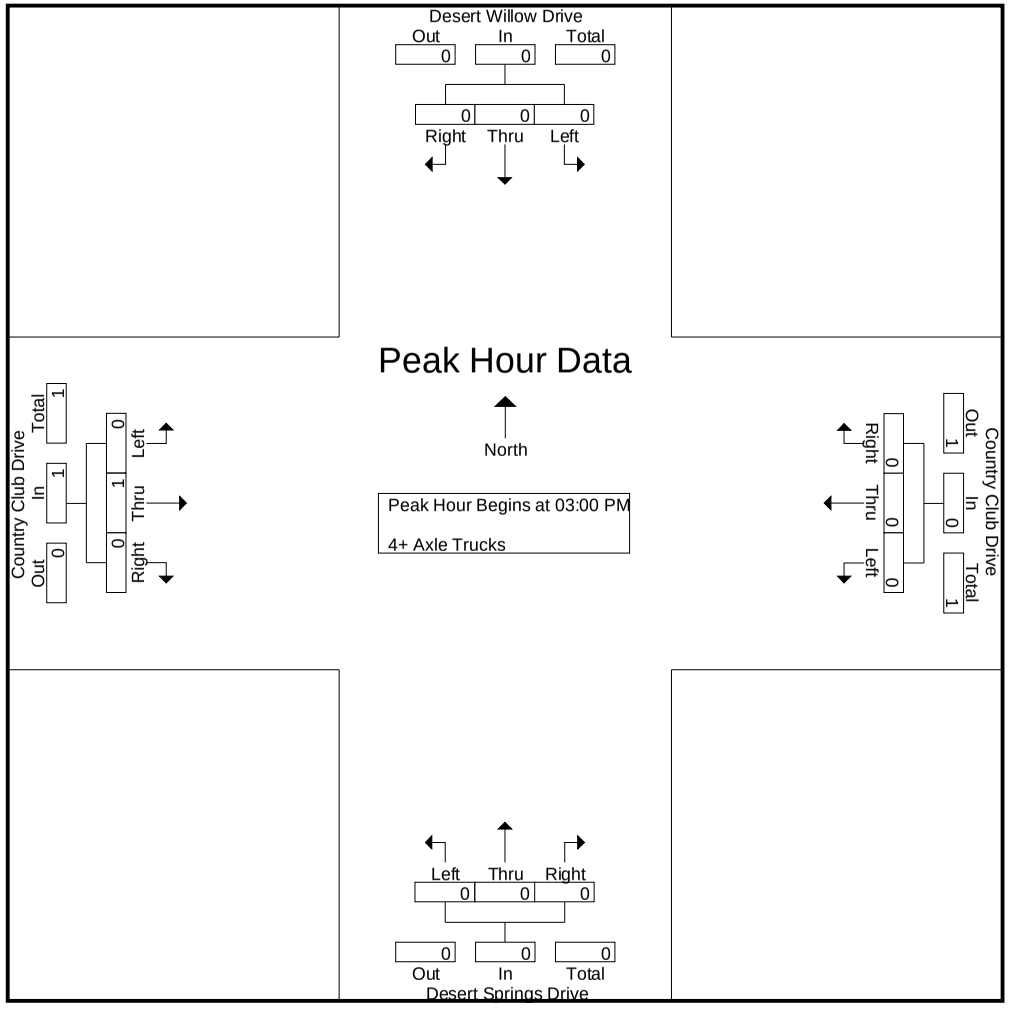
	Desert Willow Drive Southbound					Country Club Drive Westbound					Desert Springs Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	2
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	4	4
Apprch %	0	0	0			0	100	0			0	0	0			33.3	66.7	0					
Total %	0	0	0		0	0	25	0		25	0	0	0		0	25	50	0		75	0	100	

	Desert Willow Drive Southbound				Country Club Drive Westbound				Desert Springs Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

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City of Palm Desert
N/S: Desert Willow Dr/Desert Springs Dr
E/W: Country Club Drive
Weather: Clear

File Name : 03_PLD_Desert W_Desert S_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 2



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City of Palm Desert
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File Name : 03_PLD_Desert W_Desert S_Country Club Thurs
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Start Date : 1/10/2019
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	Desert Willow Drive Southbound				Country Club Drive Westbound				Desert Springs Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	

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City of Palm Desert
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E/W: Country Club Drive
Weather: Clear

File Name : 03_PLD_Desert W_Desert S_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Desert Willow Drive Southbound					Country Club Drive Westbound					Desert Springs Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	10	2	0	0	12	20	213	4	1	237	12	0	28	14	40	33	233	7	0	273	15	562	577
03:15 PM	10	1	0	0	11	26	185	9	5	220	13	1	30	9	44	34	198	14	0	246	14	521	535
03:30 PM	11	3	0	0	14	24	185	3	3	212	11	3	33	21	47	26	230	8	0	264	24	537	561
03:45 PM	9	1	0	0	10	35	181	5	2	221	16	1	21	10	38	35	228	20	0	283	12	552	564
Total	40	7	0	0	47	105	764	21	11	890	52	5	112	54	169	128	889	49	0	1066	65	2172	2237
04:00 PM	13	1	0	0	14	15	159	0	0	174	12	1	24	17	37	31	200	10	0	241	17	466	483
04:15 PM	12	2	0	0	14	17	175	3	2	195	14	3	22	13	39	21	212	14	0	247	15	495	510
04:30 PM	5	2	0	0	7	25	156	2	0	183	13	5	32	21	50	30	182	8	0	220	21	460	481
04:45 PM	7	0	0	0	7	24	181	4	1	209	16	1	32	17	49	32	225	11	0	268	18	533	551
Total	37	5	0	0	42	81	671	9	3	761	55	10	110	68	175	114	819	43	0	976	71	1954	2025
05:00 PM	9	0	0	0	9	17	147	1	0	165	15	4	32	18	51	27	204	8	0	239	18	464	482
05:15 PM	9	1	0	0	10	20	174	2	1	196	24	4	33	15	61	23	214	15	0	252	16	519	535
05:30 PM	11	0	1	0	12	19	153	3	1	175	19	5	33	14	57	26	159	11	0	196	15	440	455
05:45 PM	2	0	0	0	2	27	147	1	0	175	11	1	27	18	39	21	134	16	0	171	18	387	405
Total	31	1	1	0	33	83	621	7	2	711	69	14	125	65	208	97	711	50	0	858	67	1810	1877
06:00 PM	7	1	0	0	8	8	117	0	0	125	13	1	18	10	32	18	111	16	0	145	10	310	320
06:15 PM	3	2	1	0	6	22	116	2	0	140	8	6	25	10	39	18	126	12	0	156	10	341	351
06:30 PM	3	1	0	0	4	11	112	0	0	123	14	1	18	14	33	13	112	8	0	133	14	293	307
06:45 PM	2	0	0	0	2	15	107	1	0	123	8	0	12	8	20	9	99	12	0	120	8	265	273
Total	15	4	1	0	20	56	452	3	0	511	43	8	73	42	124	58	448	48	0	554	42	1209	1251
Grand Total	123	17	2	0	142	325	2508	40	16	2873	219	37	420	229	676	397	2867	190	0	3454	245	7145	7390
Apprch %	86.6	12	1.4			11.3	87.3	1.4			32.4	5.5	62.1			11.5	83	5.5					
Total %	1.7	0.2	0		2	4.5	35.1	0.6		40.2	3.1	0.5	5.9		9.5	5.6	40.1	2.7		48.3	3.3	96.7	
Passenger Vehicles	123	17	2		142	322	2492	40		2870	218	36	415		898	395	2831	185		3411	0	0	7321
% Passenger Vehicles	100	100	100	0	100	99.1	99.4	100	100	99.3	99.5	97.3	98.8	100	99.2	99.5	98.7	97.4	0	98.8	0	0	99.1
Large 2 Axle Vehicles	0	0	0		0	3	14	0		17	1	1	4		6	2	35	4		41	0	0	64
% Large 2 Axle Vehicles	0	0	0	0	0	0.9	0.6	0	0	0.6	0.5	2.7	1	0	0.7	0.5	1.2	2.1	0	1.2	0	0	0.9
3 Axle Vehicles	0	0	0		0	0	2	0		2	0	0	0		0	0	1	0		1	0	0	3
% 3 Axle Vehicles	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0		0	0	0	0		0	0	0	1		1	0	0	1		1	0	0	2
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0.1	0	0	0.5	0	0	0	0	0

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City of Palm Desert
N/S: Desert Willow Dr/Desert Springs Dr
E/W: Country Club Drive
Weather: Clear

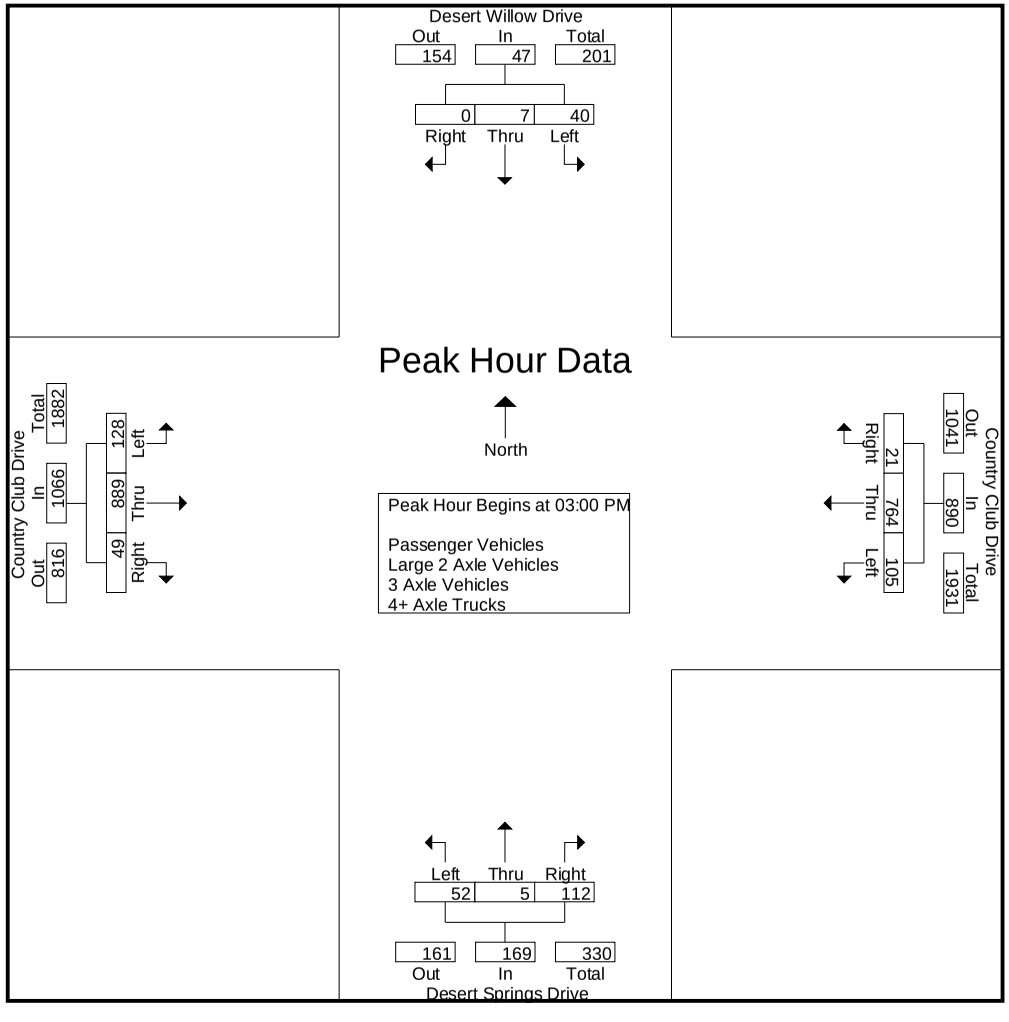
File Name : 03_PLD_Desert W_Desert S_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019

	Desert Willow Drive Southbound				Country Club Drive Westbound				Desert Springs Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	10	2	0	12	20	**213**	4	**237**	12	0	28	40	33	**233**	7	273	**562**
03:15 PM	10	1	0	11	26	185	**9**	220	13	1	30	44	34	198	14	246	521
03:30 PM	**11**	**3**	0	**14**	24	185	3	212	11	**3**	**33**	**47**	26	230	8	264	537
03:45 PM	9	1	0	10	**35**	181	5	221	**16**	1	21	38	**35**	228	**20**	**283**	552
Total Volume	40	7	0	47	105	764	21	890	52	5	112	169	128	889	49	1066	2172
% App. Total	85.1	14.9	0		11.8	85.8	2.4		30.8	3	66.3		12	83.4	4.6		
PHF	.909	.583	.000	.839	.750	.897	.583	.939	.813	.417	.848	.899	.914	.954	.613	.942	.966

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City of Palm Desert
N/S: Desert Willow Dr/Desert Springs Dr
E/W: Country Club Drive
Weather: Clear

File Name : 03_PLD_Desert W_Desert S_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 3



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City of Palm Desert
N/S: Desert Willow Dr/Desert Springs Dr
E/W: Country Club Drive
Weather: Clear

File Name : 03_PLD_Desert W_Desert S_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 4

	Desert Willow Drive Southbound				Country Club Drive Westbound				Desert Springs Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:30 PM				03:00 PM				04:45 PM				03:00 PM				
+0 mins.	11	**3**	0	**14**	20	**213**	4	**237**	16	1	32	49	33	**233**	7	273	
+15 mins.	9	1	0	10	26	185	**9**	220	15	4	32	51	34	198	14	246	
+30 mins.	**13**	1	0	14	24	185	3	212	**24**	4	**33**	**61**	26	230	8	264	
+45 mins.	12	2	0	14	**35**	181	5	221	19	**5**	33	57	**35**	228	**20**	**283**	
Total Volume	45	7	0	52	105	764	21	890	74	14	130	218	128	889	49	1066	
% App. Total	86.5	13.5	0		11.8	85.8	2.4		33.9	6.4	59.6		12	83.4	4.6		
PHF	.865	.583	.000	.929	.750	.897	.583	.939	.771	.700	.985	.893	.914	.954	.613	.942	

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City of Palm Desert
N/S: Desert Willow Dr/Desert Springs Dr
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Weather: Clear

File Name : 03_PLD_Desert W_Desert S_Country Club Fri
Site Code : 05118939
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Groups Printed- Passenger Vehicles

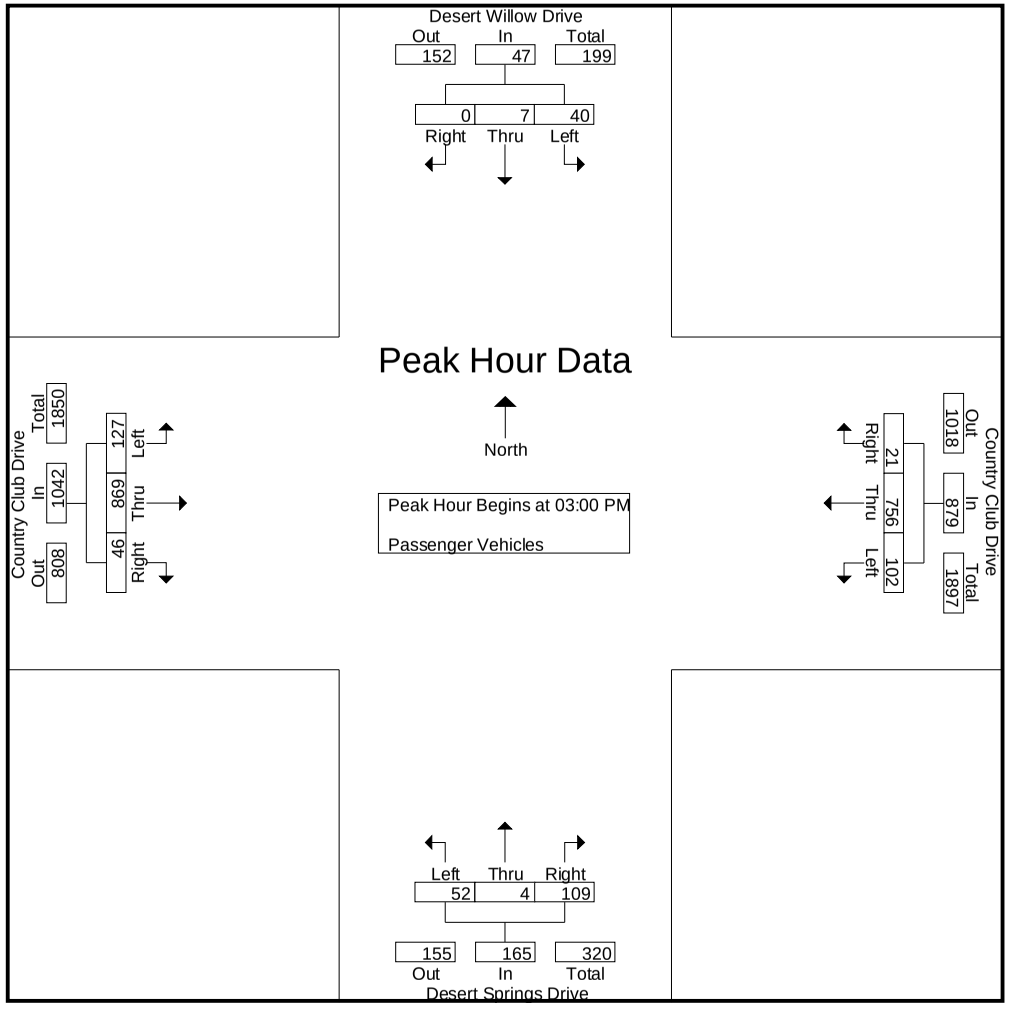
	Desert Willow Drive Southbound					Country Club Drive Westbound					Desert Springs Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	10	2	0	0	12	18	211	4	1	233	12	0	28	14	40	33	224	7	0	264	15	549	564
03:15 PM	10	1	0	0	11	26	181	9	5	216	13	1	29	9	43	34	192	13	0	239	14	509	523
03:30 PM	11	3	0	0	14	23	183	3	3	209	11	3	32	21	46	26	227	8	0	261	24	530	554
03:45 PM	9	1	0	0	10	35	181	5	2	221	16	0	20	10	36	34	226	18	0	278	12	545	557
Total	40	7	0	0	47	102	756	21	11	879	52	4	109	54	165	127	869	46	0	1042	65	2133	2198
04:00 PM	13	1	0	0	14	15	159	0	0	174	12	1	23	17	36	31	197	10	0	238	17	462	479
04:15 PM	12	2	0	0	14	17	174	3	2	194	14	3	22	13	39	21	209	14	0	244	15	491	506
04:30 PM	5	2	0	0	7	25	154	2	0	181	13	5	32	21	50	29	179	8	0	216	21	454	475
04:45 PM	7	0	0	0	7	24	180	4	1	208	16	1	32	17	49	32	224	11	0	267	18	531	549
Total	37	5	0	0	42	81	667	9	3	757	55	10	109	68	174	113	809	43	0	965	71	1938	2009
05:00 PM	9	0	0	0	9	17	146	1	0	164	15	4	32	18	51	27	204	8	0	239	18	463	481
05:15 PM	9	1	0	0	10	20	173	2	1	195	24	4	33	15	61	23	211	15	0	249	16	515	531
05:30 PM	11	0	1	0	12	19	153	3	1	175	19	5	33	14	57	26	159	11	0	196	15	440	455
05:45 PM	2	0	0	0	2	27	147	1	0	175	11	1	27	18	39	21	132	16	0	169	18	385	403
Total	31	1	1	0	33	83	619	7	2	709	69	14	125	65	208	97	706	50	0	853	67	1803	1870
06:00 PM	7	1	0	0	8	8	117	0	0	125	13	1	18	10	32	18	111	14	0	143	10	308	318
06:15 PM	3	2	1	0	6	22	116	2	0	140	8	6	24	10	38	18	125	12	0	155	10	339	349
06:30 PM	3	1	0	0	4	11	111	0	0	122	14	1	18	14	33	13	112	8	0	133	14	292	306
06:45 PM	2	0	0	0	2	15	106	1	0	122	7	0	12	8	19	9	99	12	0	120	8	263	271
Total	15	4	1	0	20	56	450	3	0	509	42	8	72	42	122	58	447	46	0	551	42	1202	1244
Grand Total	123	17	2	0	142	322	2492	40	16	2854	218	36	415	229	669	395	2831	185	0	3411	245	7076	7321
Apprch %	86.6	12	1.4			11.3	87.3	1.4			32.6	5.4	62			11.6	83	5.4					
Total %	1.7	0.2	0		2	4.6	35.2	0.6		40.3	3.1	0.5	5.9		9.5	5.6	40	2.6		48.2	3.3	96.7	

	Desert Willow Drive Southbound				Country Club Drive Westbound				Desert Springs Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	10	2	0	12	18	**211**	4	**233**	12	0	28	40	33	224	7	264	**549**
03:15 PM	10	1	0	11	26	181	**9**	216	13	1	29	43	**34**	192	13	239	509
03:30 PM	**11**	**3**	0	**14**	23	183	3	209	11	**3**	**32**	**46**	26	**227**	8	261	530
03:45 PM	9	1	0	10	**35**	181	5	221	**16**	0	20	36	34	226	**18**	**278**	545
Total Volume	40	7	0	47	102	756	21	879	52	4	109	165	127	869	46	1042	2133
% App. Total	85.1	14.9	0		11.6	86	2.4		31.5	2.4	66.1		12.2	83.4	4.4		
PHF	.909	.583	.000	.839	.729	.896	.583	.943	.813	.333	.852	.897	.934	.957	.639	.937	.971

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City of Palm Desert
N/S: Desert Willow Dr/Desert Springs Dr
E/W: Country Club Drive
Weather: Clear

File Name : 03_PLD_Desert W_Desert S_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 2



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City of Palm Desert
N/S: Desert Willow Dr/Desert Springs Dr
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File Name : 03_PLD_Desert W_Desert S_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 3

	Desert Willow Drive Southbound				Country Club Drive Westbound				Desert Springs Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	10	2	0	12	18	**211**	4	**233**	12	0	28	40	33	224	7	264	
+15 mins.	10	1	0	11	26	181	**9**	216	13	1	29	43	**34**	192	13	239	
+30 mins.	**11**	**3**	0	**14**	23	183	3	209	11	**3**	**32**	**46**	26	**227**	8	261	
+45 mins.	9	1	0	10	**35**	181	5	221	**16**	0	20	36	34	226	**18**	**278**	
Total Volume	40	7	0	47	102	756	21	879	52	4	109	165	127	869	46	1042	
% App. Total	85.1	14.9	0		11.6	86	2.4		31.5	2.4	66.1		12.2	83.4	4.4		
PHF	.909	.583	.000	.839	.729	.896	.583	.943	.813	.333	.852	.897	.934	.957	.639	.937	

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City of Palm Desert
N/S: Desert Willow Dr/Desert Springs Dr
E/W: Country Club Drive
Weather: Clear

File Name : 03_PLD_Desert W_Desert S_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

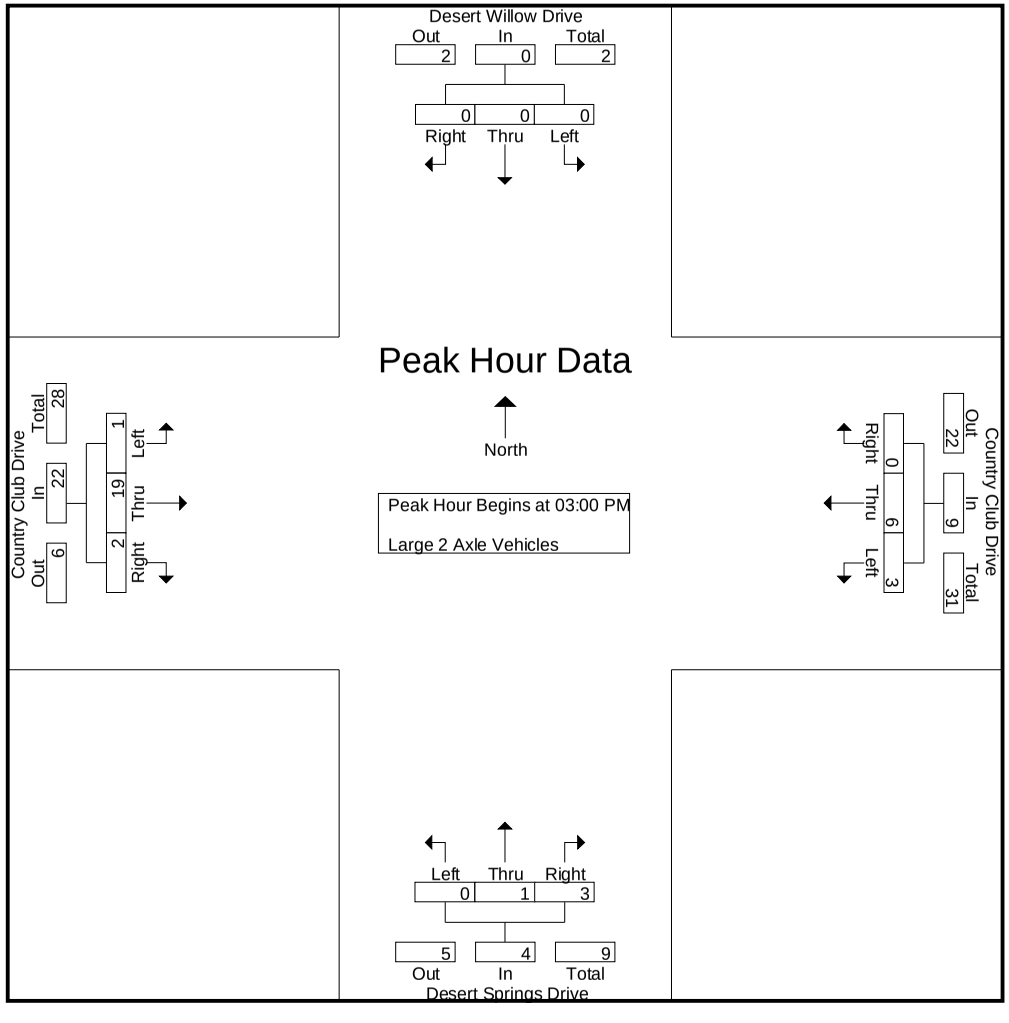
	Desert Willow Drive Southbound					Country Club Drive Westbound					Desert Springs Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	9	0	0	9	0	13	13
03:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	5	1	0	6	0	10	10
03:30 PM	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	0	3	0	0	3	0	6	6
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	1	2	1	0	4	0	6	6
Total	0	0	0	0	0	3	6	0	0	9	0	1	3	0	4	1	19	2	0	22	0	35	35
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	3
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	4	4
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	3	0	0	4	0	6	6
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	10	0	0	11	0	15	15
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	4	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	7	7
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2	2
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	2	2
06:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
06:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	2	2
Total	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	0	1	2	0	3	0	7	7
Grand Total	0	0	0	0	0	3	14	0	0	17	1	1	4	0	6	2	35	4	0	41	0	64	64
Apprch %	0	0	0			17.6	82.4	0			16.7	16.7	66.7			4.9	85.4	9.8					
Total %	0	0	0		0	4.7	21.9	0		26.6	1.6	1.6	6.2		9.4	3.1	54.7	6.2		64.1	0	100	

	Desert Willow Drive Southbound				Country Club Drive Westbound				Desert Springs Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	**2**	2	0	**4**	0	0	0	0	0	**9**	0	**9**	**13**
03:15 PM	0	0	0	0	0	**3**	0	3	0	0	**1**	1	0	5	**1**	6	10
03:30 PM	0	0	0	0	1	1	0	2	0	0	1	1	0	3	0	3	6
03:45 PM	0	0	0	0	0	0	0	0	0	**1**	1	**2**	**1**	2	1	4	6
Total Volume	0	0	0	0	3	6	0	9	0	1	3	4	1	19	2	22	35
% App. Total	0	0	0		33.3	66.7	0		0	25	75		4.5	86.4	9.1		
PHF	.000	.000	.000	.000	.375	.500	.000	.563	.000	.250	.750	.500	.250	.528	.500	.611	.673

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City of Palm Desert
N/S: Desert Willow Dr/Desert Springs Dr
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File Name : 03_PLD_Desert W_Desert S_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 2



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City of Palm Desert
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Page No : 3

	Desert Willow Drive Southbound				Country Club Drive Westbound				Desert Springs Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	0	0	0	**2**	2	0	**4**	0	0	0	0	0	**9**	0	**9**	
+15 mins.	0	0	0	0	0	**3**	0	3	0	0	**1**	1	0	5	**1**	6	
+30 mins.	0	0	0	0	1	1	0	2	0	0	1	1	0	3	0	3	
+45 mins.	0	0	0	0	0	0	0	0	0	**1**	1	**2**	**1**	2	1	4	
Total Volume	0	0	0	0	3	6	0	9	0	1	3	4	1	19	2	22	
% App. Total	0	0	0		33.3	66.7	0		0	25	75		4.5	86.4	9.1		
PHF	.000	.000	.000	.000	.375	.500	.000	.563	.000	.250	.750	.500	.250	.528	.500	.611	

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City of Palm Desert
N/S: Desert Willow Dr/Desert Springs Dr
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Weather: Clear

File Name : 03_PLD_Desert W_Desert S_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

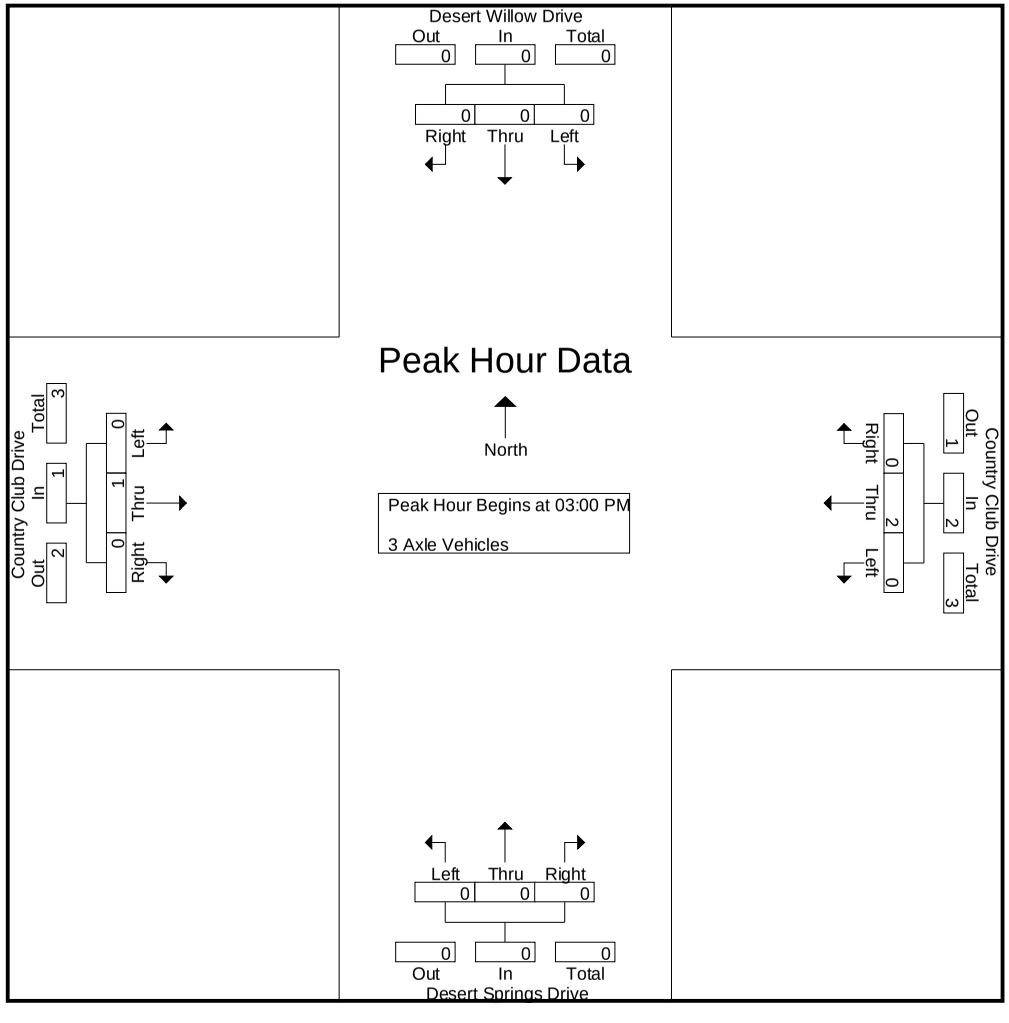
	Desert Willow Drive Southbound					Country Club Drive Westbound					Desert Springs Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2
03:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3
Apprch %	0	0	0			0	100	0			0	0	0			0	100	0					
Total %	0	0	0		0	0	66.7	0		66.7	0	0	0		0	0	33.3	0		33.3	0	100	

	Desert Willow Drive Southbound				Country Club Drive Westbound				Desert Springs Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	**2**
03:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.375

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File Name : 03_PLD_Desert W_Desert S_Country Club Fri
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	Desert Willow Drive Southbound				Country Club Drive Westbound				Desert Springs Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	

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Groups Printed- 4+ Axle Trucks

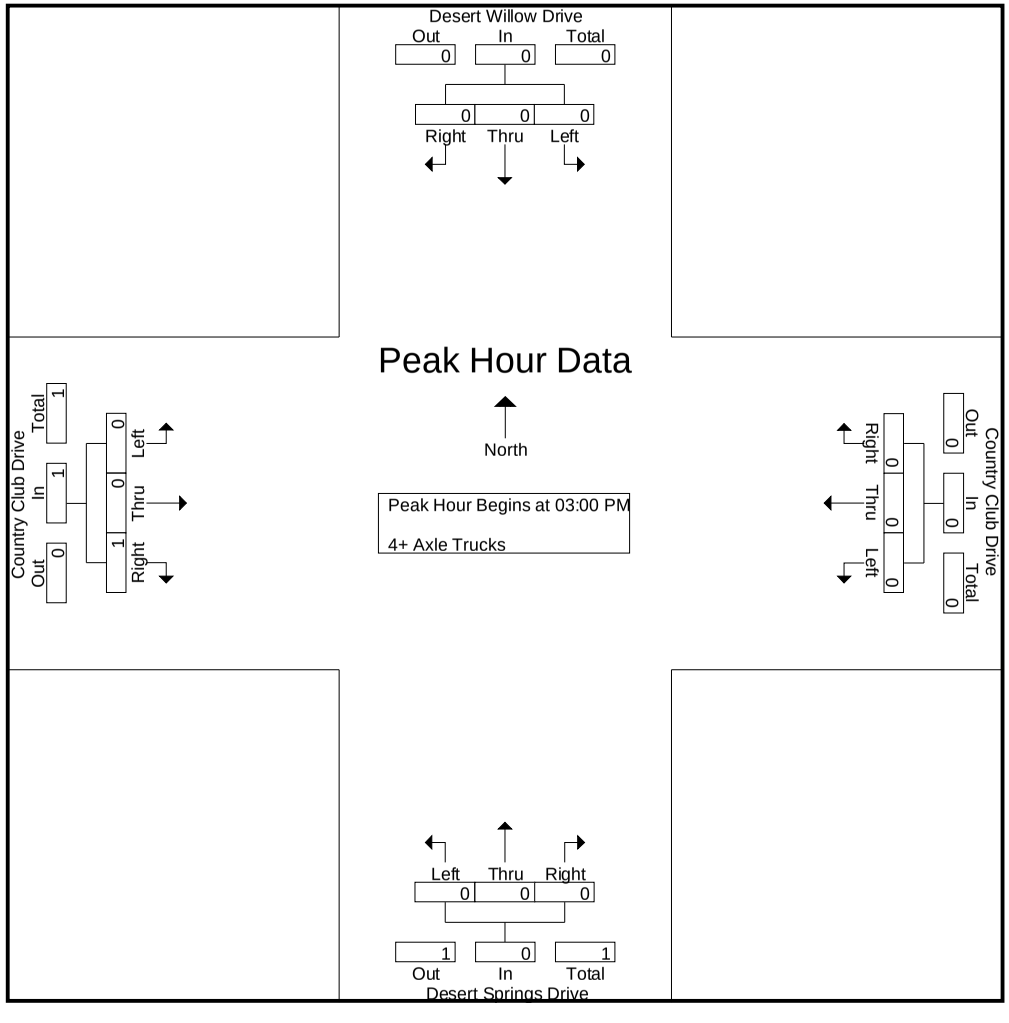
	Desert Willow Drive Southbound					Country Club Drive Westbound					Desert Springs Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	2	2
Apprch %	0	0	0			0	0	0			0	0	100			0	0	100					
Total %	0	0	0		0	0	0	0		0	0	0	50		50	0	0	50		50	0	100	

	Desert Willow Drive Southbound				Country Club Drive Westbound				Desert Springs Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**1**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250

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	Desert Willow Drive Southbound				Country Club Drive Westbound				Desert Springs Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
% App. Total	0	0	0		0	0	0		0	0	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	

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Site Code : 05118939
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Desert Willow Drive Southbound					Country Club Drive Westbound					Desert Springs Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	5	0	0	0	5	29	109	2	1	140	8	2	16	13	26	21	79	3	0	103	14	274	288
10:15 AM	6	0	0	0	6	26	153	3	2	182	14	2	29	18	45	35	85	11	0	131	20	364	384
10:30 AM	4	1	0	0	5	19	130	4	1	153	8	1	12	9	21	26	101	11	0	138	10	317	327
10:45 AM	7	3	0	0	10	29	166	11	2	206	11	1	18	9	30	18	66	10	0	94	11	340	351
Total	22	4	0	0	26	103	558	20	6	681	41	6	75	49	122	100	331	35	0	466	55	1295	1350
11:00 AM	4	0	1	1	5	24	127	3	1	154	17	2	23	14	42	24	78	9	0	111	16	312	328
11:15 AM	4	1	0	0	5	25	121	1	0	147	11	0	24	12	35	23	111	10	0	144	12	331	343
11:30 AM	2	0	0	0	2	26	153	6	3	185	11	0	19	14	30	28	108	12	0	148	17	365	382
11:45 AM	4	2	0	0	6	32	149	5	1	186	7	5	17	9	29	30	97	21	0	148	10	369	379
Total	14	3	1	1	18	107	550	15	5	672	46	7	83	49	136	105	394	52	0	551	55	1377	1432
12:00 PM	9	1	1	1	11	19	154	1	0	174	19	2	18	10	39	20	133	14	0	167	11	391	402
12:15 PM	6	1	0	0	7	26	152	4	1	182	7	0	25	18	32	27	128	9	0	164	19	385	404
12:30 PM	2	0	0	0	2	37	149	4	2	190	11	1	20	17	32	23	106	14	0	143	19	367	386
12:45 PM	4	0	0	0	4	19	154	3	1	176	12	1	16	11	29	24	146	10	0	180	12	389	401
Total	21	2	1	1	24	101	609	12	4	722	49	4	79	56	132	94	513	47	0	654	61	1532	1593
01:00 PM	4	2	0	0	6	22	138	3	1	163	12	3	19	12	34	28	136	12	0	176	13	379	392
01:15 PM	10	1	0	0	11	30	126	6	1	162	13	3	18	9	34	37	139	13	0	189	10	396	406
01:30 PM	5	0	0	0	5	40	140	4	3	184	13	1	16	8	30	25	135	16	0	176	11	395	406
01:45 PM	3	1	1	0	5	19	158	4	2	181	21	1	16	11	38	20	140	13	0	173	13	397	410
Total	22	4	1	0	27	111	562	17	7	690	59	8	69	40	136	110	550	54	0	714	47	1567	1614
Grand Total	79	13	3	2	95	422	2279	64	22	2765	195	25	306	194	526	409	1788	188	0	2385	218	5771	5989
Apprch %	83.2	13.7	3.2			15.3	82.4	2.3			37.1	4.8	58.2			17.1	75	7.9					
Total %	1.4	0.2	0.1		1.6	7.3	39.5	1.1		47.9	3.4	0.4	5.3		9.1	7.1	31	3.3		41.3	3.6	96.4	
Passenger Vehicles	77	13	3		95	415	2263	63		2762	193	25	296		700	408	1770	185		2363	0	0	5920
% Passenger Vehicles	97.5	100	100	100	97.9	98.3	99.3	98.4	95.5	99.1	99	100	96.7	95.9	97.2	99.8	99	98.4	0	99.1	0	0	98.8
Large 2 Axle Vehicles	2	0	0		2	4	14	0		18	2	0	4		10	1	17	3		21	0	0	51
% Large 2 Axle Vehicles	2.5	0	0	0	2.1	0.9	0.6	0	0	0.6	1	0	1.3	2.1	1.4	0.2	1	1.6	0	0.9	0	0	0.9
3 Axle Vehicles	0	0	0		0	2	2	1		6	0	0	3		6	0	1	0		1	0	0	13
% 3 Axle Vehicles	0	0	0	0	0	0.5	0.1	1.6	4.5	0.2	0	0	1	1.5	0.8	0	0.1	0	0	0	0	0	0.2
4+ Axle Trucks	0	0	0		0	1	0	0		1	0	0	3		4	0	0	0		0	0	0	5
% 4+ Axle Trucks	0	0	0	0	0	0.2	0	0	0	0	0	0	1	0.5	0.6	0	0	0	0	0	0	0	0.1

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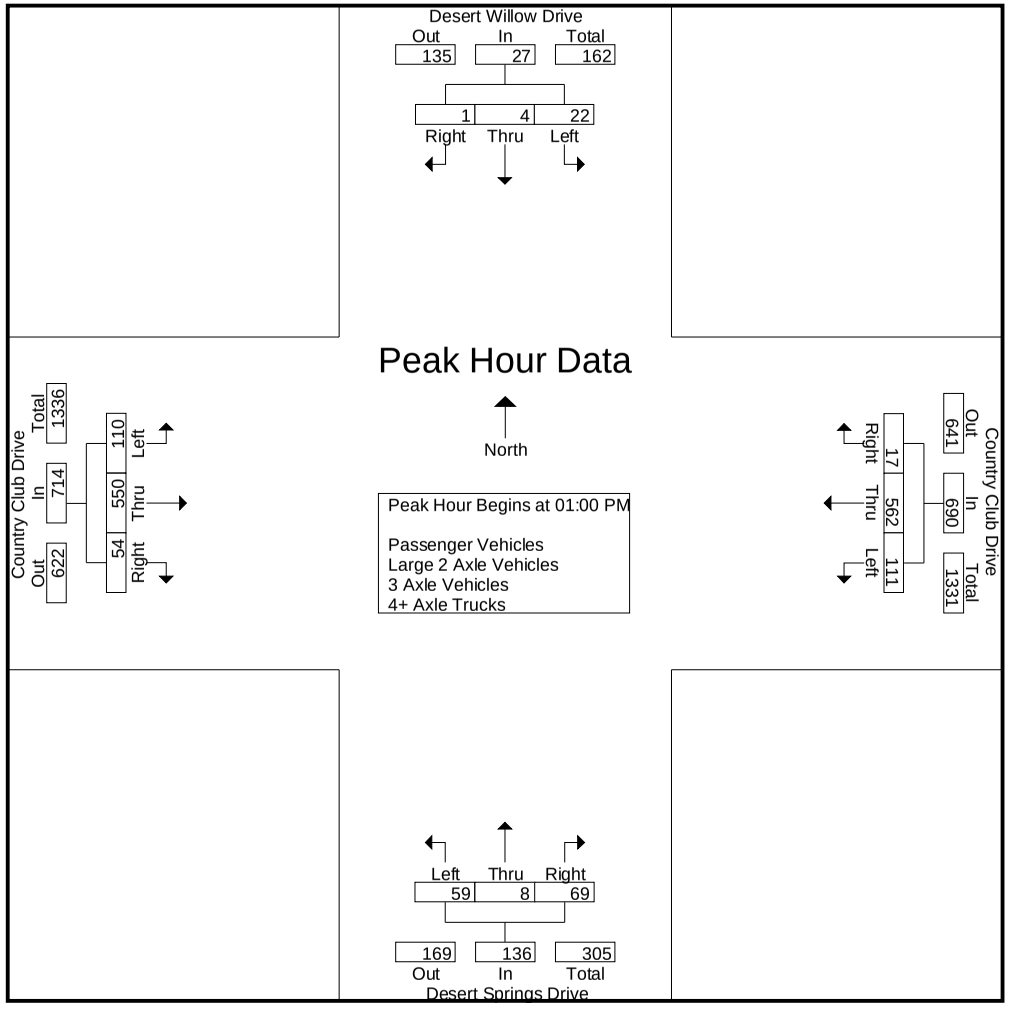
File Name : 03_PLD_Desert W_Desert S_Country Club Sat
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	Desert Willow Drive Southbound				Country Club Drive Westbound				Desert Springs Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	4	**2**	0	6	22	138	3	163	12	**3**	**19**	34	28	136	12	176	379
01:15 PM	**10**	1	0	**11**	30	126	**6**	162	13	3	18	34	**37**	139	13	**189**	396
01:30 PM	5	0	0	5	**40**	140	4	**184**	13	1	16	30	25	135	**16**	176	395
01:45 PM	3	1	**1**	5	19	**158**	4	181	**21**	1	16	**38**	20	**140**	13	173	**397**
Total Volume	22	4	1	27	111	562	17	690	59	8	69	136	110	550	54	714	1567
% App. Total	81.5	14.8	3.7		16.1	81.4	2.5		43.4	5.9	50.7		15.4	77	7.6		
PHF	.550	.500	.250	.614	.694	.889	.708	.938	.702	.667	.908	.895	.743	.982	.844	.944	.987

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File Name : 03_PLD_Desert W_Desert S_Country Club Sat
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	Desert Willow Drive Southbound				Country Club Drive Westbound				Desert Springs Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	01:00 PM				11:45 AM				10:15 AM				12:45 PM				
+0 mins.	4	**2**	0	6	32	149	**5**	186	14	**2**	**29**	**45**	24	**146**	10	180	
+15 mins.	**10**	1	0	**11**	19	**154**	1	174	8	1	12	21	28	136	12	176	
+30 mins.	5	0	0	5	26	152	4	182	11	1	18	30	**37**	139	13	**189**	
+45 mins.	3	1	**1**	5	**37**	149	4	**190**	**17**	2	23	42	25	135	**16**	176	
Total Volume	22	4	1	27	114	604	14	732	50	6	82	138	114	556	51	721	
% App. Total	81.5	14.8	3.7		15.6	82.5	1.9		36.2	4.3	59.4		15.8	77.1	7.1		
PHF	.550	.500	.250	.614	.770	.981	.700	.963	.735	.750	.707	.767	.770	.952	.797	.954	

Counts Unlimited
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Corona, CA 92878
(951) 268-6268

City of Palm Desert
N/S: Desert Willow Dr/Desert Springs Dr
E/W: Country Club Drive
Weather: Clear

File Name : 03_PLD_Desert W_Desert S_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 1

Groups Printed- Passenger Vehicles

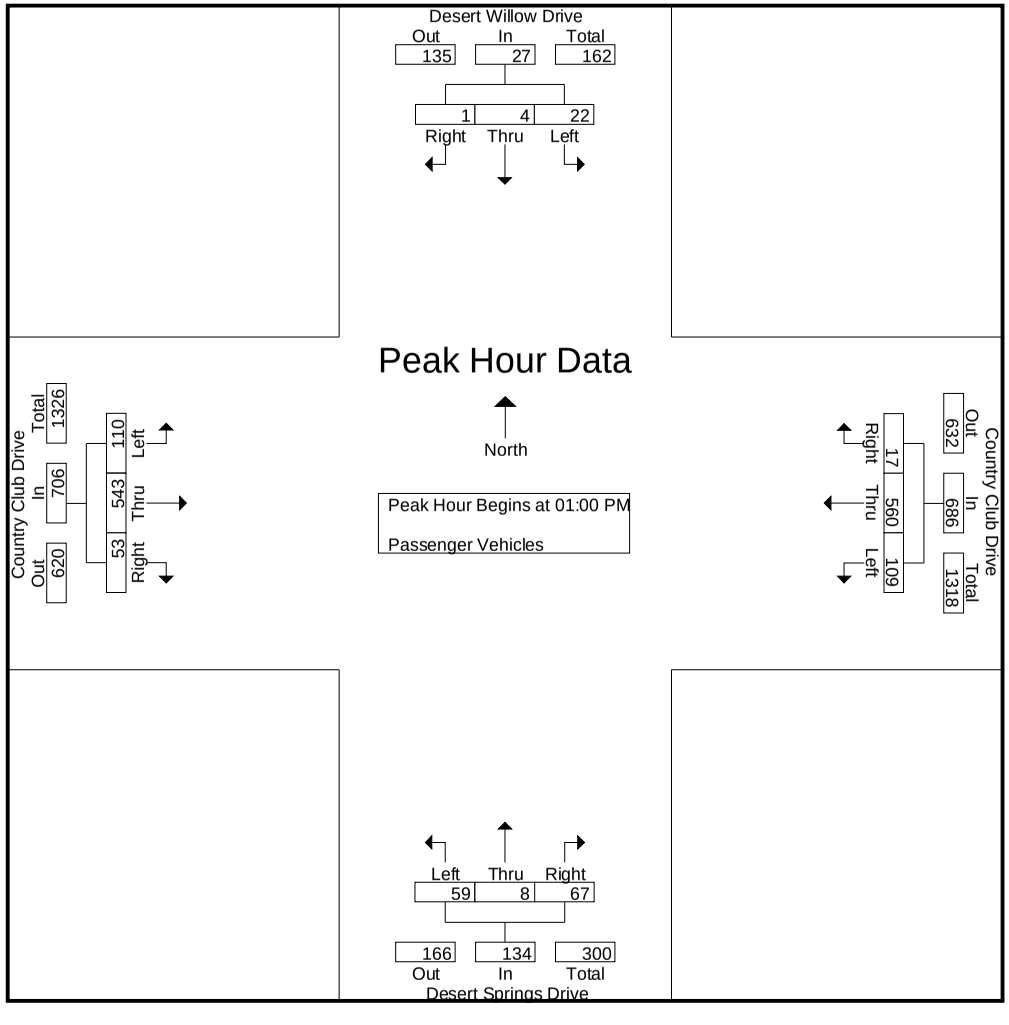
	Desert Willow Drive Southbound					Country Club Drive Westbound					Desert Springs Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	5	0	0	0	5	29	108	2	1	139	8	2	16	13	26	21	78	3	0	102	14	272	286
10:15 AM	4	0	0	0	4	26	151	3	2	180	14	2	26	16	42	35	82	11	0	128	18	354	372
10:30 AM	4	1	0	0	5	18	129	4	1	151	8	1	12	9	21	26	100	11	0	137	10	314	324
10:45 AM	7	3	0	0	10	29	166	11	2	206	11	1	18	9	30	18	66	9	0	93	11	339	350
Total	20	4	0	0	24	102	554	20	6	676	41	6	72	47	119	100	326	34	0	460	53	1279	1332
11:00 AM	4	0	1	1	5	23	124	3	1	150	16	2	21	12	39	23	77	8	0	108	14	302	316
11:15 AM	4	1	0	0	5	24	120	1	0	145	10	0	24	12	34	23	111	10	0	144	12	328	340
11:30 AM	2	0	0	0	2	26	152	6	3	184	11	0	19	14	30	28	107	12	0	147	17	363	380
11:45 AM	4	2	0	0	6	32	148	4	0	184	7	5	17	9	29	30	97	21	0	148	9	367	376
Total	14	3	1	1	18	105	544	14	4	663	44	7	81	47	132	104	392	51	0	547	52	1360	1412
12:00 PM	9	1	1	1	11	19	153	1	0	173	19	2	18	10	39	20	133	14	0	167	11	390	401
12:15 PM	6	1	0	0	7	25	152	4	1	181	7	0	24	17	31	27	127	9	0	163	18	382	400
12:30 PM	2	0	0	0	2	36	147	4	2	187	11	1	19	16	31	23	104	14	0	141	18	361	379
12:45 PM	4	0	0	0	4	19	153	3	1	175	12	1	15	11	28	24	145	10	0	179	12	386	398
Total	21	2	1	1	24	99	605	12	4	716	49	4	76	54	129	94	509	47	0	650	59	1519	1578
01:00 PM	4	2	0	0	6	21	138	3	1	162	12	3	18	11	33	28	136	12	0	176	12	377	389
01:15 PM	10	1	0	0	11	30	125	6	1	161	13	3	18	9	34	37	138	13	0	188	10	394	404
01:30 PM	5	0	0	0	5	39	140	4	3	183	13	1	16	8	30	25	131	16	0	172	11	390	401
01:45 PM	3	1	1	0	5	19	157	4	2	180	21	1	15	10	37	20	138	12	0	170	12	392	404
Total	22	4	1	0	27	109	560	17	7	686	59	8	67	38	134	110	543	53	0	706	45	1553	1598
Grand Total	77	13	3	2	93	415	2263	63	21	2741	193	25	296	186	514	408	1770	185	0	2363	209	5711	5920
Apprch %	82.8	14	3.2			15.1	82.6	2.3			37.5	4.9	57.6			17.3	74.9	7.8					
Total %	1.3	0.2	0.1		1.6	7.3	39.6	1.1		48	3.4	0.4	5.2		9	7.1	31	3.2		41.4	3.5	96.5	

	Desert Willow Drive Southbound				Country Club Drive Westbound				Desert Springs Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	4	**2**	0	6	21	138	3	162	12	**3**	**18**	33	28	136	12	176	377
01:15 PM	**10**	1	0	**11**	30	125	**6**	161	13	3	18	34	**37**	**138**	13	**188**	**394**
01:30 PM	5	0	0	5	**39**	140	4	**183**	13	1	16	30	25	131	**16**	172	390
01:45 PM	3	1	**1**	5	19	**157**	4	180	**21**	1	15	**37**	20	138	12	170	392
Total Volume	22	4	1	27	109	560	17	686	59	8	67	134	110	543	53	706	1553
% App. Total	81.5	14.8	3.7		15.9	81.6	2.5		44	6	50		15.6	76.9	7.5		
PHF	.550	.500	.250	.614	.699	.892	.708	.937	.702	.667	.931	.905	.743	.984	.828	.939	.985

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City of Palm Desert
N/S: Desert Willow Dr/Desert Springs Dr
E/W: Country Club Drive
Weather: Clear

File Name : 03_PLD_Desert W_Desert S_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
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City of Palm Desert
N/S: Desert Willow Dr/Desert Springs Dr
E/W: Country Club Drive
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File Name : 03_PLD_Desert W_Desert S_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 3

	Desert Willow Drive Southbound				Country Club Drive Westbound				Desert Springs Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	01:00 PM				01:00 PM				01:00 PM				01:00 PM				
+0 mins.	4	**2**	0	6	21	138	3	162	12	**3**	**18**	33	28	136	12	176	
+15 mins.	**10**	1	0	**11**	30	125	**6**	161	13	3	18	34	**37**	**138**	13	**188**	
+30 mins.	5	0	0	5	**39**	140	4	**183**	13	1	16	30	25	131	**16**	172	
+45 mins.	3	1	**1**	5	19	**157**	4	180	**21**	1	15	**37**	20	138	12	170	
Total Volume	22	4	1	27	109	560	17	686	59	8	67	134	110	543	53	706	
% App. Total	81.5	14.8	3.7		15.9	81.6	2.5		44	6	50		15.6	76.9	7.5		
PHF	.550	.500	.250	.614	.699	.892	.708	.937	.702	.667	.931	.905	.743	.984	.828	.939	

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City of Palm Desert
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File Name : 03_PLD_Desert W_Desert S_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

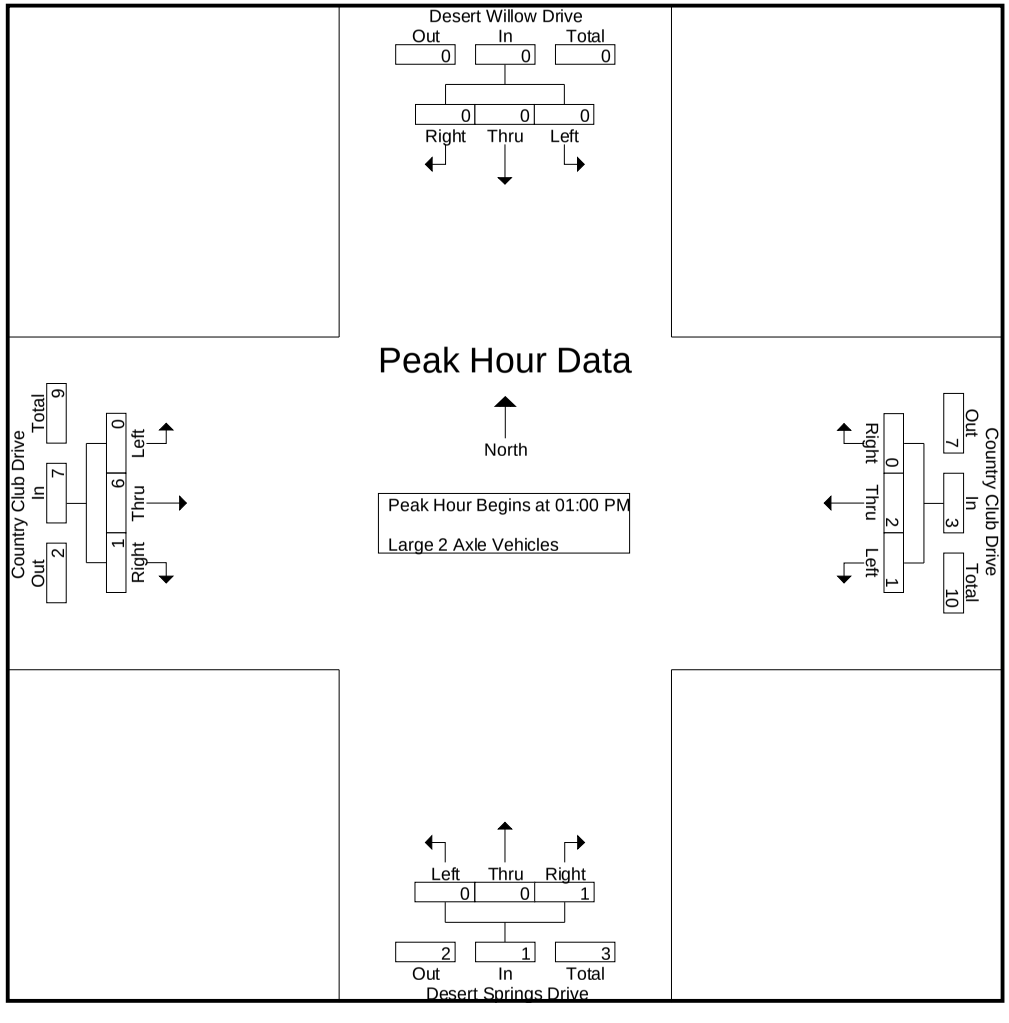
	Desert Willow Drive Southbound					Country Club Drive Westbound					Desert Springs Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2
10:15 AM	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	7	7
10:30 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
Total	2	0	0	0	2	1	4	0	0	5	0	0	0	0	0	0	5	1	0	6	0	13	13
11:00 AM	0	0	0	0	0	1	2	0	0	3	1	0	2	2	3	1	1	1	0	3	2	9	11
11:15 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	2	2
11:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	1	5	0	0	6	2	0	2	2	4	1	2	1	0	4	2	14	16
12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	0	0	1	1	2	3
12:30 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	4	4
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2
Total	0	0	0	0	0	1	3	0	0	4	0	0	1	1	1	0	4	0	0	4	1	9	10
01:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	1	1	1	0	0	0	0	0	1	2	3
01:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4	4
01:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	0	4	4
Total	0	0	0	0	0	1	2	0	0	3	0	0	1	1	1	0	6	1	0	7	1	11	12
Grand Total	2	0	0	0	2	4	14	0	0	18	2	0	4	4	6	1	17	3	0	21	4	47	51
Apprch %	100	0	0			22.2	77.8	0			33.3	0	66.7			4.8	81	14.3					
Total %	4.3	0	0		4.3	8.5	29.8	0		38.3	4.3	0	8.5		12.8	2.1	36.2	6.4		44.7	7.8	92.2	

	Desert Willow Drive Southbound				Country Club Drive Westbound				Desert Springs Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	**1**	0	0	**1**	0	0	**1**	**1**	0	0	0	0	2
01:15 PM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**	0	**4**	**4**
01:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	**1**	3	4
Total Volume	0	0	0	0	1	2	0	3	0	0	1	1	0	6	1	7	11
% App. Total	0	0	0		33.3	66.7	0		0	0	100		0	85.7	14.3		
PHF	.000	.000	.000	.000	.250	.500	.000	.750	.000	.000	.250	.250	.000	.375	.250	.438	.688

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City of Palm Desert
N/S: Desert Willow Dr/Desert Springs Dr
E/W: Country Club Drive
Weather: Clear

File Name : 03_PLD_Desert W_Desert S_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 2



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City of Palm Desert
N/S: Desert Willow Dr/Desert Springs Dr
E/W: Country Club Drive
Weather: Clear

File Name : 03_PLD_Desert W_Desert S_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 3

	Desert Willow Drive Southbound				Country Club Drive Westbound				Desert Springs Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	01:00 PM				01:00 PM				01:00 PM				01:00 PM				
+0 mins.	0	0	0	0	**1**	0	0	**1**	0	0	**1**	**1**	0	0	0	0	
+15 mins.	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**	0	**4**	
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	**1**	3	
Total Volume	0	0	0	0	1	2	0	3	0	0	1	1	0	6	1	7	
% App. Total	0	0	0		33.3	66.7	0		0	0	100		0	85.7	14.3		
PHF	.000	.000	.000	.000	.250	.500	.000	.750	.000	.000	.250	.250	.000	.375	.250	.438	

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City of Palm Desert
N/S: Desert Willow Dr/Desert Springs Dr
E/W: Country Club Drive
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File Name : 03_PLD_Desert W_Desert S_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

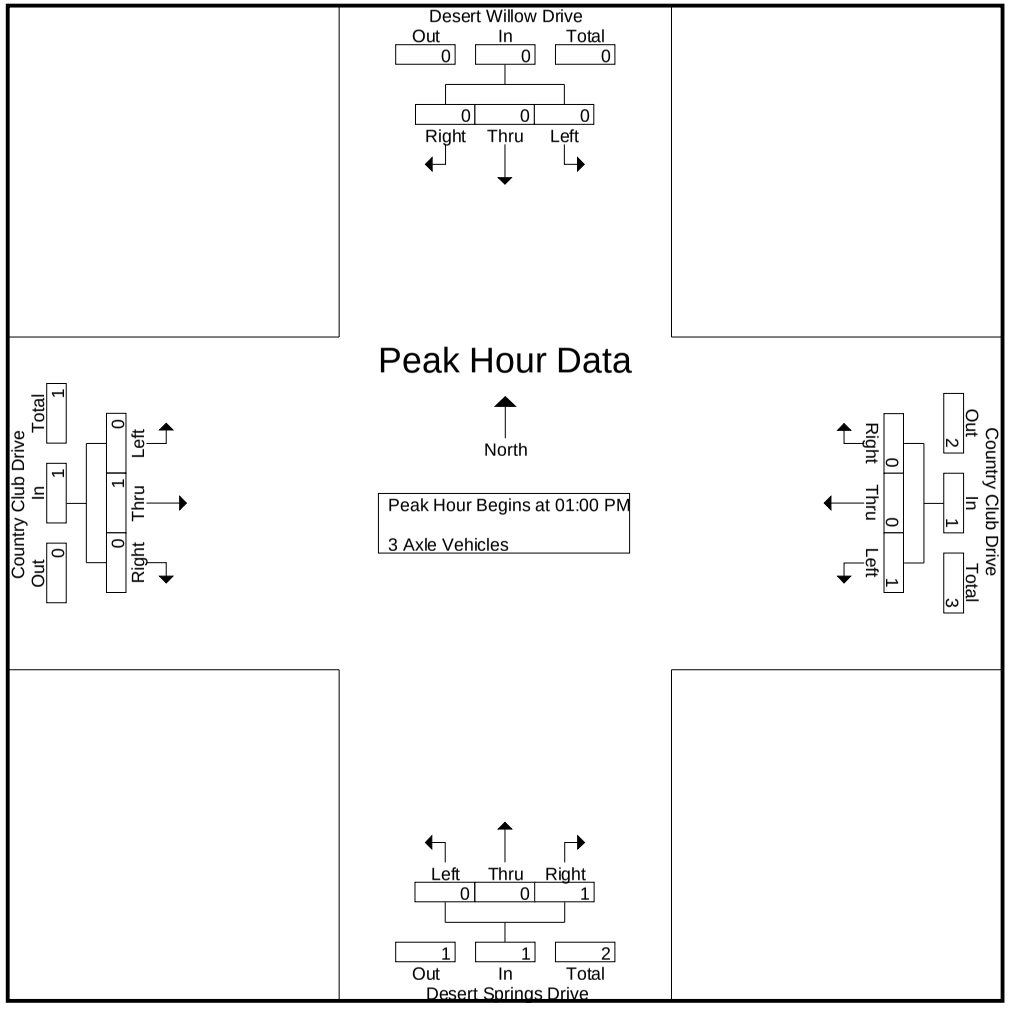
	Desert Willow Drive Southbound					Country Club Drive Westbound					Desert Springs Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	1	2
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	1	2
11:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
11:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	0	0	1	1	1	1	3	0	0	0	0	0	0	0	0	0	0	1	3	4
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	1	1	0	0	0	0	0	1	2	3
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	1	1	1	0	0	0	0	0	1	2	3
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
01:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	1	2
Total	0	0	0	0	0	1	0	0	0	1	0	0	1	1	1	0	1	0	0	1	1	3	4
Grand Total	0	0	0	0	0	2	2	1	1	5	0	0	3	3	3	0	1	0	0	1	4	9	13
Apprch %	0	0	0			40	40	20			0	0	100			0	100	0					
Total %	0	0	0		0	22.2	22.2	11.1		55.6	0	0	33.3		33.3	0	11.1	0		11.1	30.8	69.2	

	Desert Willow Drive Southbound				Country Club Drive Westbound				Desert Springs Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
01:30 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	1
Total Volume	0	0	0	0	1	0	0	1	0	0	1	1	0	1	0	1	3
% App. Total	0	0	0		100	0	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.250	.250	.000	.250	.000	.250	.750

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City of Palm Desert
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File Name : 03_PLD_Desert W_Desert S_Country Club Sat
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City of Palm Desert
N/S: Desert Willow Dr/Desert Springs Dr
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	Desert Willow Drive Southbound				Country Club Drive Westbound				Desert Springs Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	01:00 PM				01:00 PM				01:00 PM				01:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	
+30 mins.	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	
Total Volume	0	0	0	0	1	0	0	1	0	0	1	1	0	1	0	1	
% App. Total	0	0	0		100	0	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.250	.250	.000	.250	.000	.250	

Counts Unlimited
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City of Palm Desert
N/S: Desert Willow Dr/Desert Springs Dr
E/W: Country Club Drive
Weather: Clear

File Name : 03_PLD_Desert W_Desert S_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

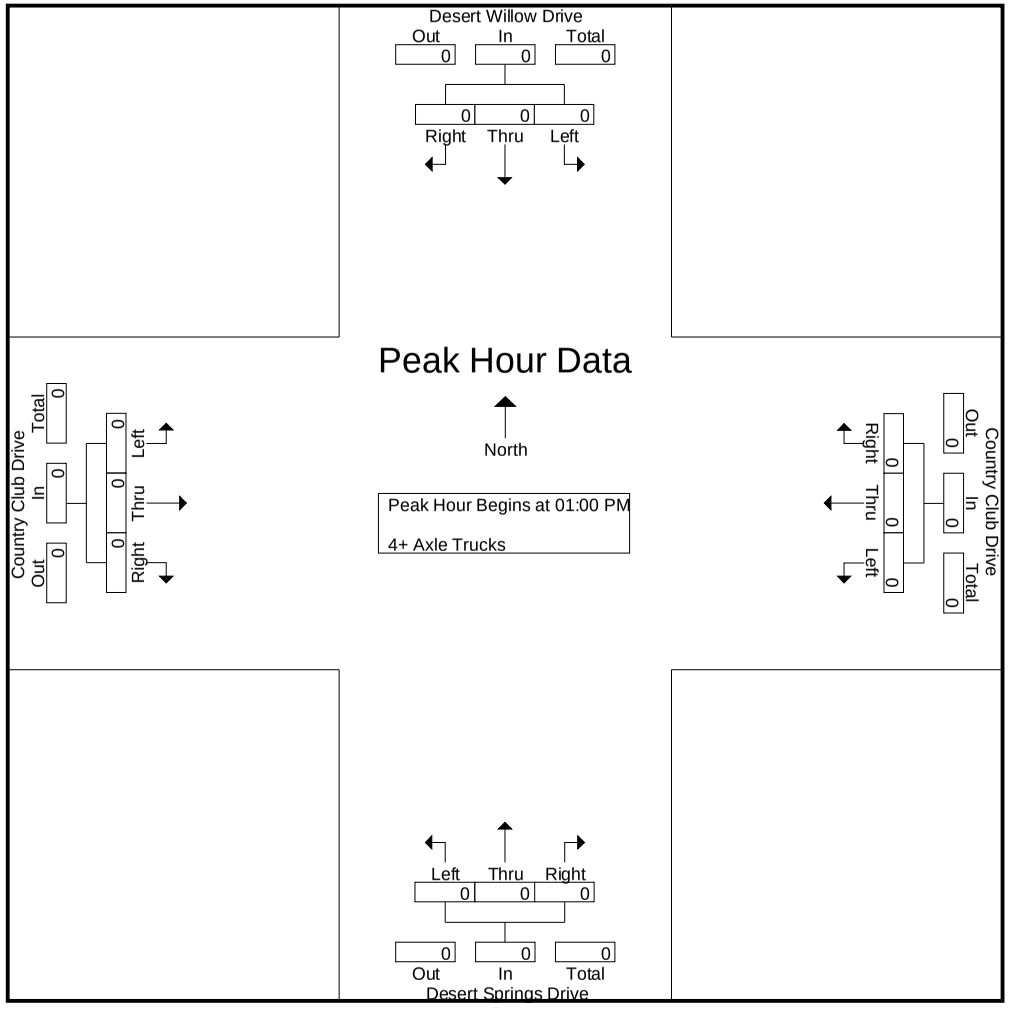
	Desert Willow Drive Southbound					Country Club Drive Westbound					Desert Springs Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	1	2	3
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	1	2	3
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	2	2
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	1	0	0	0	1	0	0	3	1	3	0	0	0	0	0	1	4	5
Apprch %	0	0	0			100	0	0			0	0	100			0	0	0					
Total %	0	0	0		0	25	0	0		25	0	0	75		75	0	0	0		0	20	80	

	Desert Willow Drive Southbound				Country Club Drive Westbound				Desert Springs Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Palm Desert
N/S: Desert Willow Dr/Desert Springs Dr
E/W: Country Club Drive
Weather: Clear

File Name : 03_PLD_Desert W_Desert S_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 2



Counts Unlimited
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City of Palm Desert
N/S: Desert Willow Dr/Desert Springs Dr
E/W: Country Club Drive
Weather: Clear

File Name : 03_PLD_Desert W_Desert S_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 3

	Desert Willow Drive Southbound				Country Club Drive Westbound				Desert Springs Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	01:00 PM				01:00 PM				01:00 PM				01:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

Location: Palm Desert
N/S: Desert Willow Dr/Desert Springs Dr
E/W: Country Club Drive

PEDESTRIANS

Date: 1/10/2019
Day: Thursday

	North Leg Desert Willow Drive	East Leg Country Club Drive	South Leg Desert Springs Drive	West Leg Country Club Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
3:00 PM	0	0	1	0	1
3:15 PM	0	4	1	0	5
3:30 PM	1	2	0	0	3
3:45 PM	0	0	2	0	2
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	1	0	1
5:00 PM	0	0	1	0	1
5:15 PM	0	0	2	0	2
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0
6:30 PM	0	0	2	0	2
6:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	6	10	0	17

Date: 1/11/2019
Day: Friday

	North Leg Desert Willow Drive	East Leg Country Club Drive	South Leg Desert Springs Drive	West Leg Country Club Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
3:00 PM	0	1	0	0	1
3:15 PM	0	0	0	4	4
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
4:00 PM	0	1	0	0	1
4:15 PM	1	3	6	0	10
4:30 PM	0	0	0	0	0
4:45 PM	0	2	1	0	3
5:00 PM	0	2	0	0	2
5:15 PM	1	1	2	1	5
5:30 PM	0	2	1	0	3
5:45 PM	2	0	1	0	3
6:00 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0
6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	0	0
TOTAL VOLUMES:	4	12	11	5	32

Date: 1/12/2019
Day: Saturday

	North Leg Desert Willow Drive	East Leg Country Club Drive	South Leg Desert Springs Drive	West Leg Country Club Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
10:00 AM	0	0	0	0	0
10:15 AM	0	2	1	0	3
10:30 AM	0	0	2	0	2
10:45 AM	2	0	3	2	7
11:00 AM	1	1	2	0	4
11:15 AM	0	0	0	0	0
11:30 AM	1	0	0	0	1
11:45 AM	0	5	11	2	18
12:00 PM	0	0	5	0	5
12:15 PM	0	2	0	0	2
12:30 PM	1	2	1	0	4
12:45 PM	1	0	0	1	2
1:00 PM	4	2	0	4	10
1:15 PM	2	1	0	0	3
1:30 PM	4	6	2	2	14
1:45 PM	3	1	0	3	7
TOTAL VOLUMES:	19	22	27	14	82

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Corona, CA 92878
951-268-6268

Location: Palm Desert
N/S: Desert Willow Dr/Desert Springs Dr
E/W: Country Club Drive

BICYCLES

Date: 1/10/2019
Day: Thursday

	Southbound Desert Willow Drive			Westbound Country Club Drive			Northbound Desert Springs Drive			Eastbound Country Club Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	2
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
3:45 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	2	0	0	0	0	2	0	0	0	2	6
4:45 PM	0	0	0	0	2	0	0	0	0	2	0	0	4
5:00 PM	0	0	0	3	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	4	3	3	0	0	2	0	2	7	2	23

Date: 1/11/2019
Day: Friday

	Southbound Desert Willow Drive			Westbound Country Club Drive			Northbound Desert Springs Drive			Eastbound Country Club Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	2
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
3:45 PM	0	0	0	0	2	0	0	0	1	0	0	1	4
4:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	2	0	4	0	0	1	1	0	3	1	12

Date: 1/12/2019
Day: Saturday

	Southbound Desert Willow Drive			Westbound Country Club Drive			Northbound Desert Springs Drive			Eastbound Country Club Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	4
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	5	0	0	0	0	1	0	0	6
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	1	0	10	0	11
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	2	0	0	0	0	0	0	0	0	1	0	0	3
12:30 PM	0	0	0	1	2	0	0	0	0	1	0	0	4
12:45 PM	0	0	0	2	0	0	0	0	0	0	0	0	2
1:00 PM	0	0	0	0	0	0	4	0	0	0	0	0	4
1:15 PM	0	0	0	1	0	0	1	0	0	0	0	0	2
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	2	0	0	5	7	0	5	0	1	3	14	0	37

Counts Unlimited
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(951) 268-6268

City of Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_PLD_Cook_10W Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Cook Street Southbound					I-10 Westbound Ramps Westbound					Cook Street Northbound					I-10 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	66	12	3	78	90	1	7	7	98	2	97	144	0	243	0	0	0	0	0	10	419	429
03:15 PM	0	57	6	2	63	102	0	11	4	113	0	86	137	0	223	0	0	0	0	0	6	399	405
03:30 PM	0	55	11	4	66	117	1	5	2	123	1	86	147	0	234	0	0	0	0	0	6	423	429
03:45 PM	0	62	9	2	71	119	0	6	3	125	2	100	159	0	261	0	0	0	0	0	5	457	462
Total	0	240	38	11	278	428	2	29	16	459	5	369	587	0	961	0	0	0	0	0	27	1698	1725
04:00 PM	0	53	10	7	63	107	0	9	5	116	0	70	161	0	231	0	0	0	0	0	12	410	422
04:15 PM	0	54	9	5	63	92	0	9	8	101	1	72	169	0	242	0	0	0	0	0	13	406	419
04:30 PM	0	52	11	4	63	110	0	16	3	126	0	85	153	0	238	0	0	0	0	0	7	427	434
04:45 PM	0	46	4	2	50	121	0	8	3	129	1	84	161	0	246	0	0	0	0	0	5	425	430
Total	0	205	34	18	239	430	0	42	19	472	2	311	644	0	957	0	0	0	0	0	37	1668	1705
05:00 PM	0	71	14	6	85	99	0	7	6	106	1	83	172	0	256	0	0	0	0	0	12	447	459
05:15 PM	0	56	9	5	65	121	1	13	4	135	0	97	175	0	272	0	0	0	0	0	9	472	481
05:30 PM	0	53	7	3	60	116	0	7	3	123	0	60	164	0	224	0	0	0	0	0	6	407	413
05:45 PM	0	44	5	0	49	103	2	12	5	117	2	40	104	0	146	0	0	0	0	0	5	312	317
Total	0	224	35	14	259	439	3	39	18	481	3	280	615	0	898	0	0	0	0	0	32	1638	1670
06:00 PM	0	37	6	3	43	55	0	11	8	66	0	47	105	0	152	0	0	0	0	0	11	261	272
06:15 PM	0	26	4	0	30	64	1	5	2	70	0	37	62	0	99	0	0	0	0	0	2	199	201
06:30 PM	0	33	8	4	41	56	0	9	5	65	1	33	66	0	100	0	0	0	0	0	9	206	215
06:45 PM	0	34	5	1	39	40	0	7	4	47	1	17	58	0	76	0	0	0	0	0	5	162	167
Total	0	130	23	8	153	215	1	32	19	248	2	134	291	0	427	0	0	0	0	0	27	828	855
Grand Total	0	799	130	51	929	1512	6	142	72	1660	12	1094	2137	0	3243	0	0	0	0	0	123	5832	5955
Apprch %	0	86	14			91.1	0.4	8.6			0.4	33.7	65.9			0	0	0					
Total %	0	13.7	2.2		15.9	25.9	0.1	2.4		28.5	0.2	18.8	36.6		55.6	0	0	0		0	2.1	97.9	
Passenger Vehicles	0	779	128		957	1482	5	139		1696	12	1040	2072		3124	0	0	0		0	0	0	5777
% Passenger Vehicles	0	97.5	98.5	98	97.7	98	83.3	97.9	97.2	97.9	100	95.1	97	0	96.3	0	0	0	0	0	0	0	97
Large 2 Axle Vehicles	0	11	1		13	23	0	2		26	0	43	40		83	0	0	0		0	0	0	122
% Large 2 Axle Vehicles	0	1.4	0.8	2	1.3	1.5	0	1.4	1.4	1.5	0	3.9	1.9	0	2.6	0	0	0	0	0	0	0	2
3 Axle Vehicles	0	6	1		7	3	0	1		5	0	1	12		13	0	0	0		0	0	0	25
% 3 Axle Vehicles	0	0.8	0.8	0	0.7	0.2	0	0.7	1.4	0.3	0	0.1	0.6	0	0.4	0	0	0	0	0	0	0	0.4
4+ Axle Trucks	0	3	0		3	4	1	0		5	0	10	13		23	0	0	0		0	0	0	31
% 4+ Axle Trucks	0	0.4	0	0	0.3	0.3	16.7	0	0	0.3	0	0.9	0.6	0	0.7	0	0	0	0	0	0	0	0.5

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City of Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps
Weather: Clear

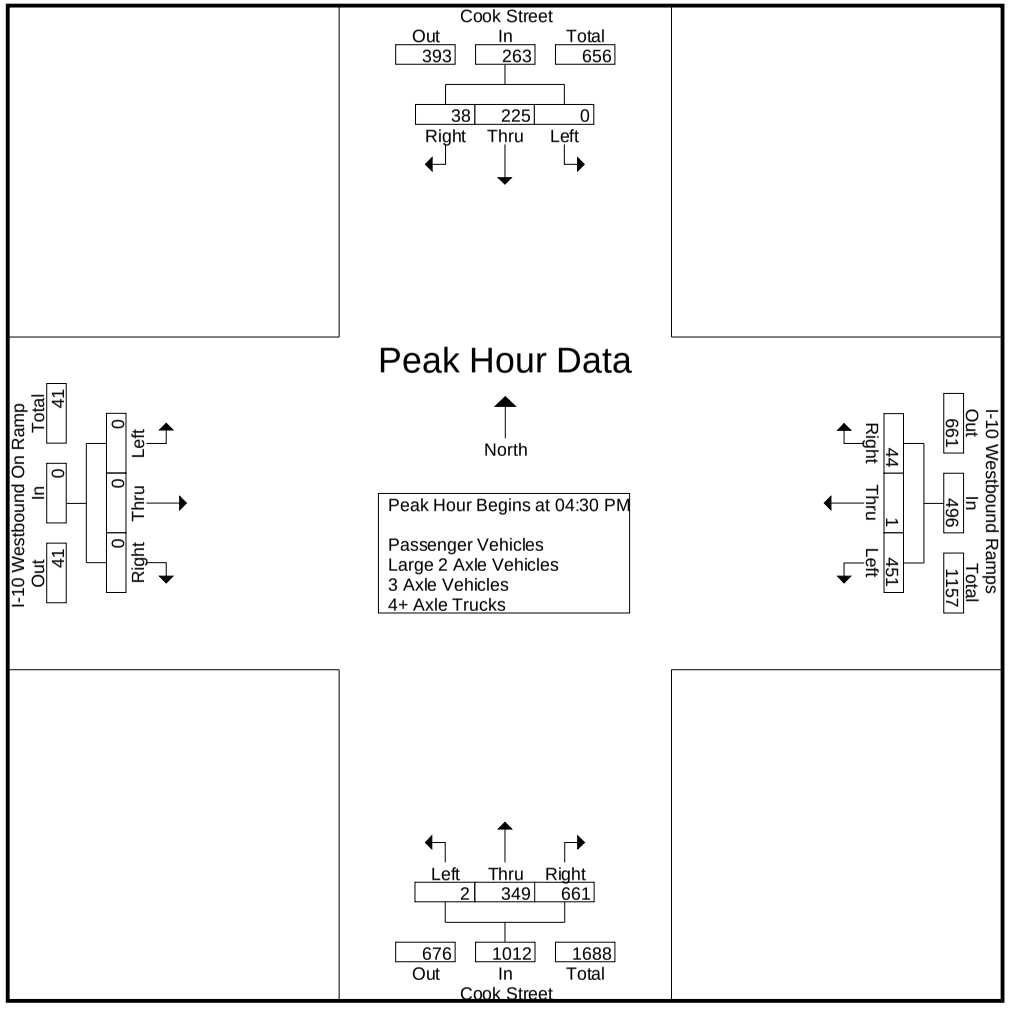
File Name : 04_PLD_Cook_10W Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 2

	Cook Street Southbound				I-10 Westbound Ramps Westbound				Cook Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	52	11	63	110	0	**16**	126	0	85	153	238	0	0	0	0	427
04:45 PM	0	46	4	50	**121**	0	8	129	**1**	84	161	246	0	0	0	0	425
05:00 PM	0	**71**	**14**	**85**	99	0	7	106	1	83	172	256	0	0	0	0	447
05:15 PM	0	56	9	65	121	**1**	13	**135**	0	**97**	**175**	**272**	0	0	0	0	**472**
Total Volume	0	225	38	263	451	1	44	496	2	349	661	1012	0	0	0	0	1771
% App. Total	0	85.6	14.4		90.9	0.2	8.9		0.2	34.5	65.3		0	0	0		
PHF	.000	.792	.679	.774	.932	.250	.688	.919	.500	.899	.944	.930	.000	.000	.000	.000	.938

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_PLD_Cook_10W Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 3



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City of Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_PLD_Cook_10W Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 4

	Cook Street Southbound				I-10 Westbound Ramps Westbound				Cook Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				04:30 PM				04:30 PM				03:00 PM				
+0 mins.	0	**66**	**12**	**78**	110	0	**16**	126	0	85	153	238	0	0	0	0	
+15 mins.	0	57	6	63	**121**	0	8	129	**1**	84	161	246	0	0	0	0	
+30 mins.	0	55	11	66	99	0	7	106	1	83	172	256	0	0	0	0	
+45 mins.	0	62	9	71	121	**1**	13	**135**	0	**97**	**175**	**272**	0	0	0	0	
Total Volume	0	240	38	278	451	1	44	496	2	349	661	1012	0	0	0	0	
% App. Total	0	86.3	13.7		90.9	0.2	8.9		0.2	34.5	65.3		0	0	0		
PHF	.000	.909	.792	.891	.932	.250	.688	.919	.500	.899	.944	.930	.000	.000	.000	.000	

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City of Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_PLD_Cook_10W Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- Passenger Vehicles

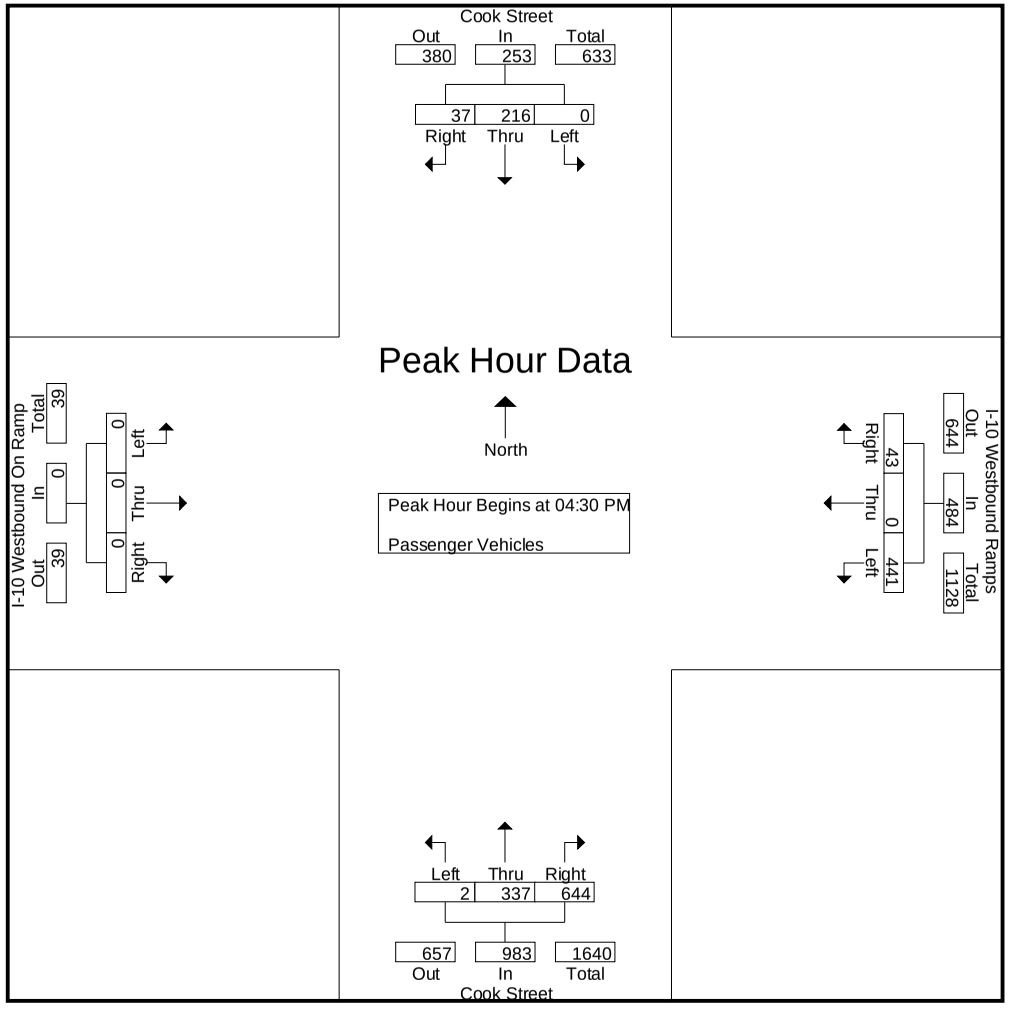
	Cook Street Southbound					I-10 Westbound Ramps Westbound					Cook Street Northbound					I-10 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	63	12	3	75	88	1	7	7	96	2	86	143	0	231	0	0	0	0	0	10	402	412
03:15 PM	0	55	6	2	61	97	0	11	4	108	0	79	135	0	214	0	0	0	0	0	6	383	389
03:30 PM	0	54	11	4	65	114	1	4	1	119	1	82	139	0	222	0	0	0	0	0	5	406	411
03:45 PM	0	61	8	2	69	117	0	6	3	123	2	92	148	0	242	0	0	0	0	0	5	434	439
Total	0	233	37	11	270	416	2	28	15	446	5	339	565	0	909	0	0	0	0	0	26	1625	1651
04:00 PM	0	52	10	7	62	105	0	9	5	114	0	63	157	0	220	0	0	0	0	0	12	396	408
04:15 PM	0	54	9	5	63	91	0	8	7	99	1	70	158	0	229	0	0	0	0	0	12	391	403
04:30 PM	0	48	10	3	58	107	0	15	3	122	0	83	145	0	228	0	0	0	0	0	6	408	414
04:45 PM	0	45	4	2	49	117	0	8	3	125	1	79	158	0	238	0	0	0	0	0	5	412	417
Total	0	199	33	17	232	420	0	40	18	460	2	295	618	0	915	0	0	0	0	0	35	1607	1642
05:00 PM	0	67	14	6	81	97	0	7	6	104	1	83	171	0	255	0	0	0	0	0	12	440	452
05:15 PM	0	56	9	5	65	120	0	13	4	133	0	92	170	0	262	0	0	0	0	0	9	460	469
05:30 PM	0	53	7	3	60	114	0	7	3	121	0	59	161	0	220	0	0	0	0	0	6	401	407
05:45 PM	0	44	5	0	49	100	2	12	5	114	2	40	102	0	144	0	0	0	0	0	5	307	312
Total	0	220	35	14	255	431	2	39	18	472	3	274	604	0	881	0	0	0	0	0	32	1608	1640
06:00 PM	0	35	6	3	41	55	0	11	8	66	0	47	104	0	151	0	0	0	0	0	11	258	269
06:15 PM	0	25	4	0	29	64	1	5	2	70	0	36	61	0	97	0	0	0	0	0	2	196	198
06:30 PM	0	33	8	4	41	56	0	9	5	65	1	32	64	0	97	0	0	0	0	0	9	203	212
06:45 PM	0	34	5	1	39	40	0	7	4	47	1	17	56	0	74	0	0	0	0	0	5	160	165
Total	0	127	23	8	150	215	1	32	19	248	2	132	285	0	419	0	0	0	0	0	27	817	844
Grand Total	0	779	128	50	907	1482	5	139	70	1626	12	1040	2072	0	3124	0	0	0	0	0	120	5657	5777
Apprch %	0	85.9	14.1			91.1	0.3	8.5			0.4	33.3	66.3			0	0	0					
Total %	0	13.8	2.3		16	26.2	0.1	2.5		28.7	0.2	18.4	36.6		55.2	0	0	0		0	2.1	97.9	

	Cook Street Southbound				I-10 Westbound Ramps Westbound				Cook Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	48	10	58	107	0	**15**	122	0	83	145	228	0	0	0	0	408
04:45 PM	0	45	4	49	117	0	8	125	**1**	79	158	238	0	0	0	0	412
05:00 PM	0	**67**	**14**	**81**	97	0	7	104	1	83	**171**	255	0	0	0	0	440
05:15 PM	0	56	9	65	**120**	0	13	**133**	0	**92**	170	**262**	0	0	0	0	**460**
Total Volume	0	216	37	253	441	0	43	484	2	337	644	983	0	0	0	0	1720
% App. Total	0	85.4	14.6		91.1	0	8.9		0.2	34.3	65.5		0	0	0		
PHF	.000	.806	.661	.781	.919	.000	.717	.910	.500	.916	.942	.938	.000	.000	.000	.000	.935

Counts Unlimited
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City of Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_PLD_Cook_10W Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 2



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PO Box 1178
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(951) 268-6268

City of Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_PLD_Cook_10W Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 3

	Cook Street Southbound				I-10 Westbound Ramps Westbound				Cook Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	48	10	58	107	0	**15**	122	0	83	145	228	0	0	0	0	
+15 mins.	0	45	4	49	117	0	8	125	**1**	79	158	238	0	0	0	0	
+30 mins.	0	**67**	**14**	**81**	97	0	7	104	1	83	**171**	255	0	0	0	0	
+45 mins.	0	56	9	65	**120**	0	13	**133**	0	**92**	170	**262**	0	0	0	0	
Total Volume	0	216	37	253	441	0	43	484	2	337	644	983	0	0	0	0	
% App. Total	0	85.4	14.6		91.1	0	8.9		0.2	34.3	65.5		0	0	0		
PHF	.000	.806	.661	.781	.919	.000	.717	.910	.500	.916	.942	.938	.000	.000	.000	.000	

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City of Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_PLD_Cook_10W Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

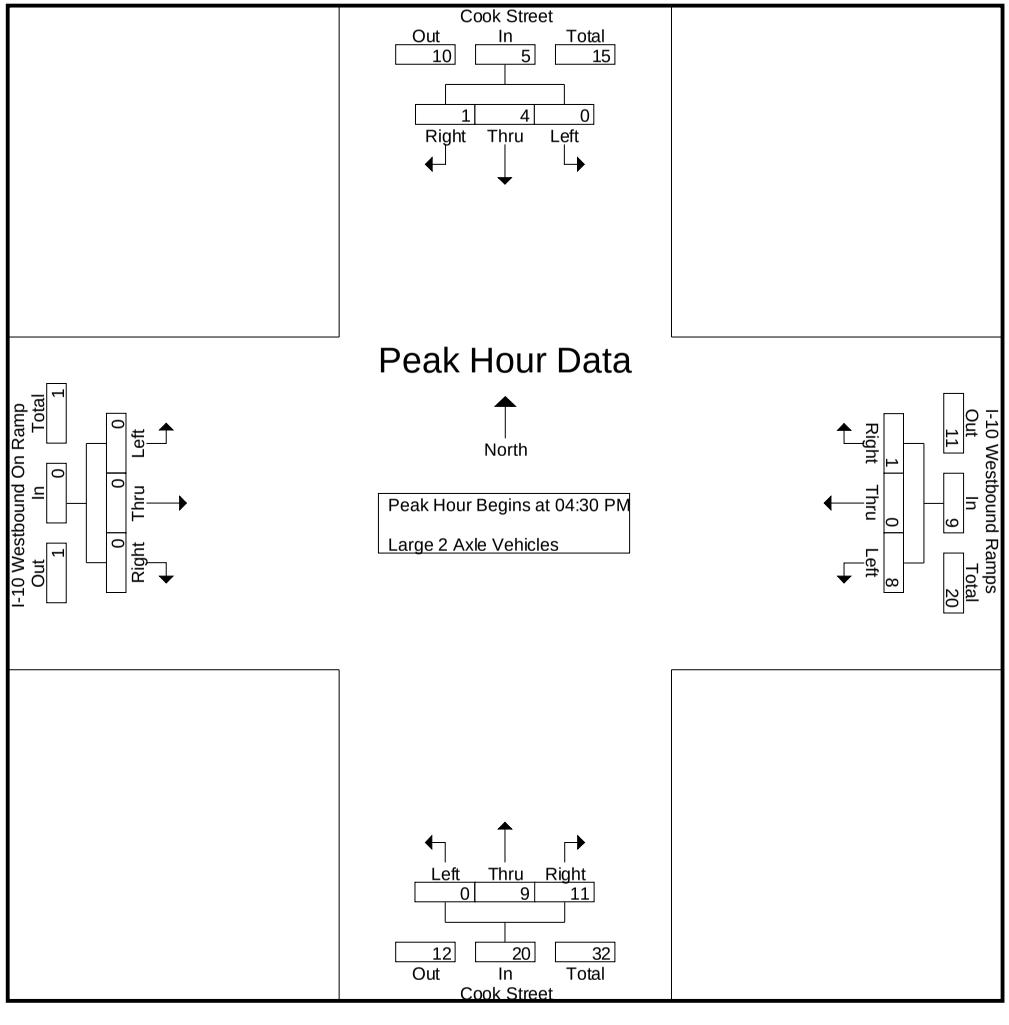
	Cook Street Southbound					I-10 Westbound Ramps Westbound					Cook Street Northbound					I-10 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	1	0	0	1	1	0	0	0	1	0	9	1	0	10	0	0	0	0	0	0	12	12
03:15 PM	0	1	0	0	1	3	0	0	0	3	0	5	0	0	5	0	0	0	0	0	0	9	9
03:30 PM	0	1	0	0	1	3	0	0	0	3	0	3	5	0	8	0	0	0	0	0	0	12	12
03:45 PM	0	1	0	0	1	2	0	0	0	2	0	6	7	0	13	0	0	0	0	0	0	16	16
Total	0	4	0	0	4	9	0	0	0	9	0	23	13	0	36	0	0	0	0	0	0	49	49
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	7	2	0	9	0	0	0	0	0	0	10	10
04:15 PM	0	0	0	0	0	1	0	1	1	2	0	2	7	0	9	0	0	0	0	0	1	11	12
04:30 PM	0	3	1	1	4	2	0	1	0	3	0	2	6	0	8	0	0	0	0	0	1	15	16
04:45 PM	0	0	0	0	0	4	0	0	0	4	0	3	1	0	4	0	0	0	0	0	0	8	8
Total	0	4	1	1	5	7	0	2	1	9	0	14	16	0	30	0	0	0	0	0	2	44	46
05:00 PM	0	1	0	0	1	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	3	3
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	4	3	0	7	0	0	0	0	0	0	8	8
05:30 PM	0	0	0	0	0	2	0	0	0	2	0	1	2	0	3	0	0	0	0	0	0	5	5
05:45 PM	0	0	0	0	0	3	0	0	0	3	0	0	1	0	1	0	0	0	0	0	0	4	4
Total	0	1	0	0	1	7	0	0	0	7	0	5	7	0	12	0	0	0	0	0	0	20	20
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	2
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	2
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
Total	0	2	0	0	2	0	0	0	0	0	0	1	4	0	5	0	0	0	0	0	0	7	7
Grand Total	0	11	1	1	12	23	0	2	1	25	0	43	40	0	83	0	0	0	0	0	2	120	122
Apprch %	0	91.7	8.3			92	0	8			0	51.8	48.2			0	0	0					
Total %	0	9.2	0.8		10	19.2	0	1.7		20.8	0	35.8	33.3		69.2	0	0	0		0	1.6	98.4	

	Cook Street Southbound				I-10 Westbound Ramps Westbound				Cook Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**3**	**1**	**4**	2	0	**1**	3	0	2	**6**	**8**	0	0	0	0	**15**
04:45 PM	0	0	0	0	**4**	0	0	**4**	0	3	1	4	0	0	0	0	8
05:00 PM	0	1	0	1	1	0	0	1	0	0	1	1	0	0	0	0	3
05:15 PM	0	0	0	0	1	0	0	1	0	**4**	3	7	0	0	0	0	8
Total Volume	0	4	1	5	8	0	1	9	0	9	11	20	0	0	0	0	34
% App. Total	0	80	20		88.9	0	11.1		0	45	55		0	0	0		
PHF	.000	.333	.250	.313	.500	.000	.250	.563	.000	.563	.458	.625	.000	.000	.000	.000	.567

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_PLD_Cook_10W Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 2



Counts Unlimited
PO Box 1178
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(951) 268-6268

City of Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_PLD_Cook_10W Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 3

	Cook Street Southbound				I-10 Westbound Ramps Westbound				Cook Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	**3**	**1**	**4**	2	0	**1**	3	0	2	**6**	**8**	0	0	0	0	
+15 mins.	0	0	0	0	**4**	0	0	**4**	0	3	1	4	0	0	0	0	
+30 mins.	0	1	0	1	1	0	0	1	0	0	1	1	0	0	0	0	
+45 mins.	0	0	0	0	1	0	0	1	0	**4**	3	7	0	0	0	0	
Total Volume	0	4	1	5	8	0	1	9	0	9	11	20	0	0	0	0	
% App. Total	0	80	20		88.9	0	11.1		0	45	55		0	0	0		
PHF	.000	.333	.250	.313	.500	.000	.250	.563	.000	.563	.458	.625	.000	.000	.000	.000	

Counts Unlimited
PO Box 1178
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City of Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_PLD_Cook_10W Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

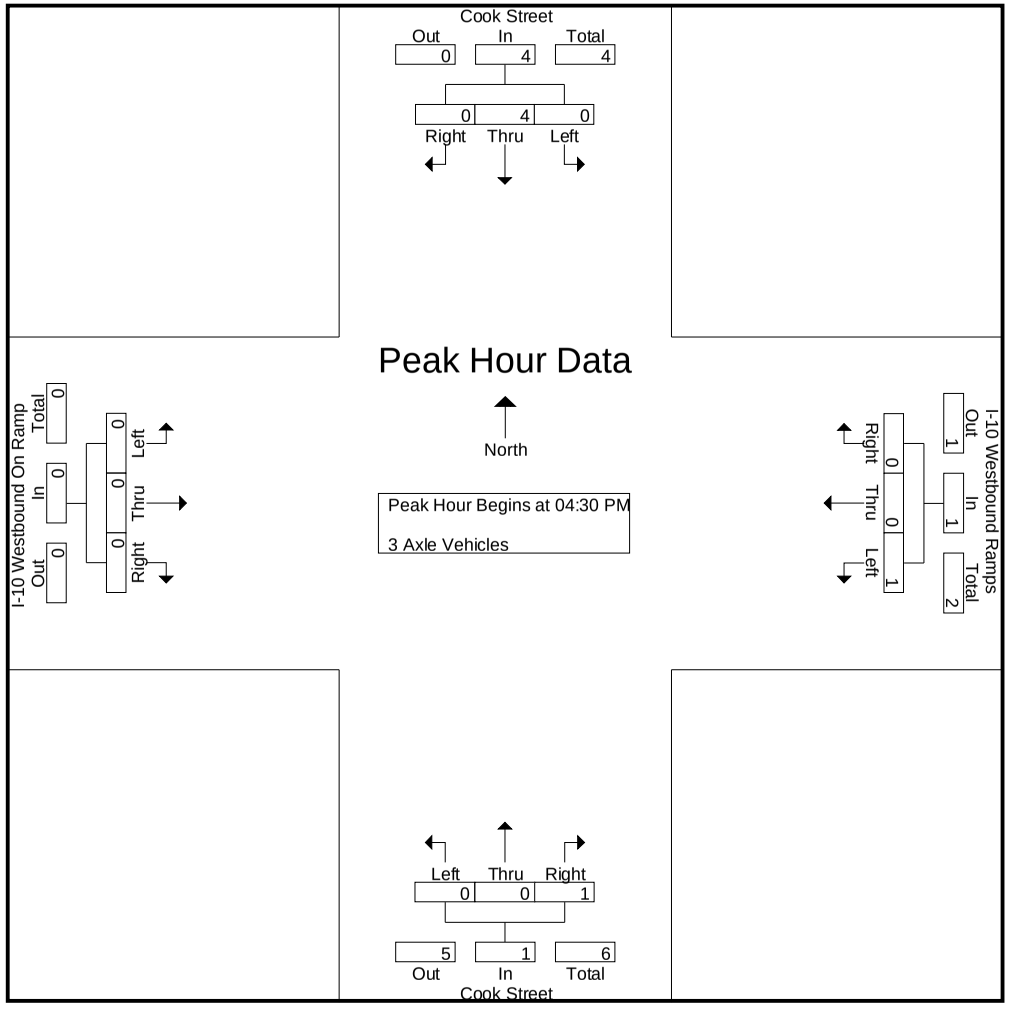
	Cook Street Southbound					I-10 Westbound Ramps Westbound					Cook Street Northbound					I-10 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
03:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	2
03:30 PM	0	0	0	0	0	0	0	1	1	1	0	0	1	0	1	0	0	0	0	0	1	2	3
03:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	4	4
Total	0	1	1	0	2	0	0	1	1	1	0	1	5	0	6	0	0	0	0	0	1	9	10
04:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	2	0	2	0	0	0	0	0	0	4	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2	2
04:30 PM	0	1	0	0	1	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	3	3
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	2	0	0	2	3	0	0	0	3	0	0	5	0	5	0	0	0	0	0	0	10	10
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
Total	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3	3
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	2
Grand Total	0	6	1	0	7	3	0	1	1	4	0	1	12	0	13	0	0	0	0	0	1	24	25
Apprch %	0	85.7	14.3			75	0	25			0	7.7	92.3			0	0	0					
Total %	0	25	4.2		29.2	12.5	0	4.2		16.7	0	4.2	50		54.2	0	0	0		0	4	96	

	Cook Street Southbound				I-10 Westbound Ramps Westbound				Cook Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	1	0	1	**1**	0	0	**1**	0	0	**1**	**1**	0	0	0	0	**3**
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	4	0	4	1	0	0	1	0	0	1	1	0	0	0	0	6
% App. Total	0	100	0		100	0	0		0	0	100		0	0	0		
PHF	.000	.500	.000	.500	.250	.000	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000	.500

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City of Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_PLD_Cook_10W Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 2



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City of Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_PLD_Cook_10W Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 3

	Cook Street Southbound				I-10 Westbound Ramps Westbound				Cook Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	1	0	1	**1**	0	0	**1**	0	0	**1**	**1**	0	0	0	0	
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	4	0	4	1	0	0	1	0	0	1	1	0	0	0	0	
% App. Total	0	100	0		100	0	0		0	0	100		0	0	0		
PHF	.000	.500	.000	.500	.250	.000	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000	

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File Name : 04_PLD_Cook_10W Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

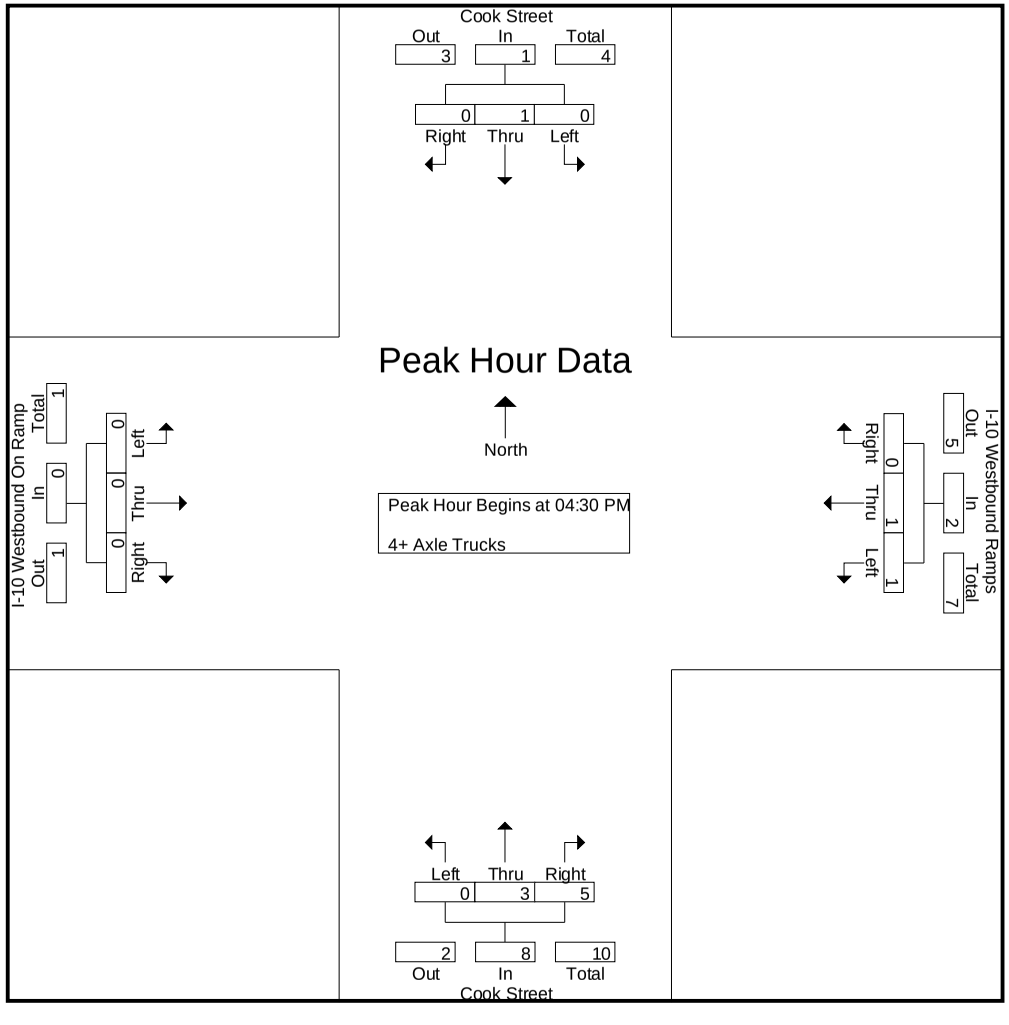
	Cook Street Southbound					I-10 Westbound Ramps Westbound					Cook Street Northbound					I-10 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	4	4
03:15 PM	0	0	0	0	0	2	0	0	0	2	0	2	1	0	3	0	0	0	0	0	0	5	5
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	3	3
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	3	3
Total	0	2	0	0	2	3	0	0	0	3	0	6	4	0	10	0	0	0	0	0	0	15	15
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	4	4
Total	0	0	0	0	0	0	0	0	0	0	0	2	5	0	7	0	0	0	0	0	0	7	7
05:00 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	1	2	0	3	0	0	0	0	0	0	4	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	1	1	0	0	2	0	1	3	0	4	0	0	0	0	0	0	7	7
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	2
Grand Total	0	3	0	0	3	4	1	0	0	5	0	10	13	0	23	0	0	0	0	0	0	31	31
Apprch %	0	100	0			80	20	0			0	43.5	56.5			0	0	0					
Total %	0	9.7	0		9.7	12.9	3.2	0		16.1	0	32.3	41.9		74.2	0	0	0		0	0	100	

	Cook Street Southbound				I-10 Westbound Ramps Westbound				Cook Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	**2**	**2**	**4**	0	0	0	0	**4**
05:00 PM	0	**1**	0	**1**	**1**	0	0	**1**	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	**1**	0	1	0	1	2	3	0	0	0	0	4
Total Volume	0	1	0	1	1	1	0	2	0	3	5	8	0	0	0	0	11
% App. Total	0	100	0		50	50	0		0	37.5	62.5		0	0	0		
PHF	.000	.250	.000	.250	.250	.250	.000	.500	.000	.375	.625	.500	.000	.000	.000	.000	.688

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City of Palm Desert
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E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_PLD_Cook_10W Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 2



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City of Palm Desert
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File Name : 04_PLD_Cook_10W Thurs
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Page No : 3

	Cook Street Southbound				I-10 Westbound Ramps Westbound				Cook Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	**2**	**2**	**4**	0	0	0	0	
+30 mins.	0	**1**	0	**1**	**1**	0	0	**1**	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	**1**	0	1	0	1	2	3	0	0	0	0	
Total Volume	0	1	0	1	1	1	0	2	0	3	5	8	0	0	0	0	
% App. Total	0	100	0		50	50	0		0	37.5	62.5		0	0	0		
PHF	.000	.250	.000	.250	.250	.250	.000	.500	.000	.375	.625	.500	.000	.000	.000	.000	

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City of Palm Desert
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E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_PLD_Cook_10W Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Cook Street Southbound					I-10 Westbound Ramps Westbound					Cook Street Northbound					I-10 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	68	19	5	87	101	0	3	2	104	1	92	139	0	232	0	0	0	0	0	7	423	430
03:15 PM	0	48	12	6	60	97	2	8	4	107	2	88	144	0	234	0	0	0	0	0	10	401	411
03:30 PM	0	57	5	1	62	108	0	12	3	120	1	89	144	0	234	0	0	0	0	0	4	416	420
03:45 PM	0	41	10	5	51	97	0	11	5	108	0	74	153	0	227	0	0	0	0	0	10	386	396
Total	0	214	46	17	260	403	2	34	14	439	4	343	580	0	927	0	0	0	0	0	31	1626	1657
04:00 PM	0	41	10	1	51	95	0	5	4	100	0	57	128	0	185	0	0	0	0	0	5	336	341
04:15 PM	0	47	2	0	49	105	0	11	6	116	0	79	139	0	218	0	0	0	0	0	6	383	389
04:30 PM	0	35	14	8	49	108	0	11	7	119	0	70	150	0	220	0	0	0	0	0	15	388	403
04:45 PM	0	53	10	4	63	112	0	11	8	123	0	76	159	0	235	0	0	0	0	0	12	421	433
Total	0	176	36	13	212	420	0	38	25	458	0	282	576	0	858	0	0	0	0	0	38	1528	1566
05:00 PM	0	51	12	4	63	105	0	10	4	115	1	67	186	0	254	0	0	0	0	0	8	432	440
05:15 PM	0	47	5	1	52	99	0	7	2	106	0	58	150	0	208	0	0	0	0	0	3	366	369
05:30 PM	0	45	8	3	53	104	0	6	4	110	0	60	113	0	173	0	0	0	0	0	7	336	343
05:45 PM	0	34	6	4	40	81	0	3	1	84	1	36	120	0	157	0	0	0	0	0	5	281	286
Total	0	177	31	12	208	389	0	26	11	415	2	221	569	0	792	0	0	0	0	0	23	1415	1438
06:00 PM	0	25	3	2	28	77	2	4	2	83	0	38	101	0	139	0	0	0	0	0	4	250	254
06:15 PM	0	26	5	2	31	48	1	11	5	60	0	25	79	0	104	0	0	0	0	0	7	195	202
06:30 PM	0	30	7	2	37	72	0	5	3	77	1	27	72	0	100	0	0	0	0	0	5	214	219
06:45 PM	0	35	9	4	44	57	1	3	3	61	0	26	51	0	77	0	0	0	0	0	7	182	189
Total	0	116	24	10	140	254	4	23	13	281	1	116	303	0	420	0	0	0	0	0	23	841	864
Grand Total	0	683	137	52	820	1466	6	121	63	1593	7	962	2028	0	2997	0	0	0	0	0	115	5410	5525
Apprch %	0	83.3	16.7			92	0.4	7.6			0.2	32.1	67.7			0	0	0					
Total %	0	12.6	2.5		15.2	27.1	0.1	2.2		29.4	0.1	17.8	37.5		55.4	0	0	0		0	2.1	97.9	
Passenger Vehicles	0	656	133		840	1443	5	118		1627	6	907	1974		2887	0	0	0		0	0	0	5354
% Passenger Vehicles	0	96	97.1	98.1	96.3	98.4	83.3	97.5	96.8	98.2	85.7	94.3	97.3	0	96.3	0	0	0	0	0	0	0	96.9
Large 2 Axle Vehicles	0	19	3		22	17	1	2		21	1	46	37		84	0	0	0		0	0	0	127
% Large 2 Axle Vehicles	0	2.8	2.2	0	2.5	1.2	16.7	1.7	1.6	1.3	14.3	4.8	1.8	0	2.8	0	0	0	0	0	0	0	2.3
3 Axle Vehicles	0	6	0		6	3	0	0		3	0	2	6		8	0	0	0		0	0	0	17
% 3 Axle Vehicles	0	0.9	0	0	0.7	0.2	0	0	0	0.2	0	0.2	0.3	0	0.3	0	0	0	0	0	0	0	0.3
4+ Axle Trucks	0	2	1		4	3	0	1		5	0	7	11		18	0	0	0		0	0	0	27
% 4+ Axle Trucks	0	0.3	0.7	1.9	0.5	0.2	0	0.8	1.6	0.3	0	0.7	0.5	0	0.6	0	0	0	0	0	0	0	0.5

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City of Palm Desert
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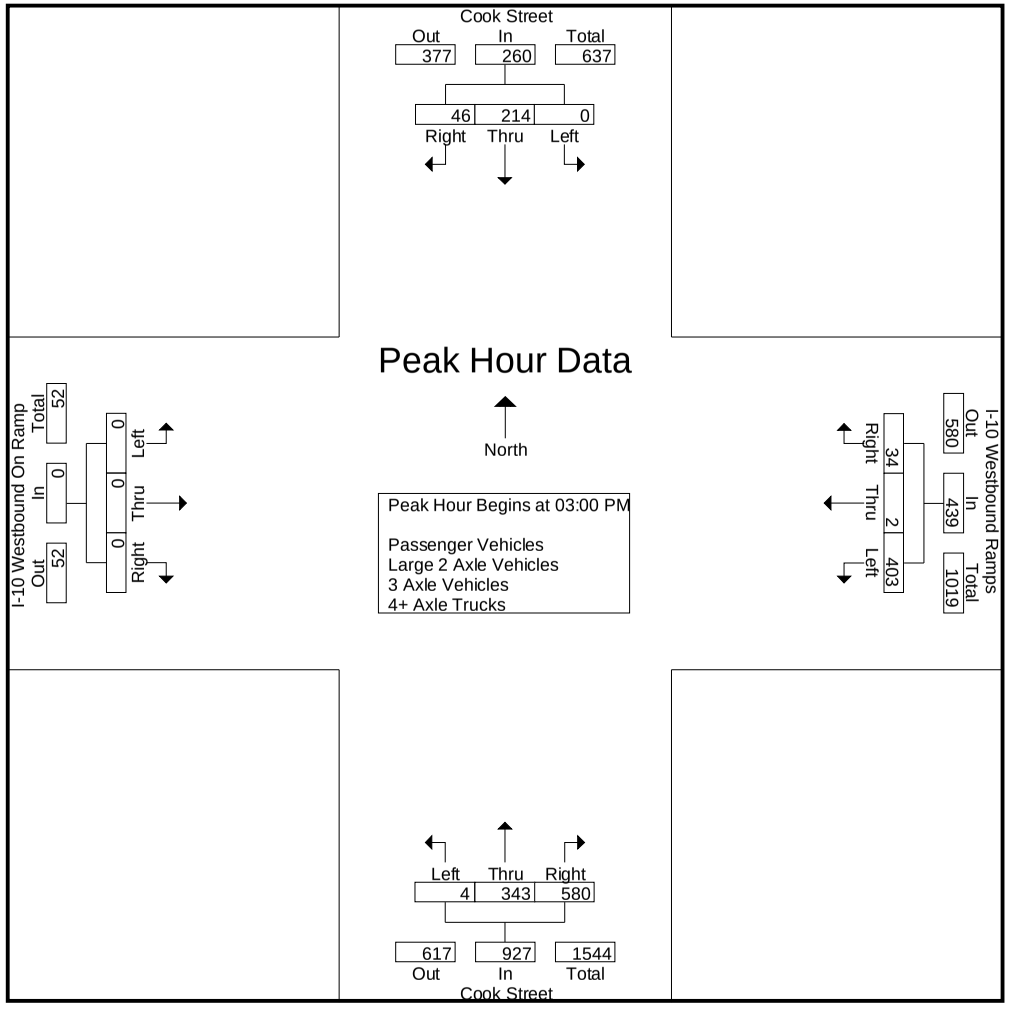
File Name : 04_PLD_Cook_10W Fri
Site Code : 05118939
Start Date : 1/11/2019

	Cook Street Southbound				I-10 Westbound Ramps Westbound				Cook Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**68**	**19**	**87**	101	0	3	104	1	**92**	139	232	0	0	0	0	**423**
03:15 PM	0	48	12	60	97	**2**	8	107	**2**	88	144	**234**	0	0	0	0	401
03:30 PM	0	57	5	62	**108**	0	**12**	**120**	1	89	144	234	0	0	0	0	416
03:45 PM	0	41	10	51	97	0	11	108	0	74	**153**	227	0	0	0	0	386
Total Volume	0	214	46	260	403	2	34	439	4	343	580	927	0	0	0	0	1626
% App. Total	0	82.3	17.7		91.8	0.5	7.7		0.4	37	62.6		0	0	0		
PHF	.000	.787	.605	.747	.933	.250	.708	.915	.500	.932	.948	.990	.000	.000	.000	.000	.961

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City of Palm Desert
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File Name : 04_PLD_Cook_10W Fri
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Start Date : 1/11/2019
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City of Palm Desert
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E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_PLD_Cook_10W Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 4

	Cook Street Southbound				I-10 Westbound Ramps Westbound				Cook Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				04:15 PM				03:00 PM				03:00 PM				
+0 mins.	0	**68**	**19**	**87**	105	0	**11**	116	1	**92**	139	232	0	0	0	0	
+15 mins.	0	48	12	60	108	0	11	119	**2**	88	144	**234**	0	0	0	0	
+30 mins.	0	57	5	62	**112**	0	11	**123**	1	89	144	234	0	0	0	0	
+45 mins.	0	41	10	51	105	0	10	115	0	74	**153**	227	0	0	0	0	
Total Volume	0	214	46	260	430	0	43	473	4	343	580	927	0	0	0	0	
% App. Total	0	82.3	17.7		90.9	0	9.1		0.4	37	62.6		0	0	0		
PHF	.000	.787	.605	.747	.960	.000	.977	.961	.500	.932	.948	.990	.000	.000	.000	.000	

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Site Code : 05118939
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Groups Printed- Passenger Vehicles

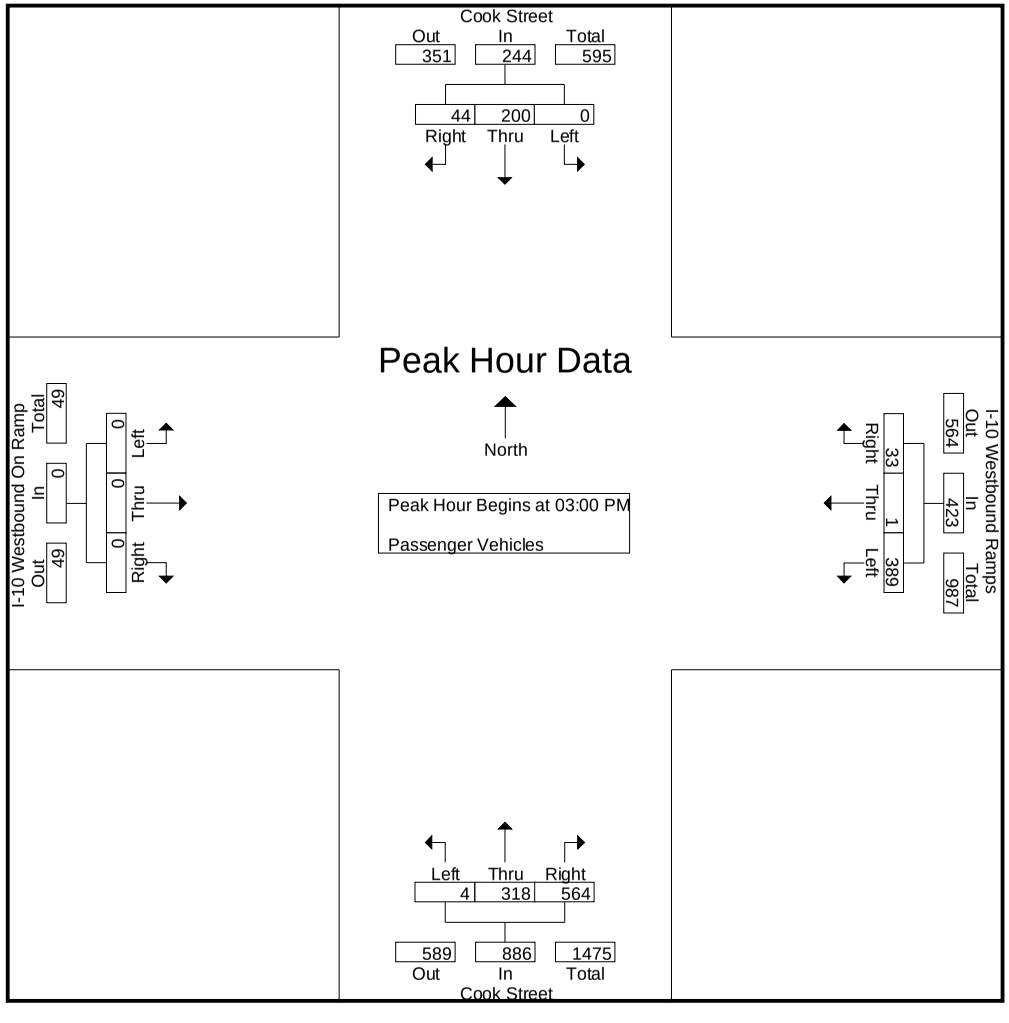
	Cook Street Southbound					I-10 Westbound Ramps Westbound					Cook Street Northbound					I-10 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	61	17	5	78	96	0	3	2	99	1	84	136	0	221	0	0	0	0	0	7	398	405
03:15 PM	0	47	12	6	59	95	1	8	4	104	2	82	137	0	221	0	0	0	0	0	10	384	394
03:30 PM	0	53	5	1	58	103	0	12	3	115	1	82	142	0	225	0	0	0	0	0	4	398	402
03:45 PM	0	39	10	5	49	95	0	10	5	105	0	70	149	0	219	0	0	0	0	0	10	373	383
Total	0	200	44	17	244	389	1	33	14	423	4	318	564	0	886	0	0	0	0	0	31	1553	1584
04:00 PM	0	38	9	1	47	95	0	5	4	100	0	53	121	0	174	0	0	0	0	0	5	321	326
04:15 PM	0	46	2	0	48	105	0	11	6	116	0	75	136	0	211	0	0	0	0	0	6	375	381
04:30 PM	0	32	14	8	46	104	0	11	7	115	0	67	142	0	209	0	0	0	0	0	15	370	385
04:45 PM	0	51	10	4	61	110	0	11	8	121	0	73	157	0	230	0	0	0	0	0	12	412	424
Total	0	167	35	13	202	414	0	38	25	452	0	268	556	0	824	0	0	0	0	0	38	1478	1516
05:00 PM	0	50	12	4	62	103	0	9	3	112	0	63	184	0	247	0	0	0	0	0	7	421	428
05:15 PM	0	46	4	0	50	98	0	7	2	105	0	56	147	0	203	0	0	0	0	0	2	358	360
05:30 PM	0	43	8	3	51	104	0	6	4	110	0	57	113	0	170	0	0	0	0	0	7	331	338
05:45 PM	0	34	6	4	40	81	0	3	1	84	1	34	115	0	150	0	0	0	0	0	5	274	279
Total	0	173	30	11	203	386	0	25	10	411	1	210	559	0	770	0	0	0	0	0	21	1384	1405
06:00 PM	0	25	3	2	28	77	2	4	2	83	0	37	101	0	138	0	0	0	0	0	4	249	253
06:15 PM	0	26	5	2	31	48	1	11	5	60	0	24	77	0	101	0	0	0	0	0	7	192	199
06:30 PM	0	30	7	2	37	72	0	4	2	76	1	25	69	0	95	0	0	0	0	0	4	208	212
06:45 PM	0	35	9	4	44	57	1	3	3	61	0	25	48	0	73	0	0	0	0	0	7	178	185
Total	0	116	24	10	140	254	4	22	12	280	1	111	295	0	407	0	0	0	0	0	22	827	849
Grand Total	0	656	133	51	789	1443	5	118	61	1566	6	907	1974	0	2887	0	0	0	0	0	112	5242	5354
Apprch %	0	83.1	16.9			92.1	0.3	7.5			0.2	31.4	68.4			0	0	0					
Total %	0	12.5	2.5		15.1	27.5	0.1	2.3		29.9	0.1	17.3	37.7		55.1	0	0	0		0	2.1	97.9	

	Cook Street Southbound				I-10 Westbound Ramps Westbound				Cook Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**61**	**17**	**78**	96	0	3	99	1	**84**	136	221	0	0	0	0	**398**
03:15 PM	0	47	12	59	95	**1**	8	104	**2**	82	137	221	0	0	0	0	384
03:30 PM	0	53	5	58	**103**	0	**12**	**115**	1	82	142	**225**	0	0	0	0	398
03:45 PM	0	39	10	49	95	0	10	105	0	70	**149**	219	0	0	0	0	373
Total Volume	0	200	44	244	389	1	33	423	4	318	564	886	0	0	0	0	1553
% App. Total	0	82	18		92	0.2	7.8		0.5	35.9	63.7		0	0	0		
PHF	.000	.820	.647	.782	.944	.250	.688	.920	.500	.946	.946	.984	.000	.000	.000	.000	.976

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_PLD_Cook_10W Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 2



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(951) 268-6268

City of Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_PLD_Cook_10W Fri
Site Code : 05118939
Start Date : 1/11/2019

	Cook Street Southbound				I-10 Westbound Ramps Westbound				Cook Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	**61**	**17**	**78**	96	0	3	99	1	**84**	136	221	0	0	0	0	
+15 mins.	0	47	12	59	95	**1**	8	104	**2**	82	137	221	0	0	0	0	
+30 mins.	0	53	5	58	**103**	0	**12**	**115**	1	82	142	**225**	0	0	0	0	
+45 mins.	0	39	10	49	95	0	10	105	0	70	**149**	219	0	0	0	0	
Total Volume	0	200	44	244	389	1	33	423	4	318	564	886	0	0	0	0	
% App. Total	0	82	18		92	0.2	7.8		0.5	35.9	63.7		0	0	0		
PHF	.000	.820	.647	.782	.944	.250	.688	.920	.500	.946	.946	.984	.000	.000	.000	.000	

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City of Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_PLD_Cook_10W Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

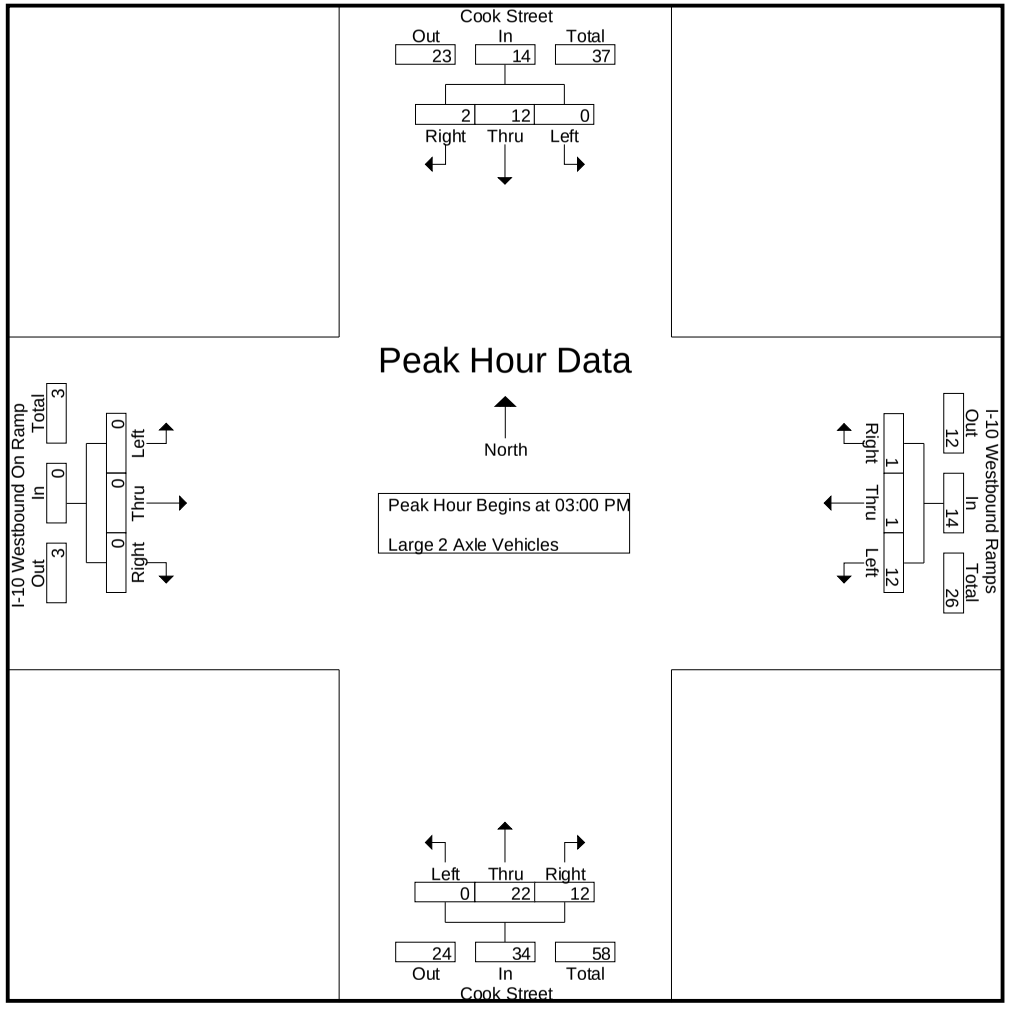
	Cook Street Southbound					I-10 Westbound Ramps Westbound					Cook Street Northbound					I-10 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	6	2	0	8	3	0	0	0	3	0	7	3	0	10	0	0	0	0	0	0	21	21
03:15 PM	0	1	0	0	1	2	1	0	0	3	0	6	6	0	12	0	0	0	0	0	0	16	16
03:30 PM	0	4	0	0	4	5	0	0	0	5	0	6	1	0	7	0	0	0	0	0	0	16	16
03:45 PM	0	1	0	0	1	2	0	1	0	3	0	3	2	0	5	0	0	0	0	0	0	9	9
Total	0	12	2	0	14	12	1	1	0	14	0	22	12	0	34	0	0	0	0	0	0	62	62
04:00 PM	0	3	1	0	4	0	0	0	0	0	0	3	5	0	8	0	0	0	0	0	0	12	12
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	0	6	6
04:30 PM	0	1	0	0	1	1	0	0	0	1	0	3	2	0	5	0	0	0	0	0	0	7	7
04:45 PM	0	1	0	0	1	1	0	0	0	1	0	2	2	0	4	0	0	0	0	0	0	6	6
Total	0	6	1	0	7	2	0	0	0	2	0	11	11	0	22	0	0	0	0	0	0	31	31
05:00 PM	0	1	0	0	1	2	0	0	0	2	1	3	2	0	6	0	0	0	0	0	0	9	9
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	0	3	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	4	0	6	0	0	0	0	0	0	6	6
Total	0	1	0	0	1	3	0	0	0	3	1	9	7	0	17	0	0	0	0	0	0	21	21
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	3	3
06:30 PM	0	0	0	0	0	0	0	1	1	1	0	1	2	0	3	0	0	0	0	0	1	4	5
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	0	4	4
Total	0	0	0	0	0	0	0	1	1	1	0	4	7	0	11	0	0	0	0	0	1	12	13
Grand Total	0	19	3	0	22	17	1	2	1	20	1	46	37	0	84	0	0	0	0	0	1	126	127
Apprch %	0	86.4	13.6			85	5	10			1.2	54.8	44			0	0	0					
Total %	0	15.1	2.4		17.5	13.5	0.8	1.6		15.9	0.8	36.5	29.4		66.7	0	0	0		0	0.8	99.2	

	Cook Street Southbound				I-10 Westbound Ramps Westbound				Cook Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**6**	**2**	**8**	3	0	0	3	0	**7**	3	10	0	0	0	0	**21**
03:15 PM	0	1	0	1	2	**1**	0	3	0	6	**6**	**12**	0	0	0	0	16
03:30 PM	0	4	0	4	**5**	0	0	**5**	0	6	1	7	0	0	0	0	16
03:45 PM	0	1	0	1	2	0	**1**	3	0	3	2	5	0	0	0	0	9
Total Volume	0	12	2	14	12	1	1	14	0	22	12	34	0	0	0	0	62
% App. Total	0	85.7	14.3		85.7	7.1	7.1		0	64.7	35.3		0	0	0		
PHF	.000	.500	.250	.438	.600	.250	.250	.700	.000	.786	.500	.708	.000	.000	.000	.000	.738

Counts Unlimited
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City of Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_PLD_Cook_10W Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 2



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City of Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_PLD_Cook_10W Fri
Site Code : 05118939
Start Date : 1/11/2019

	Cook Street Southbound				I-10 Westbound Ramps Westbound				Cook Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	**6**	**2**	**8**	3	0	0	3	0	**7**	3	10	0	0	0	0	
+15 mins.	0	1	0	1	2	**1**	0	3	0	6	**6**	**12**	0	0	0	0	
+30 mins.	0	4	0	4	**5**	0	0	**5**	0	6	1	7	0	0	0	0	
+45 mins.	0	1	0	1	2	0	**1**	3	0	3	2	5	0	0	0	0	
Total Volume	0	12	2	14	12	1	1	14	0	22	12	34	0	0	0	0	
% App. Total	0	85.7	14.3		85.7	7.1	7.1		0	64.7	35.3		0	0	0		
PHF	.000	.500	.250	.438	.600	.250	.250	.700	.000	.786	.500	.708	.000	.000	.000	.000	

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City of Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_PLD_Cook_10W Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

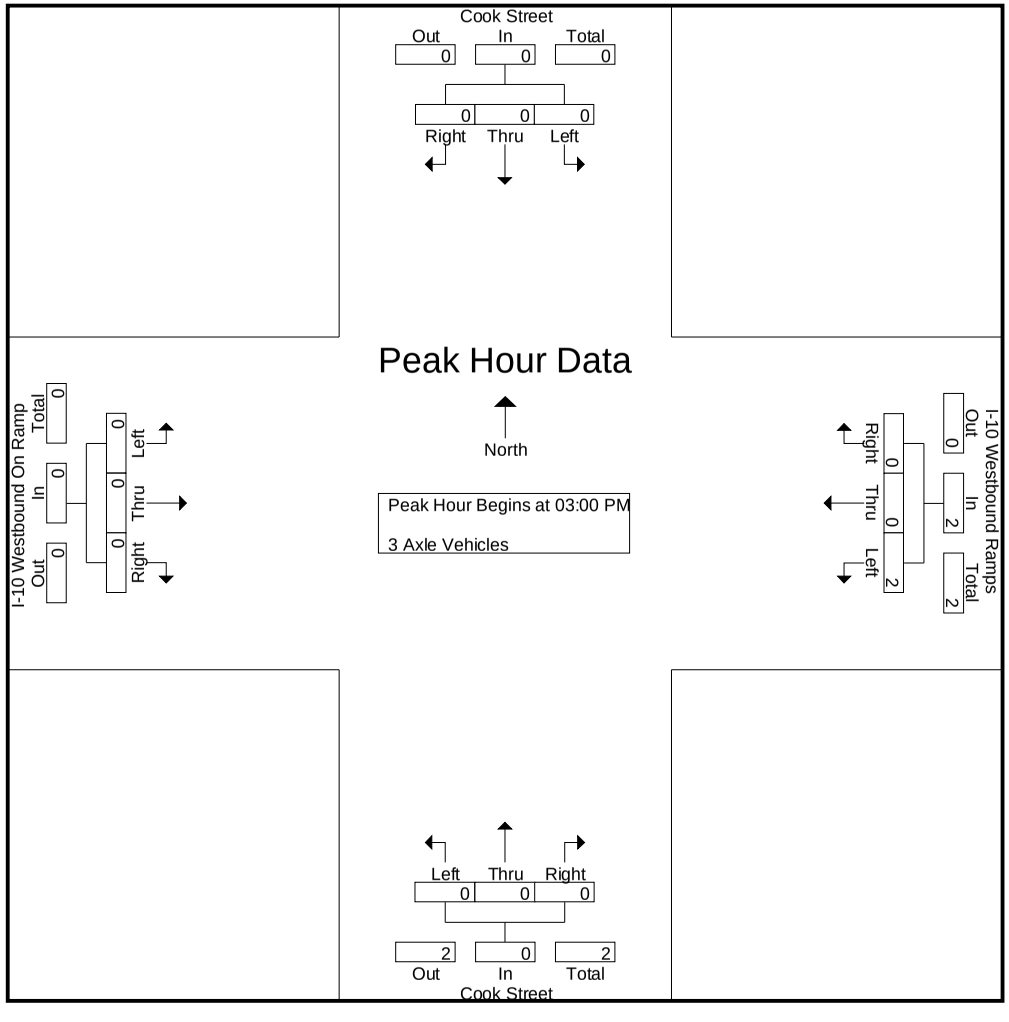
	Cook Street Southbound					I-10 Westbound Ramps Westbound					Cook Street Northbound					I-10 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	2	0	0	2	1	0	0	0	1	0	0	4	0	4	0	0	0	0	0	0	7	7
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	3	0	0	3	1	0	0	0	1	0	0	5	0	5	0	0	0	0	0	0	9	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
Total	0	3	0	0	3	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	5	5
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
Grand Total	0	6	0	0	6	3	0	0	0	3	0	2	6	0	8	0	0	0	0	0	0	17	17
Apprch %	0	100	0			100	0	0			0	25	75			0	0	0					
Total %	0	35.3	0		35.3	17.6	0	0		17.6	0	11.8	35.3		47.1	0	0	0		0	0	100	

	Cook Street Southbound				I-10 Westbound Ramps Westbound				Cook Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0	**2**
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

Counts Unlimited
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City of Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_PLD_Cook_10W Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 2



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City of Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_PLD_Cook_10W Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 3

	Cook Street Southbound				I-10 Westbound Ramps Westbound				Cook Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	

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City of Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_PLD_Cook_10W Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

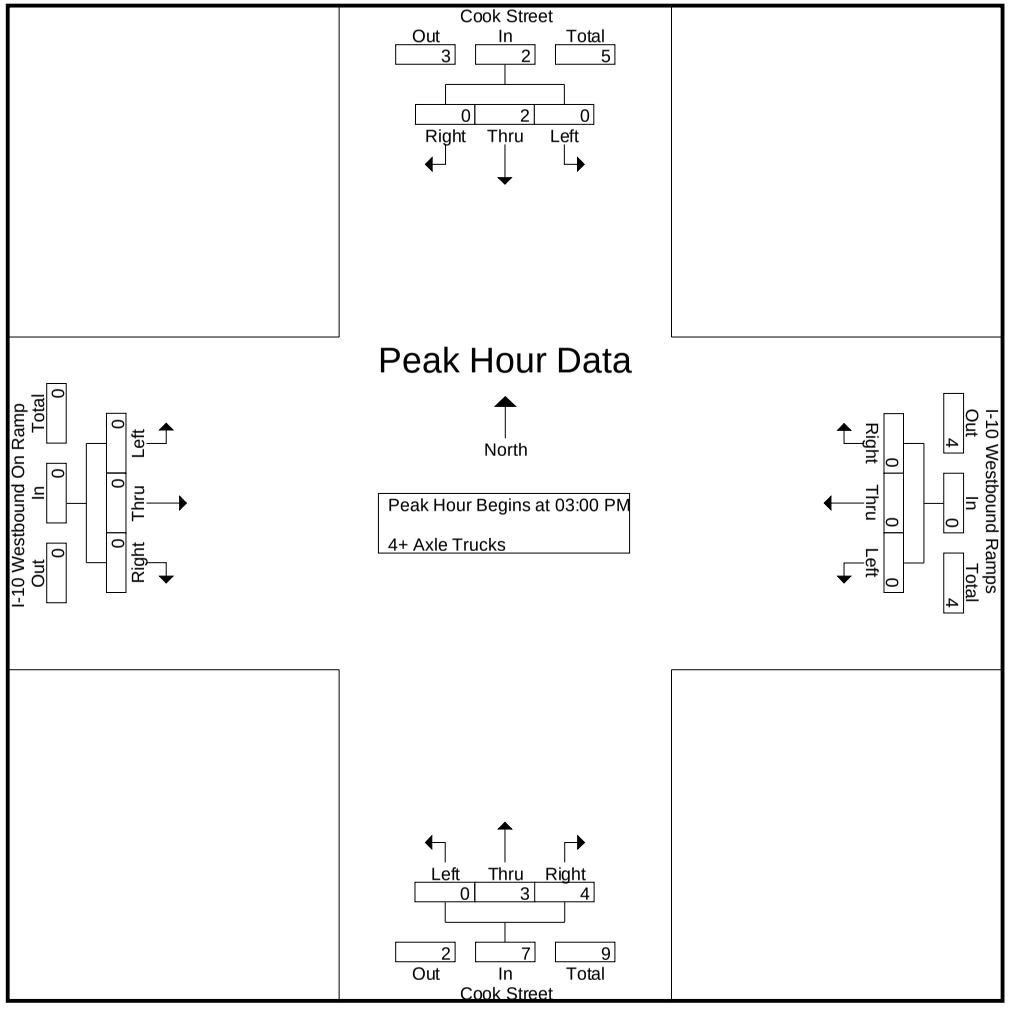
	Cook Street Southbound					I-10 Westbound Ramps Westbound					Cook Street Northbound					I-10 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	2
03:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	4	4
Total	0	2	0	0	2	0	0	0	0	0	0	3	4	0	7	0	0	0	0	0	0	9	9
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	2
04:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	2	0	2	0	0	0	0	0	0	4	4
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	2
Total	0	0	0	0	0	3	0	0	0	3	0	3	4	0	7	0	0	0	0	0	0	10	10
05:00 PM	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
05:15 PM	0	0	1	1	1	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	1	4	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	1	0	0	1	1	1	0	1	2	0	3	0	0	0	0	0	2	5	7
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
Grand Total	0	2	1	1	3	3	0	1	1	4	0	7	11	0	18	0	0	0	0	0	2	25	27
Apprch %	0	66.7	33.3			75	0	25			0	38.9	61.1			0	0	0					
Total %	0	8	4		12	12	0	4		16	0	28	44		72	0	0	0		0	7.4	92.6	

	Cook Street Southbound				I-10 Westbound Ramps Westbound				Cook Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**1**	0	**1**	0	0	0	0	0	**1**	0	1	0	0	0	0	2
03:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
03:45 PM	0	1	0	1	0	0	0	0	0	1	**2**	**3**	0	0	0	0	**4**
Total Volume	0	2	0	2	0	0	0	0	0	3	4	7	0	0	0	0	9
% App. Total	0	100	0		0	0	0		0	42.9	57.1		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.500	.583	.000	.000	.000	.000	.563

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City of Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_PLD_Cook_10W Fri
Site Code : 05118939
Start Date : 1/11/2019
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City of Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_PLD_Cook_10W Fri
Site Code : 05118939
Start Date : 1/11/2019
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	Cook Street Southbound				I-10 Westbound Ramps Westbound				Cook Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	**1**	0	1	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	
+45 mins.	0	1	0	1	0	0	0	0	0	1	**2**	**3**	0	0	0	0	
Total Volume	0	2	0	2	0	0	0	0	0	3	4	7	0	0	0	0	
% App. Total	0	100	0		0	0	0		0	42.9	57.1		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.500	.583	.000	.000	.000	.000	

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City of Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_PLD_Cook_10W Sat
Site Code : 05118939
Start Date : 1/12/2019
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Cook Street Southbound					I-10 Westbound Ramps Westbound					Cook Street Northbound					I-10 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	0	31	5	2	36	63	1	5	4	69	0	23	85	0	108	0	0	0	0	0	6	213	219
10:15 AM	0	26	1	0	27	56	0	3	2	59	0	28	101	0	129	0	0	0	0	0	2	215	217
10:30 AM	0	25	3	2	28	62	0	3	2	65	0	33	88	0	121	0	0	0	0	0	4	214	218
10:45 AM	0	24	6	2	30	90	0	5	0	95	0	24	90	0	114	0	0	0	0	0	2	239	241
Total	0	106	15	6	121	271	1	16	8	288	0	108	364	0	472	0	0	0	0	0	14	881	895
11:00 AM	0	31	3	1	34	69	1	3	1	73	0	30	72	0	102	0	0	0	0	0	2	209	211
11:15 AM	0	25	5	3	30	73	2	4	2	79	0	33	93	0	126	0	0	0	0	0	5	235	240
11:30 AM	0	32	4	2	36	83	0	7	5	90	0	32	70	0	102	0	0	0	0	0	7	228	235
11:45 AM	0	27	3	2	30	77	1	9	8	87	0	32	80	0	112	0	0	0	0	0	10	229	239
Total	0	115	15	8	130	302	4	23	16	329	0	127	315	0	442	0	0	0	0	0	24	901	925
12:00 PM	0	27	4	1	31	74	0	3	0	77	0	33	85	0	118	0	0	0	0	0	1	226	227
12:15 PM	0	23	6	2	29	70	0	3	2	73	0	27	90	0	117	0	0	0	0	0	4	219	223
12:30 PM	0	27	2	1	29	74	2	7	4	83	0	34	91	0	125	0	0	0	0	0	5	237	242
12:45 PM	0	21	4	2	25	81	0	1	0	82	2	28	81	0	111	0	0	0	0	0	2	218	220
Total	0	98	16	6	114	299	2	14	6	315	2	122	347	0	471	0	0	0	0	0	12	900	912
01:00 PM	0	22	3	2	25	68	0	5	3	73	0	30	95	0	125	0	0	0	0	0	5	223	228
01:15 PM	0	38	5	1	43	64	0	3	3	67	0	28	73	0	101	0	0	0	0	0	4	211	215
01:30 PM	0	17	3	1	20	95	1	4	1	100	0	34	89	0	123	0	0	0	0	0	2	243	245
01:45 PM	0	21	4	1	25	77	2	5	1	84	0	39	60	0	99	0	0	0	0	0	2	208	210
Total	0	98	15	5	113	304	3	17	8	324	0	131	317	0	448	0	0	0	0	0	13	885	898
Grand Total	0	417	61	25	478	1176	10	70	38	1256	2	488	1343	0	1833	0	0	0	0	0	63	3567	3630
Apprch %	0	87.2	12.8			93.6	0.8	5.6			0.1	26.6	73.3			0	0	0					
Total %	0	11.7	1.7		13.4	33	0.3	2		35.2	0.1	13.7	37.7		51.4	0	0	0		0	1.7	98.3	
Passenger Vehicles	0	407	56		487	1168	9	68		1282	2	463	1301		1766	0	0	0		0	0	0	3535
% Passenger Vehicles	0	97.6	91.8	96	96.8	99.3	90	97.1	97.4	99.1	100	94.9	96.9	0	96.3	0	0	0	0	0	0	0	97.4
Large 2 Axle Vehicles	0	7	5		13	7	1	2		11	0	20	27		47	0	0	0		0	0	0	71
% Large 2 Axle Vehicles	0	1.7	8.2	4	2.6	0.6	10	2.9	2.6	0.9	0	4.1	2	0	2.6	0	0	0	0	0	0	0	2
3 Axle Vehicles	0	2	0		2	0	0	0		0	0	4	7		11	0	0	0		0	0	0	13
% 3 Axle Vehicles	0	0.5	0	0	0.4	0	0	0	0	0	0	0.8	0.5	0	0.6	0	0	0	0	0	0	0	0.4
4+ Axle Trucks	0	1	0		1	1	0	0		1	0	1	8		9	0	0	0		0	0	0	11
% 4+ Axle Trucks	0	0.2	0	0	0.2	0.1	0	0	0	0.1	0	0.2	0.6	0	0.5	0	0	0	0	0	0	0	0.3

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City of Palm Desert
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Weather: Clear

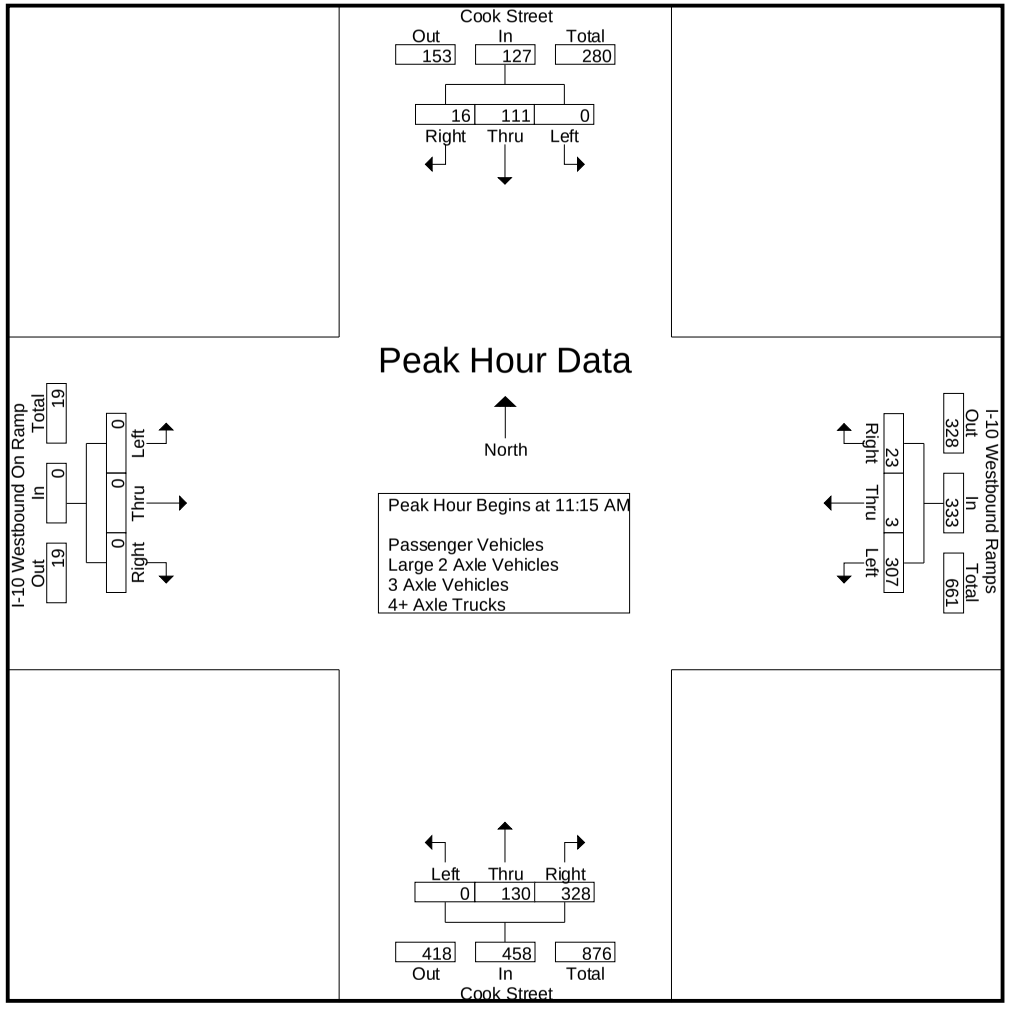
File Name : 04_PLD_Cook_10W Sat
Site Code : 05118939
Start Date : 1/12/2019
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	Cook Street Southbound				I-10 Westbound Ramps Westbound				Cook Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:15 AM																	
11:15 AM	0	25	**5**	30	73	**2**	4	79	0	**33**	**93**	**126**	0	0	0	0	**235**
11:30 AM	0	**32**	4	**36**	**83**	0	7	**90**	0	32	70	102	0	0	0	0	228
11:45 AM	0	27	3	30	77	1	**9**	87	0	32	80	112	0	0	0	0	229
12:00 PM	0	27	4	31	74	0	3	77	0	33	85	118	0	0	0	0	226
Total Volume	0	111	16	127	307	3	23	333	0	130	328	458	0	0	0	0	918
% App. Total	0	87.4	12.6		92.2	0.9	6.9		0	28.4	71.6		0	0	0		
PHF	.000	.867	.800	.882	.925	.375	.639	.925	.000	.985	.882	.909	.000	.000	.000	.000	.977

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City of Palm Desert
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File Name : 04_PLD_Cook_10W Sat
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City of Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_PLD_Cook_10W Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 4

	Cook Street Southbound				I-10 Westbound Ramps Westbound				Cook Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	10:45 AM				10:45 AM				12:15 PM				10:00 AM				
+0 mins.	0	24	**6**	30	**90**	0	5	**95**	0	27	90	117	0	0	0	0	
+15 mins.	0	31	3	34	69	1	3	73	0	**34**	91	**125**	0	0	0	0	
+30 mins.	0	25	5	30	73	**2**	4	79	**2**	28	81	111	0	0	0	0	
+45 mins.	0	**32**	4	**36**	83	0	**7**	90	0	30	**95**	125	0	0	0	0	
Total Volume	0	112	18	130	315	3	19	337	2	119	357	478	0	0	0	0	
% App. Total	0	86.2	13.8		93.5	0.9	5.6		0.4	24.9	74.7		0	0	0		
PHF	.000	.875	.750	.903	.875	.375	.679	.887	.250	.875	.939	.956	.000	.000	.000	.000	

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City of Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_PLD_Cook_10W Sat
Site Code : 05118939
Start Date : 1/12/2019
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Groups Printed- Passenger Vehicles

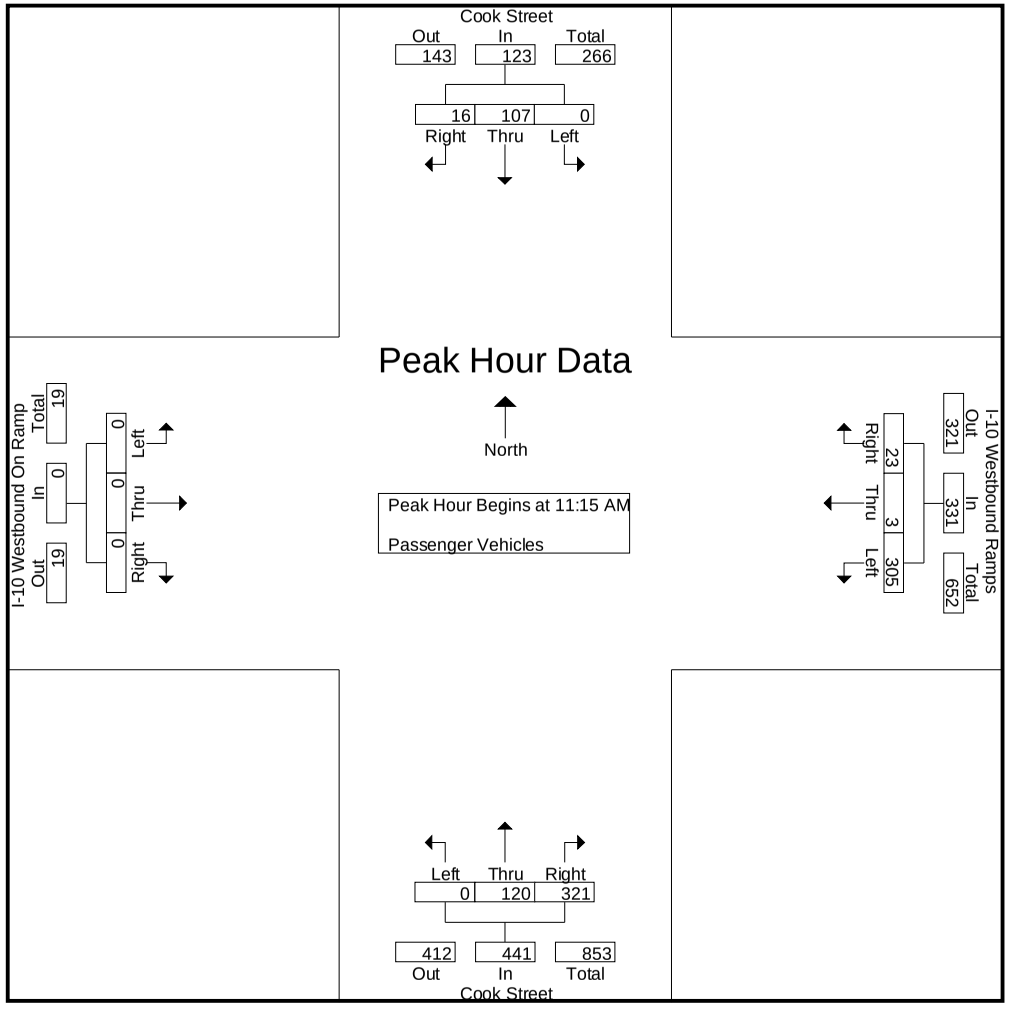
	Cook Street Southbound					I-10 Westbound Ramps Westbound					Cook Street Northbound					I-10 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	0	31	5	2	36	63	1	5	4	69	0	21	78	0	99	0	0	0	0	0	6	204	210
10:15 AM	0	26	0	0	26	56	0	3	2	59	0	28	96	0	124	0	0	0	0	0	2	209	211
10:30 AM	0	25	3	2	28	61	0	3	2	64	0	33	87	0	120	0	0	0	0	0	4	212	216
10:45 AM	0	23	3	2	26	89	0	5	0	94	0	24	87	0	111	0	0	0	0	0	2	231	233
Total	0	105	11	6	116	269	1	16	8	286	0	106	348	0	454	0	0	0	0	0	14	856	870
11:00 AM	0	30	3	1	33	69	1	3	1	73	0	30	71	0	101	0	0	0	0	0	2	207	209
11:15 AM	0	24	5	3	29	73	2	4	2	79	0	31	93	0	124	0	0	0	0	0	5	232	237
11:30 AM	0	30	4	2	34	82	0	7	5	89	0	29	69	0	98	0	0	0	0	0	7	221	228
11:45 AM	0	27	3	2	30	77	1	9	8	87	0	28	78	0	106	0	0	0	0	0	10	223	233
Total	0	111	15	8	126	301	4	23	16	328	0	118	311	0	429	0	0	0	0	0	24	883	907
12:00 PM	0	26	4	1	30	73	0	3	0	76	0	32	81	0	113	0	0	0	0	0	1	219	220
12:15 PM	0	23	6	2	29	69	0	3	2	72	0	27	88	0	115	0	0	0	0	0	4	216	220
12:30 PM	0	26	2	1	28	72	1	6	3	79	0	33	88	0	121	0	0	0	0	0	4	228	232
12:45 PM	0	21	4	2	25	81	0	1	0	82	2	26	78	0	106	0	0	0	0	0	2	213	215
Total	0	96	16	6	112	295	1	13	5	309	2	118	335	0	455	0	0	0	0	0	11	876	887
01:00 PM	0	20	2	1	22	68	0	5	3	73	0	28	91	0	119	0	0	0	0	0	4	214	218
01:15 PM	0	37	5	1	42	64	0	3	3	67	0	26	71	0	97	0	0	0	0	0	4	206	210
01:30 PM	0	17	3	1	20	94	1	3	1	98	0	32	87	0	119	0	0	0	0	0	2	237	239
01:45 PM	0	21	4	1	25	77	2	5	1	84	0	35	58	0	93	0	0	0	0	0	2	202	204
Total	0	95	14	4	109	303	3	16	8	322	0	121	307	0	428	0	0	0	0	0	12	859	871
Grand Total	0	407	56	24	463	1168	9	68	37	1245	2	463	1301	0	1766	0	0	0	0	0	61	3474	3535
Apprch %	0	87.9	12.1			93.8	0.7	5.5			0.1	26.2	73.7			0	0	0					
Total %	0	11.7	1.6		13.3	33.6	0.3	2		35.8	0.1	13.3	37.4		50.8	0	0	0		0	1.7	98.3	

	Cook Street Southbound				I-10 Westbound Ramps Westbound				Cook Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:15 AM to 12:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:15 AM																	
11:15 AM	0	24	**5**	29	73	**2**	4	79	0	31	**93**	**124**	0	0	0	0	**232**
11:30 AM	0	**30**	4	**34**	**82**	0	7	**89**	0	29	69	98	0	0	0	0	221
11:45 AM	0	27	3	30	77	1	**9**	87	0	28	78	106	0	0	0	0	223
12:00 PM	0	26	4	30	73	0	3	76	0	**32**	81	113	0	0	0	0	219
Total Volume	0	107	16	123	305	3	23	331	0	120	321	441	0	0	0	0	895
% App. Total	0	87	13		92.1	0.9	6.9		0	27.2	72.8		0	0	0		
PHF	.000	.892	.800	.904	.930	.375	.639	.930	.000	.938	.863	.889	.000	.000	.000	.000	.964

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City of Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_PLD_Cook_10W Sat
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City of Palm Desert
N/S: Cook Street
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File Name : 04_PLD_Cook_10W Sat
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	Cook Street Southbound				I-10 Westbound Ramps Westbound				Cook Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:15 AM to 12:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	11:15 AM				11:15 AM				11:15 AM				11:15 AM				
+0 mins.	0	24	**5**	29	73	**2**	4	79	0	31	**93**	**124**	0	0	0	0	
+15 mins.	0	**30**	4	**34**	**82**	0	7	**89**	0	29	69	98	0	0	0	0	
+30 mins.	0	27	3	30	77	1	**9**	87	0	28	78	106	0	0	0	0	
+45 mins.	0	26	4	30	73	0	3	76	0	**32**	81	113	0	0	0	0	
Total Volume	0	107	16	123	305	3	23	331	0	120	321	441	0	0	0	0	
% App. Total	0	87	13		92.1	0.9	6.9		0	27.2	72.8		0	0	0		
PHF	.000	.892	.800	.904	.930	.375	.639	.930	.000	.938	.863	.889	.000	.000	.000	.000	

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City of Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_PLD_Cook_10W Sat
Site Code : 05118939
Start Date : 1/12/2019
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Groups Printed- Large 2 Axle Vehicles

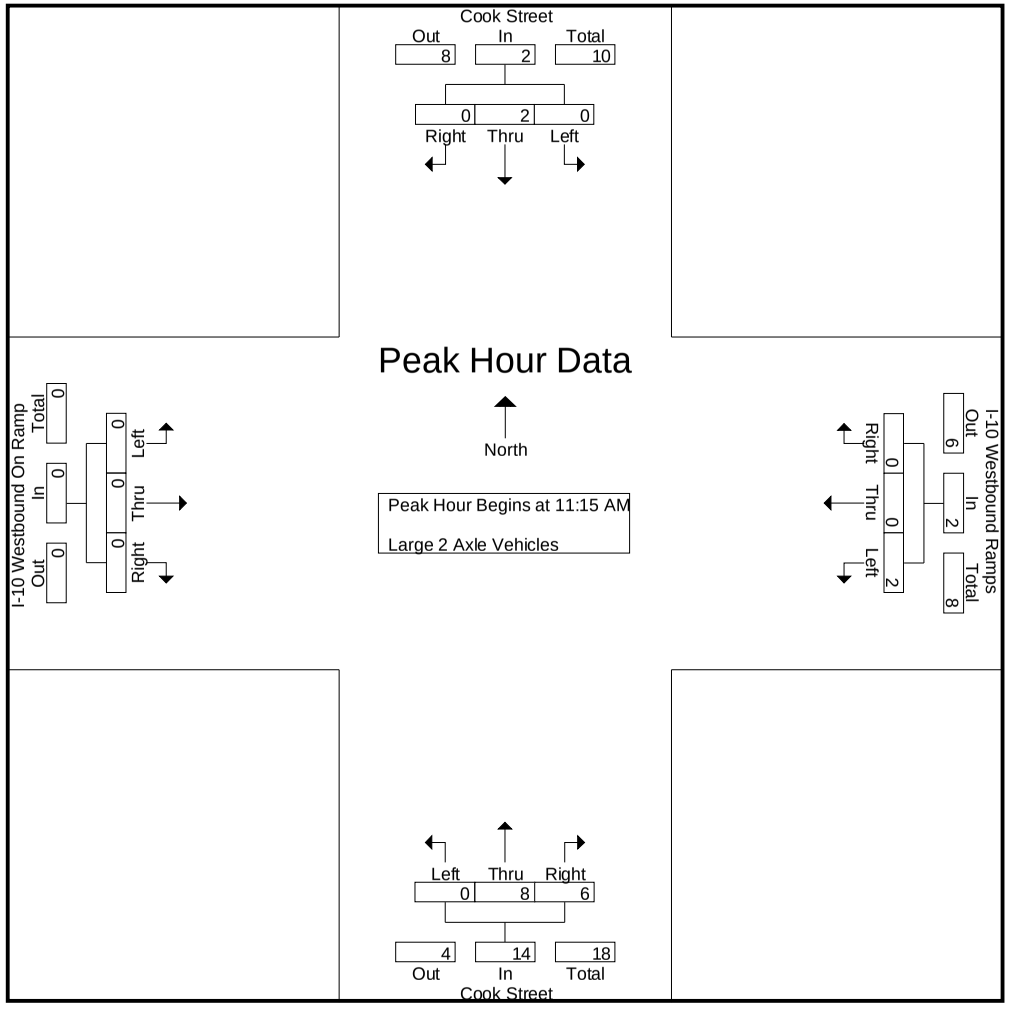
	Cook Street Southbound					I-10 Westbound Ramps Westbound					Cook Street Northbound					I-10 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	5	5
10:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	3	3
10:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	2	2
10:45 AM	0	1	3	0	4	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	6	6
Total	0	1	4	0	5	1	0	0	0	1	0	0	10	0	10	0	0	0	0	0	0	16	16
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
11:30 AM	0	1	0	0	1	1	0	0	0	1	0	3	1	0	4	0	0	0	0	0	0	6	6
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	0	5	5
Total	0	2	0	0	2	1	0	0	0	1	0	7	4	0	11	0	0	0	0	0	0	14	14
12:00 PM	0	1	0	0	1	1	0	0	0	1	0	1	3	0	4	0	0	0	0	0	0	6	6
12:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	2	2
12:30 PM	0	1	0	0	1	2	1	1	1	4	0	1	1	0	2	0	0	0	0	0	1	7	8
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	4	4
Total	0	2	0	0	2	4	1	1	1	6	0	4	7	0	11	0	0	0	0	0	1	19	20
01:00 PM	0	2	1	1	3	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	1	8	9
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	3	3
01:30 PM	0	0	0	0	0	1	0	1	0	2	0	2	1	0	3	0	0	0	0	0	0	5	5
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	4
Total	0	2	1	1	3	1	0	1	0	2	0	9	6	0	15	0	0	0	0	0	1	20	21
Grand Total	0	7	5	1	12	7	1	2	1	10	0	20	27	0	47	0	0	0	0	0	2	69	71
Apprch %	0	58.3	41.7			70	10	20			0	42.6	57.4			0	0	0					
Total %	0	10.1	7.2		17.4	10.1	1.4	2.9		14.5	0	29	39.1		68.1	0	0	0		0	2.8	97.2	

	Cook Street Southbound				I-10 Westbound Ramps Westbound				Cook Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:15 AM to 12:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:15 AM																	
11:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
11:30 AM	0	**1**	0	**1**	**1**	0	0	**1**	0	**3**	1	4	0	0	0	0	**6**
11:45 AM	0	0	0	0	0	0	0	0	0	3	2	**5**	0	0	0	0	5
12:00 PM	0	1	0	1	1	0	0	1	0	1	**3**	4	0	0	0	0	6
Total Volume	0	2	0	2	2	0	0	2	0	8	6	14	0	0	0	0	18
% App. Total	0	100	0		100	0	0		0	57.1	42.9		0	0	0		
PHF	.000	.500	.000	.500	.500	.000	.000	.500	.000	.667	.500	.700	.000	.000	.000	.000	.750

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_PLD_Cook_10W Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 2



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(951) 268-6268

City of Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_PLD_Cook_10W Sat
Site Code : 05118939
Start Date : 1/12/2019

	Cook Street Southbound				I-10 Westbound Ramps Westbound				Cook Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:15 AM to 12:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	11:15 AM				11:15 AM				11:15 AM				11:15 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
+15 mins.	0	**1**	0	**1**	**1**	0	0	**1**	0	**3**	1	4	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	3	2	**5**	0	0	0	0	
+45 mins.	0	1	0	1	1	0	0	1	0	1	**3**	4	0	0	0	0	
Total Volume	0	2	0	2	2	0	0	2	0	8	6	14	0	0	0	0	
% App. Total	0	100	0		100	0	0		0	57.1	42.9		0	0	0		
PHF	.000	.500	.000	.500	.500	.000	.000	.500	.000	.667	.500	.700	.000	.000	.000	.000	

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City of Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_PLD_Cook_10W Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

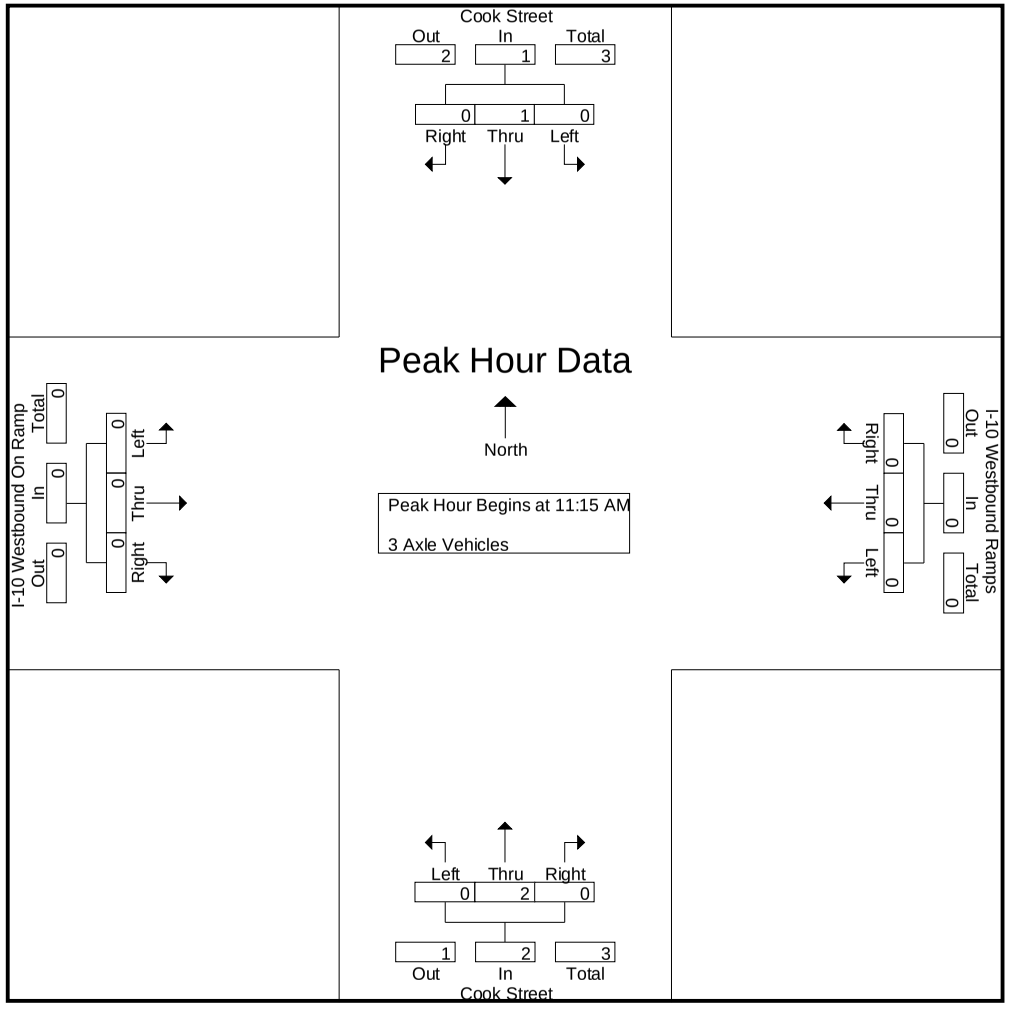
	Cook Street Southbound					I-10 Westbound Ramps Westbound					Cook Street Northbound					I-10 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	3	3
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	4	4
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2	2
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
01:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2	2
Total	0	1	0	0	1	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	4	4
Grand Total	0	2	0	0	2	0	0	0	0	0	0	4	7	0	11	0	0	0	0	0	0	13	13
Apprch %	0	100	0			0	0	0			0	36.4	63.6			0	0	0					
Total %	0	15.4	0		15.4	0	0	0		0	0	30.8	53.8		84.6	0	0	0		0	0	100	

	Cook Street Southbound				I-10 Westbound Ramps Westbound				Cook Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:15 AM to 12:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:15 AM																	
11:15 AM	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**2**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.375

Counts Unlimited
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City of Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_PLD_Cook_10W Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 2



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City of Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_PLD_Cook_10W Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 3

	Cook Street Southbound				I-10 Westbound Ramps Westbound				Cook Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:15 AM to 12:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	11:15 AM				11:15 AM				11:15 AM				11:15 AM				
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	

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City of Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_PLD_Cook_10W Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

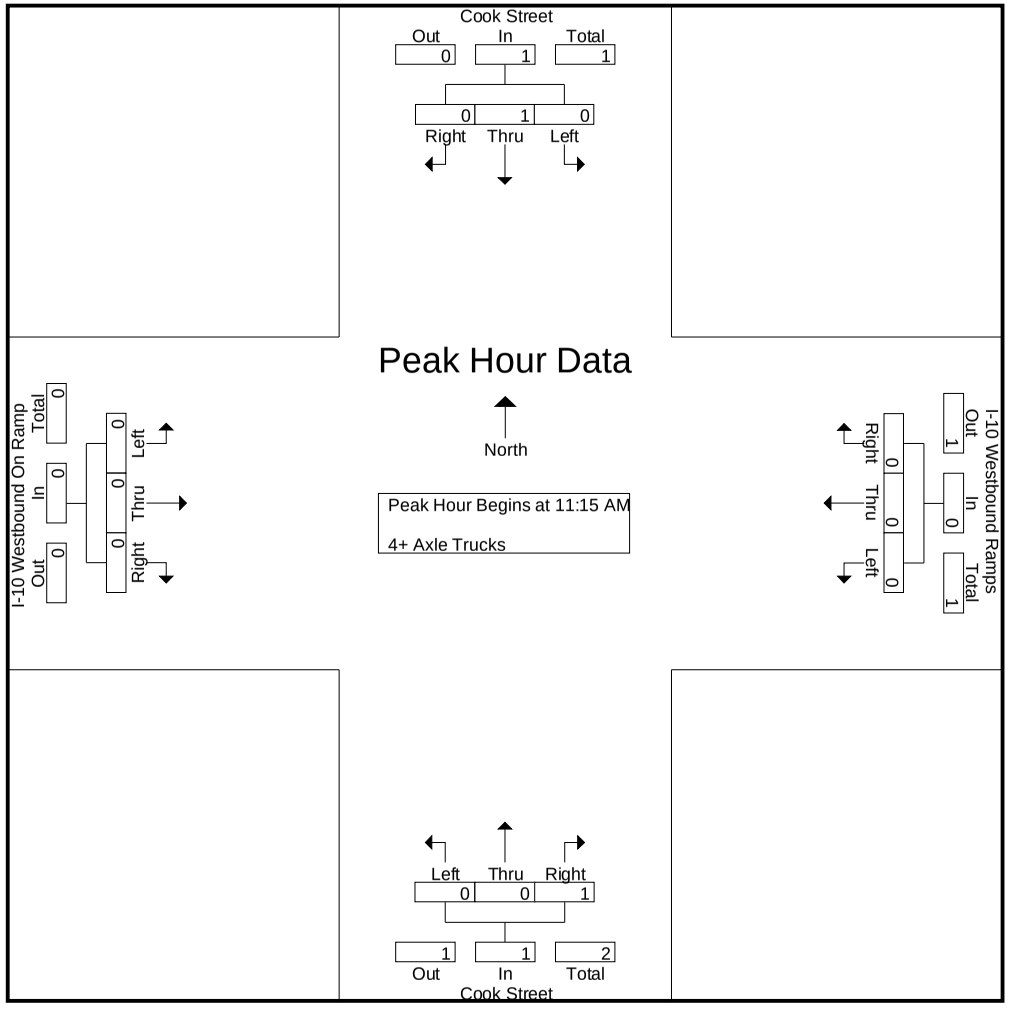
	Cook Street Southbound					I-10 Westbound Ramps Westbound					Cook Street Northbound					I-10 Westbound On Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2	2
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	2	2
Total	0	0	0	0	0	1	0	0	0	1	0	0	4	0	4	0	0	0	0	0	0	5	5
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	3	3
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	2
Grand Total	0	1	0	0	1	1	0	0	0	1	0	1	8	0	9	0	0	0	0	0	0	11	11
Apprch %	0	100	0			100	0	0			0	11.1	88.9			0	0	0					
Total %	0	9.1	0		9.1	9.1	0	0		9.1	0	9.1	72.7		81.8	0	0	0		0	0	100	

	Cook Street Southbound				I-10 Westbound Ramps Westbound				Cook Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:15 AM to 12:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:15 AM																	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	0	100		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.500

Counts Unlimited
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(951) 268-6268

City of Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 04_PLD_Cook_10W Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 2



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City of Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps
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File Name : 04_PLD_Cook_10W Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 3

	Cook Street Southbound				I-10 Westbound Ramps Westbound				Cook Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:15 AM to 12:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	11:15 AM				11:15 AM				11:15 AM				11:15 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	
Total Volume	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	
% App. Total	0	100	0		0	0	0		0	0	100		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	

Location: Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps

PEDESTRIANS

Date: 1/10/2019
Day: Thursday

	North Leg Cook Street	East Leg I-10 Westbound Ramps	South Leg Cook Street	West Leg I-10 Westbound Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0
6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Date: 1/11/2019
Day: Friday

	North Leg Cook Street	East Leg I-10 Westbound Ramps	South Leg Cook Street	West Leg I-10 Westbound Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0
6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Date: 1/12/2019
Day: Saturday

	North Leg Cook Street	East Leg I-10 Westbound Ramps	South Leg Cook Street	West Leg I-10 Westbound Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
10:00 AM	0	0	0	0	0
10:15 AM	0	0	0	0	0
10:30 AM	0	0	0	0	0
10:45 AM	0	0	0	0	0
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
1:00 PM	0	0	0	0	0
1:15 PM	0	0	0	0	0
1:30 PM	0	0	0	0	0
1:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Palm Desert
N/S: Cook Street
E/W: I-10 Westbound Ramps

BICYCLES

Date: 1/10/2019
Day: Thursday

	Southbound Cook Street			Westbound I-10 Westbound Ramps			Northbound Cook Street			Eastbound I-10 Westbound Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

Date: 1/11/2019
Day: Friday

	Southbound Cook Street			Westbound I-10 Westbound Ramps			Northbound Cook Street			Eastbound I-10 Westbound Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

Date: 1/12/2019
Day: Saturday

	Southbound Cook Street			Westbound I-10 Westbound Ramps			Northbound Cook Street			Eastbound I-10 Westbound Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	0	0	0	1	0	0	0	0	3

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City of Palm Desert
N/S: Cook Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 05_PLD_Cook_10E Thurs
Site Code : 05118939
Start Date : 1/10/2019
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Cook Street Southbound					I-10 Eastbound On Ramp Westbound					Cook Street Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	13	141	0	0	154	0	0	0	0	0	0	224	164	8	388	24	1	124	69	149	77	691	768
03:15 PM	6	155	0	0	161	0	0	0	0	0	0	207	161	15	368	13	0	129	80	142	95	671	766
03:30 PM	14	154	0	0	168	0	0	0	0	0	0	216	156	9	372	13	0	123	71	136	80	676	756
03:45 PM	13	161	0	0	174	0	0	0	0	0	0	240	168	13	408	12	0	146	92	158	105	740	845
Total	46	611	0	0	657	0	0	0	0	0	0	887	649	45	1536	62	1	522	312	585	357	2778	3135
04:00 PM	5	156	0	0	161	0	0	0	0	0	0	228	137	6	365	8	0	104	62	112	68	638	706
04:15 PM	12	129	0	0	141	0	0	0	0	0	0	225	165	13	390	13	0	126	77	139	90	670	760
04:30 PM	18	149	0	0	167	0	0	0	0	0	0	215	147	9	362	21	1	121	75	143	84	672	756
04:45 PM	13	150	0	0	163	0	0	0	0	0	0	252	172	12	424	8	0	114	61	122	73	709	782
Total	48	584	0	0	632	0	0	0	0	0	0	920	621	40	1541	50	1	465	275	516	315	2689	3004
05:00 PM	13	157	0	0	170	0	0	0	0	0	0	237	212	15	449	14	1	127	68	142	83	761	844
05:15 PM	21	155	0	0	176	0	0	0	0	0	0	257	191	12	448	15	0	115	75	130	87	754	841
05:30 PM	8	166	0	0	174	0	0	0	0	0	0	201	163	11	364	16	0	101	48	117	59	655	714
05:45 PM	8	141	0	0	149	0	0	0	0	0	0	148	165	5	313	10	0	95	59	105	64	567	631
Total	50	619	0	0	669	0	0	0	0	0	0	843	731	43	1574	55	1	438	250	494	293	2737	3030
06:00 PM	12	77	0	0	89	0	0	0	0	0	0	136	94	4	230	8	0	70	47	78	51	397	448
06:15 PM	4	85	0	0	89	0	0	0	0	0	0	85	77	4	162	10	0	65	39	75	43	326	369
06:30 PM	8	78	0	0	86	0	0	0	0	0	0	93	81	1	174	6	0	63	51	69	52	329	381
06:45 PM	15	61	0	0	76	0	0	0	0	0	0	69	71	3	140	6	0	58	28	64	31	280	311
Total	39	301	0	0	340	0	0	0	0	0	0	383	323	12	706	30	0	256	165	286	177	1332	1509
Grand Total	183	2115	0	0	2298	0	0	0	0	0	0	3033	2324	140	5357	197	3	1681	1002	1881	1142	9536	10678
Apprch %	8	92	0			0	0	0			0	56.6	43.4			10.5	0.2	89.4					
Total %	1.9	22.2	0		24.1	0	0	0		0	0	31.8	24.4		56.2	2.1	0	17.6		19.7	10.7	89.3	
Passenger Vehicles	182	2066	0		2248	0	0	0		0	0	2918	2279		5335	188	3	1597		2738	0	0	10321
% Passenger Vehicles	99.5	97.7	0	0	97.8	0	0	0	0	0	0	96.2	98.1	98.6	97.1	95.4	100	95	94.8	95	0	0	96.7
Large 2 Axle Vehicles	1	36	0		37	0	0	0		0	0	97	39		138	8	0	46		82	0	0	257
% Large 2 Axle Vehicles	0.5	1.7	0	0	1.6	0	0	0	0	0	0	3.2	1.7	1.4	2.5	4.1	0	2.7	2.8	2.8	0	0	2.4
3 Axle Vehicles	0	9	0		9	0	0	0		0	0	12	5		17	1	0	33		55	0	0	81
% 3 Axle Vehicles	0	0.4	0	0	0.4	0	0	0	0	0	0	0.4	0.2	0	0.3	0.5	0	2	2.1	1.9	0	0	0.8
4+ Axle Trucks	0	4	0		4	0	0	0		0	0	6	1		7	0	0	5		8	0	0	19
% 4+ Axle Trucks	0	0.2	0	0	0.2	0	0	0	0	0	0	0.2	0	0	0.1	0	0	0.3	0.3	0.3	0	0	0.2

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City of Palm Desert
N/S: Cook Street
E/W: I-10 Eastbound Ramps
Weather: Clear

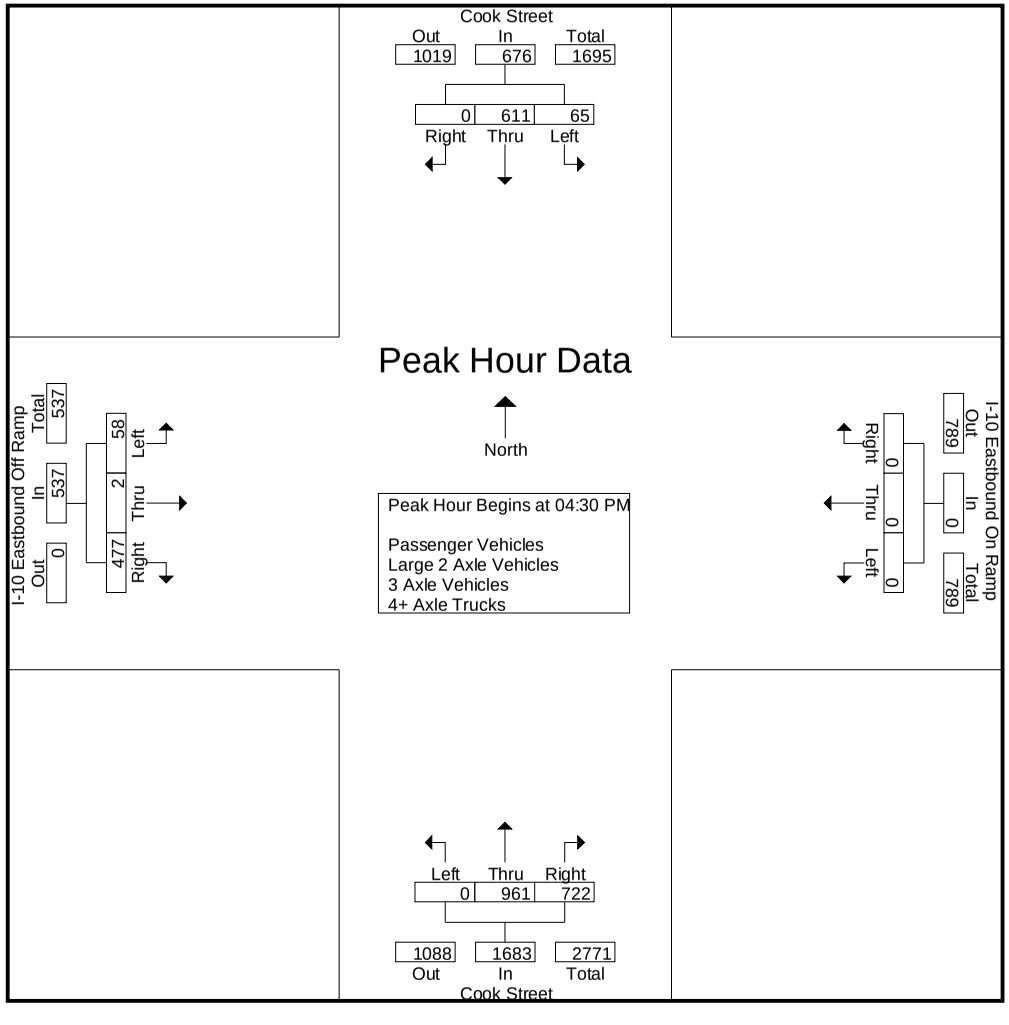
File Name : 05_PLD_Cook_10E Thurs
Site Code : 05118939
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	Cook Street Southbound				I-10 Eastbound On Ramp Westbound				Cook Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	18	149	0	167	0	0	0	0	0	215	147	362	**21**	**1**	121	**143**	672
04:45 PM	13	150	0	163	0	0	0	0	0	252	172	424	8	0	114	122	709
05:00 PM	13	**157**	0	170	0	0	0	0	0	237	**212**	**449**	14	1	**127**	142	**761**
05:15 PM	**21**	155	0	**176**	0	0	0	0	0	**257**	191	448	15	0	115	130	754
Total Volume	65	611	0	676	0	0	0	0	0	961	722	1683	58	2	477	537	2896
% App. Total	9.6	90.4	0		0	0	0		0	57.1	42.9		10.8	0.4	88.8		
PHF	.774	.973	.000	.960	.000	.000	.000	.000	.000	.935	.851	.937	.690	.500	.939	.939	.951

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File Name : 05_PLD_Cook_10E Thurs
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City of Palm Desert
N/S: Cook Street
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File Name : 05_PLD_Cook_10E Thurs
Site Code : 05118939
Start Date : 1/10/2019

	Cook Street Southbound				I-10 Eastbound On Ramp Westbound				Cook Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				03:00 PM				04:45 PM				03:00 PM				
+0 mins.	13	150	0	163	0	0	0	0	0	252	172	424	**24**	**1**	124	149	
+15 mins.	13	157	0	170	0	0	0	0	0	237	**212**	**449**	13	0	129	142	
+30 mins.	**21**	155	0	**176**	0	0	0	0	0	**257**	191	448	13	0	123	136	
+45 mins.	8	**166**	0	174	0	0	0	0	0	201	163	364	12	0	**146**	**158**	
Total Volume	55	628	0	683	0	0	0	0	0	947	738	1685	62	1	522	585	
% App. Total	8.1	91.9	0		0	0	0		0	56.2	43.8		10.6	0.2	89.2		
PHF	.655	.946	.000	.970	.000	.000	.000	.000	.000	.921	.870	.938	.646	.250	.894	.926	

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Groups Printed- Passenger Vehicles

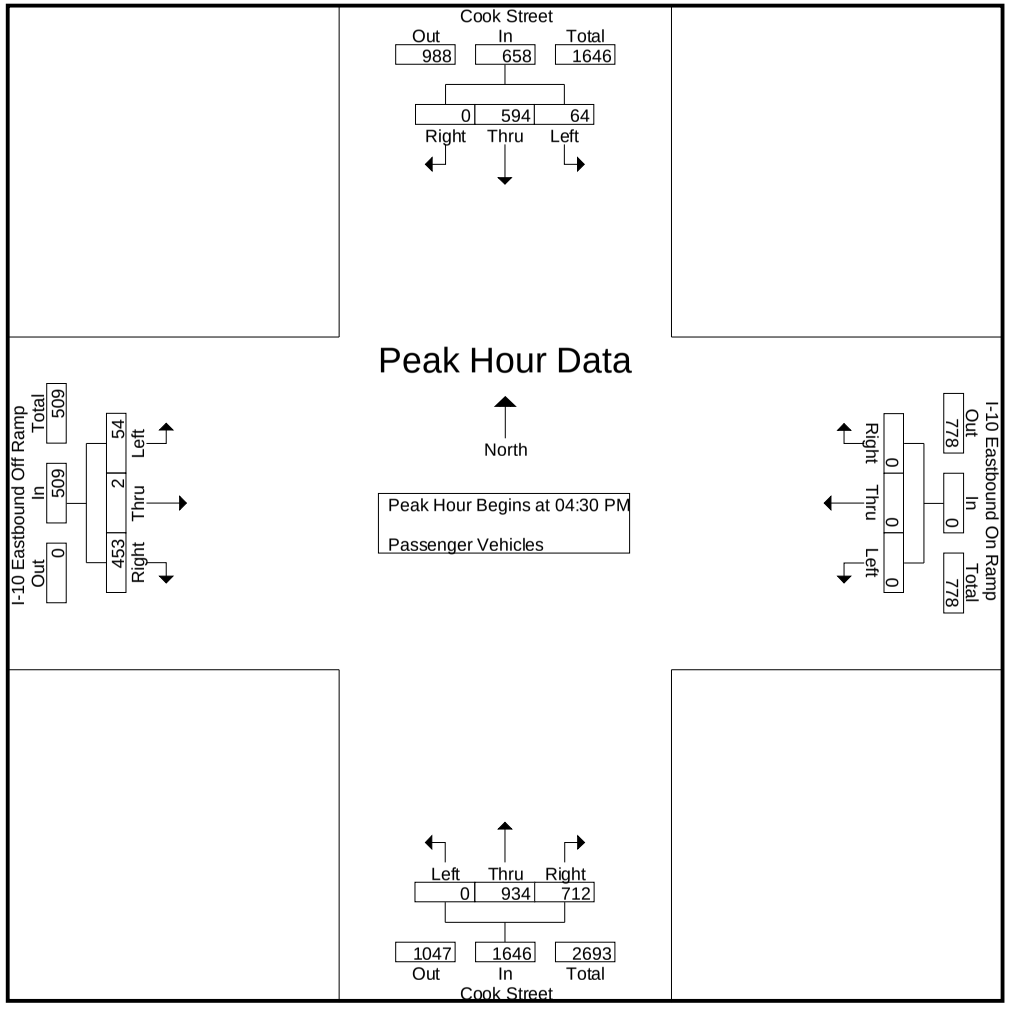
	Cook Street Southbound					I-10 Eastbound On Ramp Westbound					Cook Street Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	13	134	0	0	147	0	0	0	0	0	0	212	155	7	367	22	1	116	63	139	70	653	723
03:15 PM	6	148	0	0	154	0	0	0	0	0	0	199	155	15	354	12	0	118	72	130	87	638	725
03:30 PM	14	150	0	0	164	0	0	0	0	0	0	203	149	8	352	12	0	115	66	127	74	643	717
03:45 PM	13	159	0	0	172	0	0	0	0	0	0	224	166	13	390	11	0	141	90	152	103	714	817
Total	46	591	0	0	637	0	0	0	0	0	0	838	625	43	1463	57	1	490	291	548	334	2648	2982
04:00 PM	5	151	0	0	156	0	0	0	0	0	0	217	135	6	352	8	0	99	60	107	66	615	681
04:15 PM	12	127	0	0	139	0	0	0	0	0	0	210	162	13	372	13	0	122	75	135	88	646	734
04:30 PM	17	144	0	0	161	0	0	0	0	0	0	206	143	9	349	20	1	111	69	132	78	642	720
04:45 PM	13	146	0	0	159	0	0	0	0	0	0	243	169	12	412	7	0	110	59	117	71	688	759
Total	47	568	0	0	615	0	0	0	0	0	0	876	609	40	1485	48	1	442	263	491	303	2591	2894
05:00 PM	13	150	0	0	163	0	0	0	0	0	0	236	210	15	446	14	1	120	62	135	77	744	821
05:15 PM	21	154	0	0	175	0	0	0	0	0	0	249	190	12	439	13	0	112	73	125	85	739	824
05:30 PM	8	164	0	0	172	0	0	0	0	0	0	198	162	11	360	16	0	93	45	109	56	641	697
05:45 PM	8	140	0	0	148	0	0	0	0	0	0	146	163	5	309	10	0	92	57	102	62	559	621
Total	50	608	0	0	658	0	0	0	0	0	0	829	725	43	1554	53	1	417	237	471	280	2683	2963
06:00 PM	12	76	0	0	88	0	0	0	0	0	0	135	92	4	227	8	0	69	46	77	50	392	442
06:15 PM	4	84	0	0	88	0	0	0	0	0	0	83	76	4	159	10	0	61	37	71	41	318	359
06:30 PM	8	78	0	0	86	0	0	0	0	0	0	90	81	1	171	6	0	61	49	67	50	324	374
06:45 PM	15	61	0	0	76	0	0	0	0	0	0	67	71	3	138	6	0	57	27	63	30	277	307
Total	39	299	0	0	338	0	0	0	0	0	0	375	320	12	695	30	0	248	159	278	171	1311	1482
Grand Total	182	2066	0	0	2248	0	0	0	0	0	0	2918	2279	138	5197	188	3	1597	950	1788	1088	9233	10321
Apprch %	8.1	91.9	0			0	0	0			0	56.1	43.9			10.5	0.2	89.3					
Total %	2	22.4	0		24.3	0	0	0		0	0	31.6	24.7		56.3	2	0	17.3		19.4	10.5	89.5	

	Cook Street Southbound				I-10 Eastbound On Ramp Westbound				Cook Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	17	144	0	161	0	0	0	0	0	206	143	349	**20**	**1**	111	132	642
04:45 PM	13	146	0	159	0	0	0	0	0	243	169	412	7	0	110	117	688
05:00 PM	13	150	0	163	0	0	0	0	0	236	**210**	**446**	14	1	**120**	**135**	**744**
05:15 PM	**21**	**154**	0	**175**	0	0	0	0	0	**249**	190	439	13	0	112	125	739
Total Volume	64	594	0	658	0	0	0	0	0	934	712	1646	54	2	453	509	2813
% App. Total	9.7	90.3	0		0	0	0		0	56.7	43.3		10.6	0.4	89		
PHF	.762	.964	.000	.940	.000	.000	.000	.000	.000	.938	.848	.923	.675	.500	.944	.943	.945

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City of Palm Desert
N/S: Cook Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 05_PLD_Cook_10E Thurs
Site Code : 05118939
Start Date : 1/10/2019
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City of Palm Desert
N/S: Cook Street
E/W: I-10 Eastbound Ramps
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File Name : 05_PLD_Cook_10E Thurs
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	Cook Street Southbound				I-10 Eastbound On Ramp Westbound				Cook Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	17	144	0	161	0	0	0	0	0	206	143	349	**20**	**1**	111	132	
+15 mins.	13	146	0	159	0	0	0	0	0	243	169	412	7	0	110	117	
+30 mins.	13	150	0	163	0	0	0	0	0	236	**210**	**446**	14	1	**120**	**135**	
+45 mins.	**21**	**154**	0	**175**	0	0	0	0	0	**249**	190	439	13	0	112	125	
Total Volume	64	594	0	658	0	0	0	0	0	934	712	1646	54	2	453	509	
% App. Total	9.7	90.3	0		0	0	0		0	56.7	43.3		10.6	0.4	89		
PHF	.762	.964	.000	.940	.000	.000	.000	.000	.000	.938	.848	.923	.675	.500	.944	.943	

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City of Palm Desert
N/S: Cook Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 05_PLD_Cook_10E Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

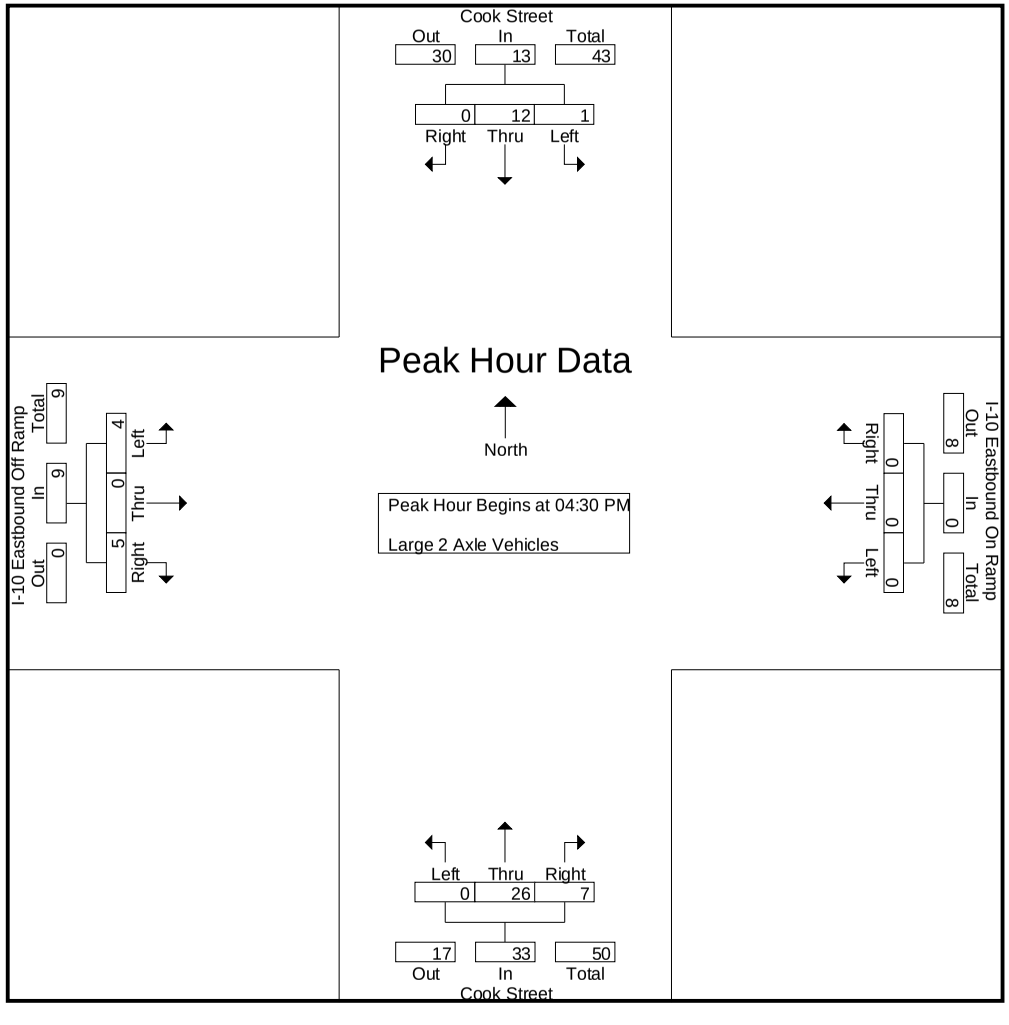
	Cook Street Southbound					I-10 Eastbound On Ramp Westbound					Cook Street Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	5	0	0	5	0	0	0	0	0	0	12	7	1	19	1	0	7	5	8	6	32	38
03:15 PM	0	4	0	0	4	0	0	0	0	0	0	6	6	0	12	1	0	8	5	9	5	25	30
03:30 PM	0	4	0	0	4	0	0	0	0	0	0	10	6	1	16	1	0	6	4	7	5	27	32
03:45 PM	0	2	0	0	2	0	0	0	0	0	0	12	2	0	14	1	0	5	2	6	2	22	24
Total	0	15	0	0	15	0	0	0	0	0	0	40	21	2	61	4	0	26	16	30	18	106	124
04:00 PM	0	3	0	0	3	0	0	0	0	0	0	8	2	0	10	0	0	4	1	4	1	17	18
04:15 PM	0	2	0	0	2	0	0	0	0	0	0	13	3	0	16	0	0	2	2	2	2	20	22
04:30 PM	1	3	0	0	4	0	0	0	0	0	0	9	2	0	11	1	0	4	2	5	2	20	22
04:45 PM	0	3	0	0	3	0	0	0	0	0	0	9	3	0	12	1	0	0	0	1	0	16	16
Total	1	11	0	0	12	0	0	0	0	0	0	39	10	0	49	2	0	10	5	12	5	73	78
05:00 PM	0	5	0	0	5	0	0	0	0	0	0	1	1	0	2	0	0	1	0	1	0	8	8
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	7	1	0	8	2	0	0	0	2	0	11	11
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	0	0	4	3	4	3	9	12
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	0	0	2	1	2	1	6	7
Total	0	9	0	0	9	0	0	0	0	0	0	11	5	0	16	2	0	7	4	9	4	34	38
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	3	3
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	0	0	1	1	1	1	5	6
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	1	1	1	3	4
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	1	1	1	3	4
Total	0	1	0	0	1	0	0	0	0	0	0	7	3	0	10	0	0	3	3	3	3	14	17
Grand Total	1	36	0	0	37	0	0	0	0	0	0	97	39	2	136	8	0	46	28	54	30	227	257
Apprch %	2.7	97.3	0			0	0	0			0	71.3	28.7			14.8	0	85.2					
Total %	0.4	15.9	0		16.3	0	0	0		0	0	42.7	17.2		59.9	3.5	0	20.3		23.8	11.7	88.3	

	Cook Street Southbound				I-10 Eastbound On Ramp Westbound				Cook Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**1**	3	0	4	0	0	0	0	0	**9**	2	11	1	0	**4**	**5**	**20**
04:45 PM	0	3	0	3	0	0	0	0	0	9	**3**	**12**	1	0	0	1	16
05:00 PM	0	**5**	0	**5**	0	0	0	0	0	1	1	2	0	0	1	1	8
05:15 PM	0	1	0	1	0	0	0	0	0	7	1	8	**2**	0	0	2	11
Total Volume	1	12	0	13	0	0	0	0	0	26	7	33	4	0	5	9	55
% App. Total	7.7	92.3	0		0	0	0		0	78.8	21.2		44.4	0	55.6		
PHF	.250	.600	.000	.650	.000	.000	.000	.000	.000	.722	.583	.688	.500	.000	.313	.450	.688

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City of Palm Desert
N/S: Cook Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 05_PLD_Cook_10E Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 2



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City of Palm Desert
N/S: Cook Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 05_PLD_Cook_10E Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 3

	Cook Street Southbound				I-10 Eastbound On Ramp Westbound				Cook Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	**1**	3	0	4	0	0	0	0	0	**9**	2	11	1	0	**4**	**5**	
+15 mins.	0	3	0	3	0	0	0	0	0	9	**3**	**12**	1	0	0	1	
+30 mins.	0	**5**	0	**5**	0	0	0	0	0	1	1	2	0	0	1	1	
+45 mins.	0	1	0	1	0	0	0	0	0	7	1	8	**2**	0	0	2	
Total Volume	1	12	0	13	0	0	0	0	0	26	7	33	4	0	5	9	
% App. Total	7.7	92.3	0		0	0	0		0	78.8	21.2		44.4	0	55.6		
PHF	.250	.600	.000	.650	.000	.000	.000	.000	.000	.722	.583	.688	.500	.000	.313	.450	

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City of Palm Desert
N/S: Cook Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 05_PLD_Cook_10E Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

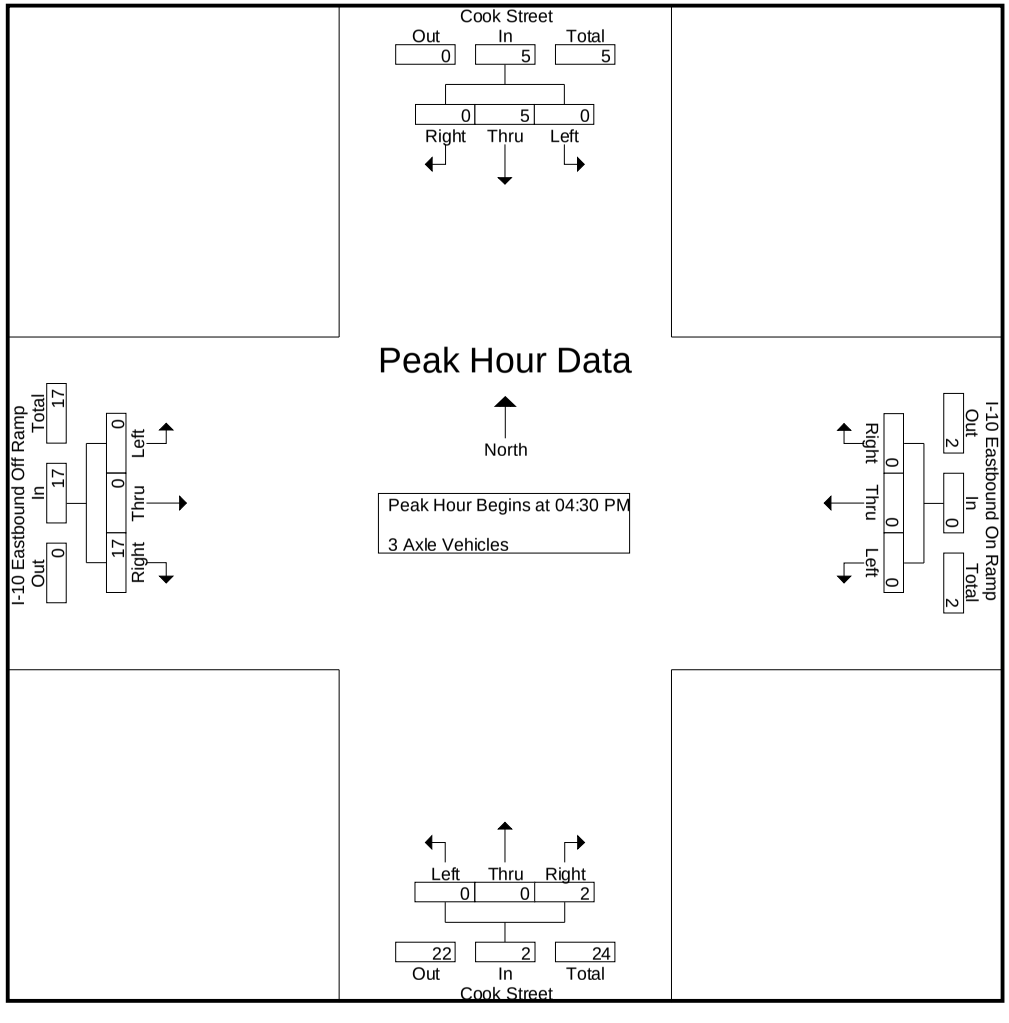
	Cook Street Southbound					I-10 Eastbound On Ramp Westbound					Cook Street Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	1	1	2	1	4	5
03:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	2	2	2	2	4	6
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	2	1	2	1	5	6
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	4
Total	0	1	0	0	1	0	0	0	0	0	0	7	3	0	10	1	0	5	4	6	4	17	21
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	5
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	3	3
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	2	0	2	0	0	5	4	5	4	9	13
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	2	3	2	4	6
Total	0	5	0	0	5	0	0	0	0	0	0	4	2	0	6	0	0	10	6	10	6	21	27
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6	6	6	6	8	14
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	3	2	3	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	4	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	1	1	2	3
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	14	9	14	9	17	26
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2	3
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	3	1	3	4
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	2	4	2	5	7
Grand Total	0	9	0	0	9	0	0	0	0	0	0	12	5	0	17	1	0	33	21	34	21	60	81
Apprch %	0	100	0			0	0	0			0	70.6	29.4			2.9	0	97.1					
Total %	0	15	0		15	0	0	0		0	0	20	8.3		28.3	1.7	0	55		56.7	25.9	74.1	

	Cook Street Southbound				I-10 Eastbound On Ramp Westbound				Cook Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**2**	0	**2**	0	0	0	0	0	0	**2**	**2**	0	0	5	5	**9**
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	3	4
05:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	**6**	**6**	8
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
Total Volume	0	5	0	5	0	0	0	0	0	0	2	2	0	0	17	17	24
% App. Total	0	100	0		0	0	0		0	0	100		0	0	100		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.708	.708	.667

Counts Unlimited
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City of Palm Desert
N/S: Cook Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 05_PLD_Cook_10E Thurs
Site Code : 05118939
Start Date : 1/10/2019
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City of Palm Desert
N/S: Cook Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 05_PLD_Cook_10E Thurs
Site Code : 05118939
Start Date : 1/10/2019
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	Cook Street Southbound				I-10 Eastbound On Ramp Westbound				Cook Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	**2**	0	**2**	0	0	0	0	0	0	**2**	**2**	0	0	5	5	
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	3	
+30 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	**6**	**6**	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	
Total Volume	0	5	0	5	0	0	0	0	0	0	2	2	0	0	17	17	
% App. Total	0	100	0		0	0	0		0	0	100		0	0	100		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.708	.708	

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City of Palm Desert
N/S: Cook Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 05_PLD_Cook_10E Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

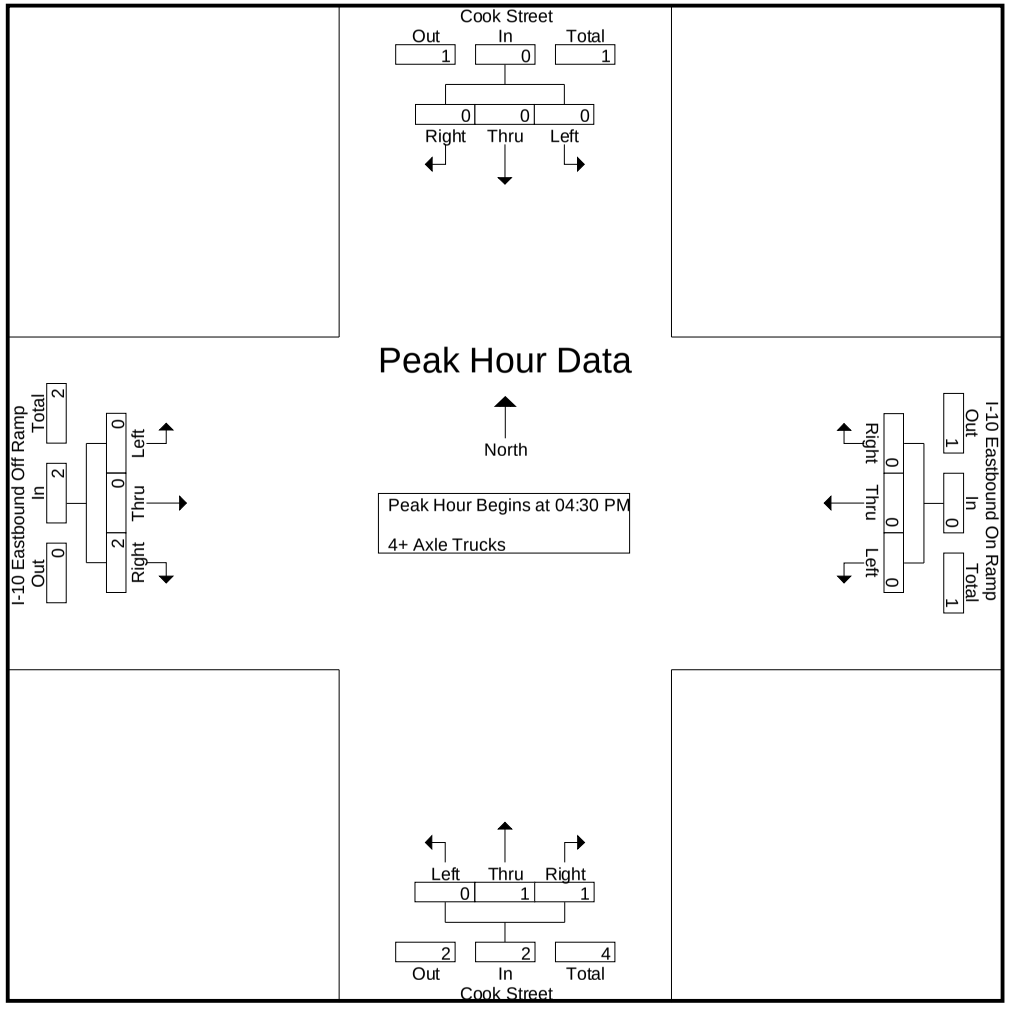
	Cook Street Southbound					I-10 Eastbound On Ramp Westbound					Cook Street Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
03:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	1	1	1	4	5
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	1	1	1	1	7	8
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3	1	3	1	4	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	3	3
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	1	1	2	3
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	1	1	2	3
Grand Total	0	4	0	0	4	0	0	0	0	0	0	6	1	0	7	0	0	5	3	5	3	16	19
Apprch %	0	100	0			0	0	0			0	85.7	14.3			0	0	100					
Total %	0	25	0		25	0	0	0		0	0	37.5	6.2		43.8	0	0	31.2		31.2	15.8	84.2	

	Cook Street Southbound				I-10 Eastbound On Ramp Westbound				Cook Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**1**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	1	1	2	0	0	2	2	4
% App. Total	0	0	0		0	0	0		0	50	50		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.500	.000	.000	.500	.500	1.00

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City of Palm Desert
N/S: Cook Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 05_PLD_Cook_10E Thurs
Site Code : 05118939
Start Date : 1/10/2019
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N/S: Cook Street
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File Name : 05_PLD_Cook_10E Thurs
Site Code : 05118939
Start Date : 1/10/2019
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	Cook Street Southbound				I-10 Eastbound On Ramp Westbound				Cook Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
+30 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	1	1	2	0	0	2	2	
% App. Total	0	0	0		0	0	0		0	50	50		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.500	.000	.000	.500	.500	

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City of Palm Desert
N/S: Cook Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 05_PLD_Cook_10E Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Cook Street Southbound					I-10 Eastbound On Ramp Westbound					Cook Street Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	13	144	0	0	157	0	0	0	0	0	0	210	150	12	360	22	0	142	80	164	92	681	773
03:15 PM	9	137	0	0	146	0	0	0	0	0	0	216	147	8	363	15	0	130	73	145	81	654	735
03:30 PM	9	154	0	0	163	0	0	0	0	0	0	219	184	13	403	14	1	156	91	171	104	737	841
03:45 PM	6	131	0	0	137	0	0	0	0	0	0	212	144	12	356	10	1	139	86	150	98	643	741
Total	37	566	0	0	603	0	0	0	0	0	0	857	625	45	1482	61	2	567	330	630	375	2715	3090
04:00 PM	8	121	0	0	129	0	0	0	0	0	0	177	139	7	316	15	0	118	64	133	71	578	649
04:15 PM	17	147	0	0	164	0	0	0	0	0	0	203	160	5	363	12	0	130	64	142	69	669	738
04:30 PM	5	134	0	0	139	0	0	0	0	0	0	203	147	9	350	12	1	124	90	137	99	626	725
04:45 PM	2	151	0	0	153	0	0	0	0	0	0	208	153	7	361	24	0	133	72	157	79	671	750
Total	32	553	0	0	585	0	0	0	0	0	0	791	599	28	1390	63	1	505	290	569	318	2544	2862
05:00 PM	15	146	0	0	161	0	0	0	0	0	0	229	189	8	418	16	0	106	83	122	91	701	792
05:15 PM	8	147	0	0	155	0	0	0	0	0	0	201	176	17	377	13	0	122	63	135	80	667	747
05:30 PM	4	138	0	0	142	0	0	0	0	0	0	156	133	4	289	10	2	121	89	133	93	564	657
05:45 PM	12	111	0	0	123	0	0	0	0	0	0	155	116	4	271	12	0	127	79	139	83	533	616
Total	39	542	0	0	581	0	0	0	0	0	0	741	614	33	1355	51	2	476	314	529	347	2465	2812
06:00 PM	6	95	0	0	101	0	0	0	0	0	0	130	94	12	224	9	0	87	39	96	51	421	472
06:15 PM	8	69	0	0	77	0	0	0	0	0	0	93	76	7	169	12	1	95	75	108	82	354	436
06:30 PM	8	86	0	0	94	0	0	0	0	0	0	95	64	2	159	7	0	90	49	97	51	350	401
06:45 PM	14	80	0	0	94	0	0	0	0	0	0	75	60	4	135	4	0	95	52	99	56	328	384
Total	36	330	0	0	366	0	0	0	0	0	0	393	294	25	687	32	1	367	215	400	240	1453	1693
Grand Total	144	1991	0	0	2135	0	0	0	0	0	0	2782	2132	131	4914	207	6	1915	1149	2128	1280	9177	10457
Apprch %	6.7	93.3	0			0	0	0			0	56.6	43.4			9.7	0.3	90					
Total %	1.6	21.7	0		23.3	0	0	0		0	0	30.3	23.2		53.5	2.3	0.1	20.9		23.2	12.2	87.8	
Passenger Vehicles	140	1935	0		2075	0	0	0		0	0	2671	2081		4878	199	6	1848		3164	0	0	10117
% Passenger Vehicles	97.2	97.2	0	0	97.2	0	0	0	0	0	0	96	97.6	96.2	96.7	96.1	100	96.5	96.7	96.6	0	0	96.7
Large 2 Axle Vehicles	4	42	0		46	0	0	0		0	0	95	43		143	8	0	35		64	0	0	253
% Large 2 Axle Vehicles	2.8	2.1	0	0	2.2	0	0	0	0	0	0	3.4	2	3.8	2.8	3.9	0	1.8	1.8	2	0	0	2.4
3 Axle Vehicles	0	9	0		9	0	0	0		0	0	8	2		10	0	0	29		43	0	0	62
% 3 Axle Vehicles	0	0.5	0	0	0.4	0	0	0	0	0	0	0.3	0.1	0	0.2	0	0	1.5	1.2	1.3	0	0	0.6
4+ Axle Trucks	0	5	0		5	0	0	0		0	0	8	6		14	0	0	3		6	0	0	25
% 4+ Axle Trucks	0	0.3	0	0	0.2	0	0	0	0	0	0	0.3	0.3	0	0.3	0	0	0.2	0.3	0.2	0	0	0.2

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City of Palm Desert
N/S: Cook Street
E/W: I-10 Eastbound Ramps
Weather: Clear

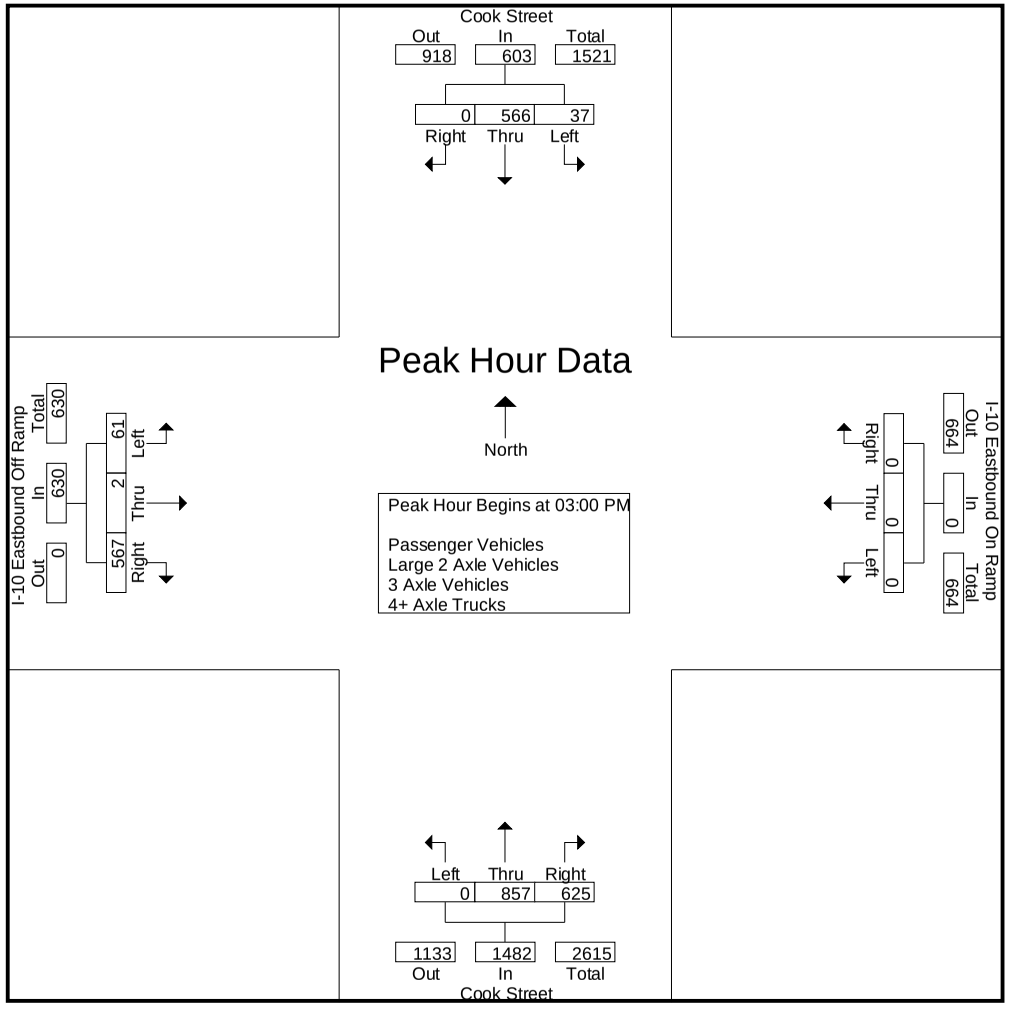
File Name : 05_PLD_Cook_10E Fri
Site Code : 05118939
Start Date : 1/11/2019

	Cook Street Southbound				I-10 Eastbound On Ramp Westbound				Cook Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**13**	144	0	157	0	0	0	0	0	210	150	360	**22**	0	142	164	681
03:15 PM	9	137	0	146	0	0	0	0	0	216	147	363	15	0	130	145	654
03:30 PM	9	**154**	0	**163**	0	0	0	0	0	**219**	**184**	**403**	14	**1**	**156**	**171**	**737**
03:45 PM	6	131	0	137	0	0	0	0	0	212	144	356	10	1	139	150	643
Total Volume	37	566	0	603	0	0	0	0	0	857	625	1482	61	2	567	630	2715
% App. Total	6.1	93.9	0		0	0	0		0	57.8	42.2		9.7	0.3	90		
PHF	.712	.919	.000	.925	.000	.000	.000	.000	.000	.978	.849	.919	.693	.500	.909	.921	.921

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	Cook Street Southbound				I-10 Eastbound On Ramp Westbound				Cook Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				03:00 PM				04:30 PM				03:00 PM				
+0 mins.	**17**	147	0	**164**	0	0	0	0	0	203	147	350	**22**	0	142	164	
+15 mins.	5	134	0	139	0	0	0	0	0	208	153	361	15	0	130	145	
+30 mins.	2	**151**	0	153	0	0	0	0	0	**229**	**189**	**418**	14	**1**	**156**	**171**	
+45 mins.	15	146	0	161	0	0	0	0	0	201	176	377	10	1	139	150	
Total Volume	39	578	0	617	0	0	0	0	0	841	665	1506	61	2	567	630	
% App. Total	6.3	93.7	0		0	0	0		0	55.8	44.2		9.7	0.3	90		
PHF	.574	.957	.000	.941	.000	.000	.000	.000	.000	.918	.880	.901	.693	.500	.909	.921	

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Groups Printed- Passenger Vehicles

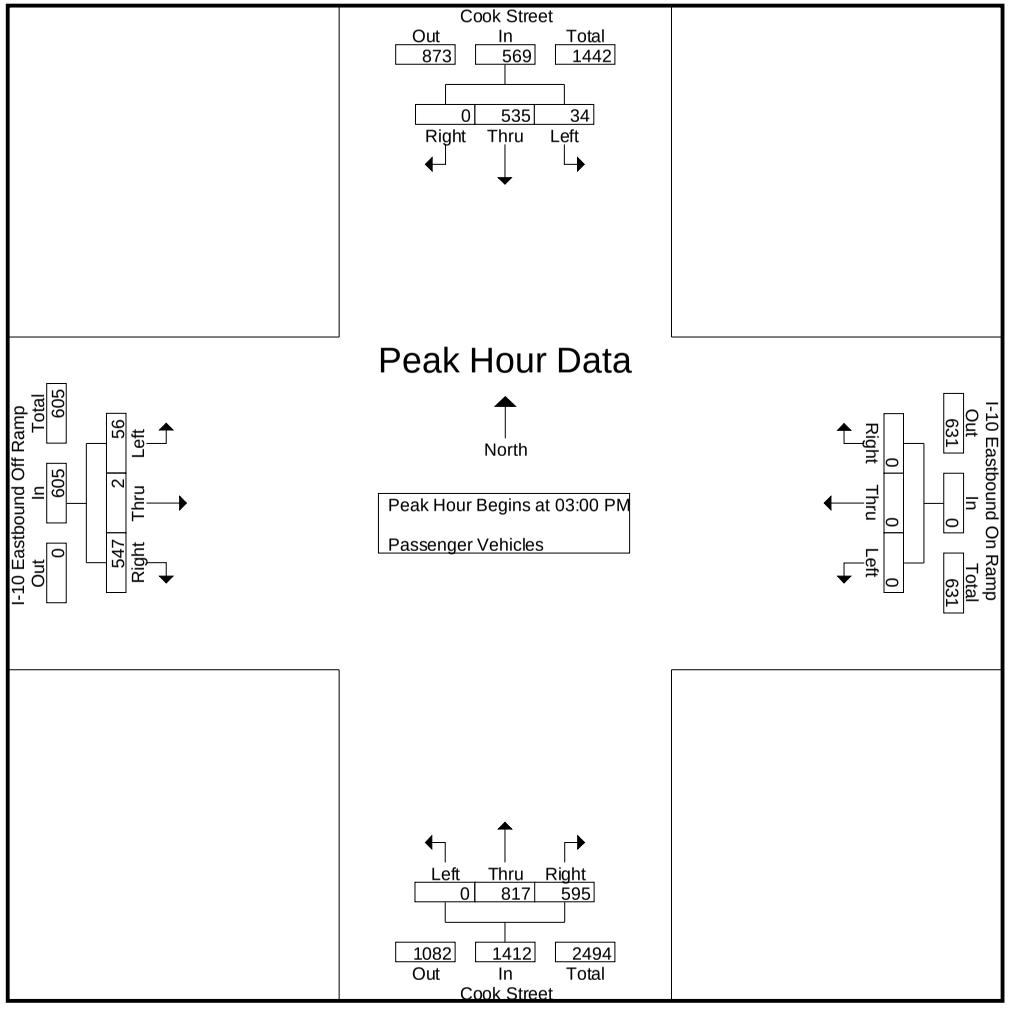
	Cook Street Southbound					I-10 Eastbound On Ramp Westbound					Cook Street Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	11	135	0	0	146	0	0	0	0	0	0	201	139	8	340	19	0	134	77	153	85	639	724
03:15 PM	8	131	0	0	139	0	0	0	0	0	0	202	137	8	339	15	0	125	71	140	79	618	697
03:30 PM	9	143	0	0	152	0	0	0	0	0	0	210	180	12	390	13	1	152	87	166	99	708	807
03:45 PM	6	126	0	0	132	0	0	0	0	0	0	204	139	12	343	9	1	136	84	146	96	621	717
Total	34	535	0	0	569	0	0	0	0	0	0	817	595	40	1412	56	2	547	319	605	359	2586	2945
04:00 PM	7	119	0	0	126	0	0	0	0	0	0	164	138	7	302	15	0	114	63	129	70	557	627
04:15 PM	17	146	0	0	163	0	0	0	0	0	0	196	154	5	350	12	0	126	63	138	68	651	719
04:30 PM	5	128	0	0	133	0	0	0	0	0	0	193	144	9	337	11	1	119	87	131	96	601	697
04:45 PM	2	145	0	0	147	0	0	0	0	0	0	202	150	7	352	24	0	126	67	150	74	649	723
Total	31	538	0	0	569	0	0	0	0	0	0	755	586	28	1341	62	1	485	280	548	308	2458	2766
05:00 PM	15	144	0	0	159	0	0	0	0	0	0	224	187	8	411	15	0	103	80	118	88	688	776
05:15 PM	8	142	0	0	150	0	0	0	0	0	0	195	175	17	370	13	0	116	59	129	76	649	725
05:30 PM	4	136	0	0	140	0	0	0	0	0	0	152	131	4	283	10	2	114	86	126	90	549	639
05:45 PM	12	110	0	0	122	0	0	0	0	0	0	148	116	4	264	11	0	124	78	135	82	521	603
Total	39	532	0	0	571	0	0	0	0	0	0	719	609	33	1328	49	2	457	303	508	336	2407	2743
06:00 PM	6	95	0	0	101	0	0	0	0	0	0	128	93	12	221	9	0	84	37	93	49	415	464
06:15 PM	8	69	0	0	77	0	0	0	0	0	0	90	76	7	166	12	1	92	73	105	80	348	428
06:30 PM	8	86	0	0	94	0	0	0	0	0	0	90	62	2	152	7	0	90	49	97	51	343	394
06:45 PM	14	80	0	0	94	0	0	0	0	0	0	72	60	4	132	4	0	93	50	97	54	323	377
Total	36	330	0	0	366	0	0	0	0	0	0	380	291	25	671	32	1	359	209	392	234	1429	1663
Grand Total	140	1935	0	0	2075	0	0	0	0	0	0	2671	2081	126	4752	199	6	1848	1111	2053	1237	8880	10117
Apprch %	6.7	93.3	0			0	0	0			0	56.2	43.8			9.7	0.3	90					
Total %	1.6	21.8	0		23.4	0	0	0		0	0	30.1	23.4		53.5	2.2	0.1	20.8		23.1	12.2	87.8	

	Cook Street Southbound				I-10 Eastbound On Ramp Westbound				Cook Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**11**	135	0	146	0	0	0	0	0	201	139	340	**19**	0	134	153	639
03:15 PM	8	131	0	139	0	0	0	0	0	202	137	339	15	0	125	140	618
03:30 PM	9	**143**	0	**152**	0	0	0	0	0	**210**	**180**	**390**	13	**1**	**152**	**166**	**708**
03:45 PM	6	126	0	132	0	0	0	0	0	204	139	343	9	1	136	146	621
Total Volume	34	535	0	569	0	0	0	0	0	817	595	1412	56	2	547	605	2586
% App. Total	6	94	0		0	0	0		0	57.9	42.1		9.3	0.3	90.4		
PHF	.773	.935	.000	.936	.000	.000	.000	.000	.000	.973	.826	.905	.737	.500	.900	.911	.913

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	Cook Street Southbound				I-10 Eastbound On Ramp Westbound				Cook Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	**11**	135	0	146	0	0	0	0	0	201	139	340	**19**	0	134	153	
+15 mins.	8	131	0	139	0	0	0	0	0	202	137	339	15	0	125	140	
+30 mins.	9	**143**	0	**152**	0	0	0	0	0	**210**	**180**	**390**	13	**1**	**152**	**166**	
+45 mins.	6	126	0	132	0	0	0	0	0	204	139	343	9	1	136	146	
Total Volume	34	535	0	569	0	0	0	0	0	817	595	1412	56	2	547	605	
% App. Total	6	94	0		0	0	0		0	57.9	42.1		9.3	0.3	90.4		
PHF	.773	.935	.000	.936	.000	.000	.000	.000	.000	.973	.826	.905	.737	.500	.900	.911	

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Groups Printed- Large 2 Axle Vehicles

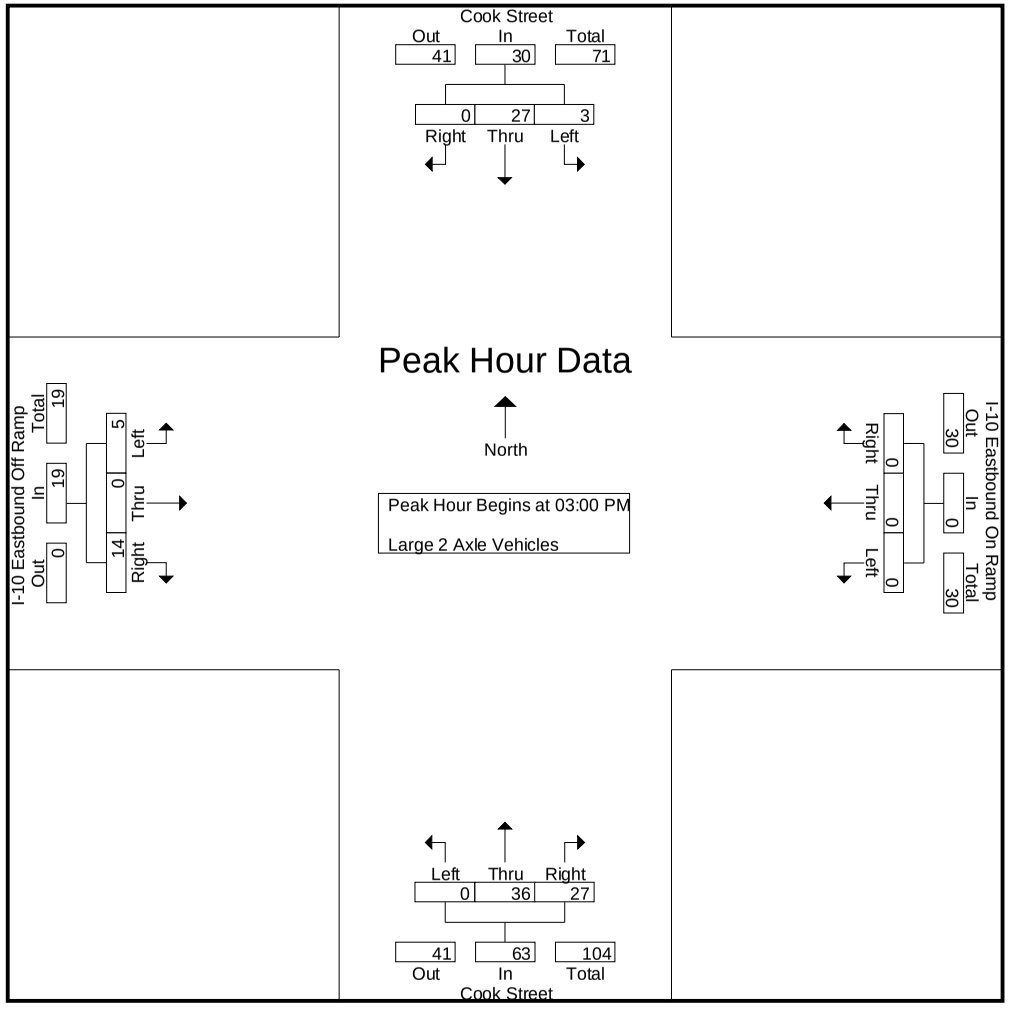
	Cook Street Southbound					I-10 Eastbound On Ramp Westbound					Cook Street Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	2	6	0	0	8	0	0	0	0	0	0	9	11	4	20	3	0	5	1	8	5	36	41
03:15 PM	1	6	0	0	7	0	0	0	0	0	0	13	9	0	22	0	0	4	1	4	1	33	34
03:30 PM	0	11	0	0	11	0	0	0	0	0	0	8	4	1	12	1	0	3	3	4	4	27	31
03:45 PM	0	4	0	0	4	0	0	0	0	0	0	6	3	0	9	1	0	2	2	3	2	16	18
Total	3	27	0	0	30	0	0	0	0	0	0	36	27	5	63	5	0	14	7	19	12	112	124
04:00 PM	1	2	0	0	3	0	0	0	0	0	0	11	1	0	12	0	0	4	1	4	1	19	20
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	6	5	0	11	0	0	1	1	1	1	13	14
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	6	3	0	9	1	0	5	3	6	3	17	20
04:45 PM	0	3	0	0	3	0	0	0	0	0	0	6	2	0	8	0	0	3	2	3	2	14	16
Total	1	8	0	0	9	0	0	0	0	0	0	29	11	0	40	1	0	13	7	14	7	63	70
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	4	2	0	6	1	0	0	0	1	0	9	9
05:15 PM	0	4	0	0	4	0	0	0	0	0	0	5	1	0	6	0	0	1	1	1	1	11	12
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	2	2	2	2	5	7
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	0	8	8
Total	0	7	0	0	7	0	0	0	0	0	0	18	3	0	21	2	0	3	3	5	3	33	36
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	3	3
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	3	2	3	2	6	8
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	5	5
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	2	2	2	2	5	7
Total	0	0	0	0	0	0	0	0	0	0	0	12	2	0	14	0	0	5	4	5	4	19	23
Grand Total	4	42	0	0	46	0	0	0	0	0	0	95	43	5	138	8	0	35	21	43	26	227	253
Apprch %	8.7	91.3	0			0	0	0			0	68.8	31.2			18.6	0	81.4					
Total %	1.8	18.5	0		20.3	0	0	0		0	0	41.9	18.9		60.8	3.5	0	15.4		18.9	10.3	89.7	

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Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**2**	6	0	8	0	0	0	0	0	9	**11**	20	**3**	0	**5**	**8**	**36**
03:15 PM	1	6	0	7	0	0	0	0	0	**13**	9	**22**	0	0	4	4	33
03:30 PM	0	**11**	0	**11**	0	0	0	0	0	8	4	12	1	0	3	4	27
03:45 PM	0	4	0	4	0	0	0	0	0	6	3	9	1	0	2	3	16
Total Volume	3	27	0	30	0	0	0	0	0	36	27	63	5	0	14	19	112
% App. Total	10	90	0		0	0	0		0	57.1	42.9		26.3	0	73.7		
PHF	.375	.614	.000	.682	.000	.000	.000	.000	.000	.692	.614	.716	.417	.000	.700	.594	.778

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City of Palm Desert
N/S: Cook Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 05_PLD_Cook_10E Fri
Site Code : 05118939
Start Date : 1/11/2019

	Cook Street Southbound				I-10 Eastbound On Ramp Westbound				Cook Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	**2**	6	0	8	0	0	0	0	0	9	**11**	20	**3**	0	**5**	**8**	
+15 mins.	1	6	0	7	0	0	0	0	0	**13**	9	**22**	0	0	4	4	
+30 mins.	0	**11**	0	**11**	0	0	0	0	0	8	4	12	1	0	3	4	
+45 mins.	0	4	0	4	0	0	0	0	0	6	3	9	1	0	2	3	
Total Volume	3	27	0	30	0	0	0	0	0	36	27	63	5	0	14	19	
% App. Total	10	90	0		0	0	0		0	57.1	42.9		26.3	0	73.7		
PHF	.375	.614	.000	.682	.000	.000	.000	.000	.000	.692	.614	.716	.417	.000	.700	.594	

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Palm Desert
N/S: Cook Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 05_PLD_Cook_10E Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

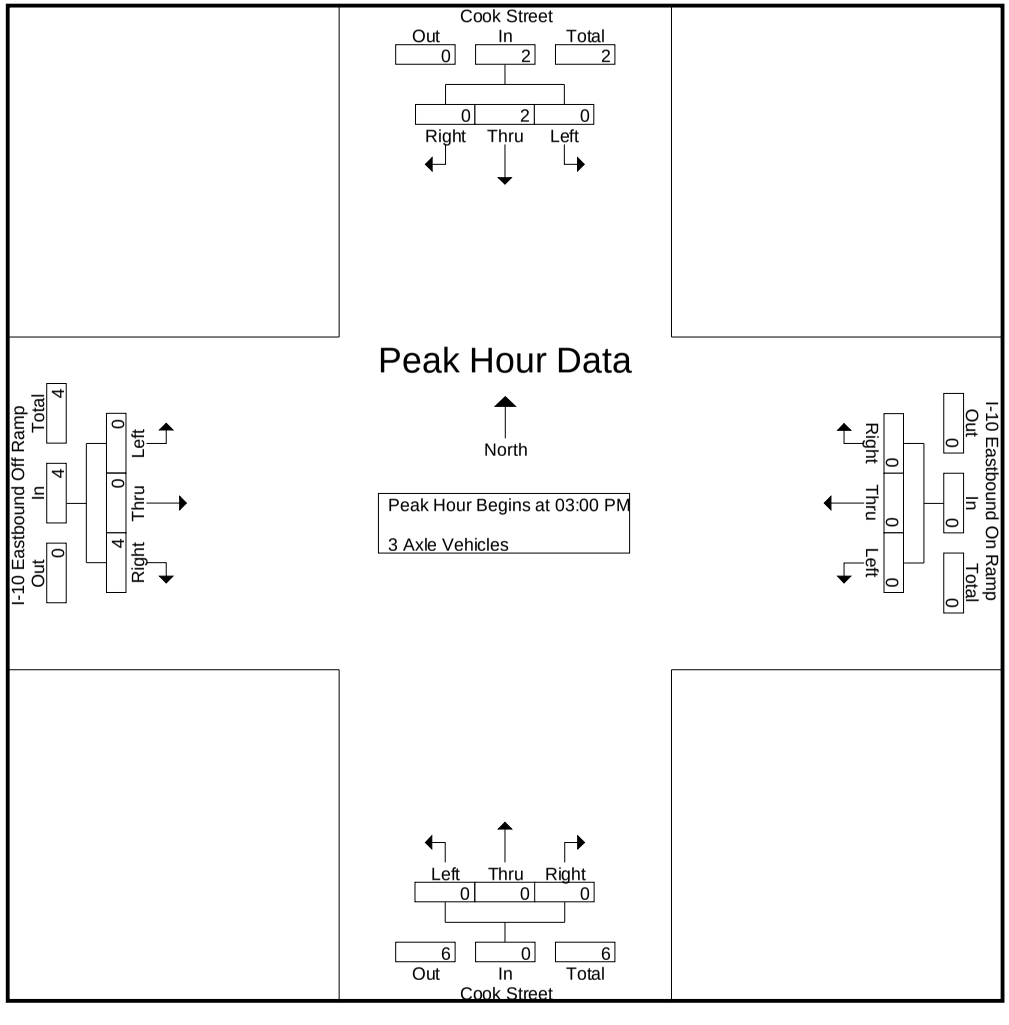
	Cook Street Southbound					I-10 Eastbound On Ramp Westbound					Cook Street Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3	3
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	2
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	2	4	2	6	8
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	3	3
04:30 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7	7
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	4	3	4	3	6	9
Total	0	4	0	0	4	0	0	0	0	0	0	5	1	0	6	0	0	7	3	7	3	17	20
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3	3	3	3	4	7
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	2	4	2	5	7
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	0	0	5	1	5	1	9	10
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3	1	3	1	4	5
Total	0	3	0	0	3	0	0	0	0	0	0	3	1	0	4	0	0	15	7	15	7	22	29
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	3	2	3	5
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	3	2	3	5
Grand Total	0	9	0	0	9	0	0	0	0	0	0	8	2	0	10	0	0	29	14	29	14	48	62
Apprch %	0	100	0			0	0	0			0	80	20			0	0	100					
Total %	0	18.8	0		18.8	0	0	0		0	0	16.7	4.2		20.8	0	0	60.4		60.4	22.6	77.4	

	Cook Street Southbound				I-10 Eastbound On Ramp Westbound				Cook Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**3**
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4	4	6
% App. Total	0	100	0		0	0	0		0	0	0		0	0	100		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	1.00	1.00	.500

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Palm Desert
N/S: Cook Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 05_PLD_Cook_10E Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 2



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City of Palm Desert
N/S: Cook Street
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File Name : 05_PLD_Cook_10E Fri
Site Code : 05118939
Start Date : 1/11/2019
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	Cook Street Southbound				I-10 Eastbound On Ramp Westbound				Cook Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	**1**	**1**	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
Total Volume	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4	4	
% App. Total	0	100	0		0	0	0		0	0	0		0	0	100		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	1.000	1.000	

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City of Palm Desert
N/S: Cook Street
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File Name : 05_PLD_Cook_10E Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

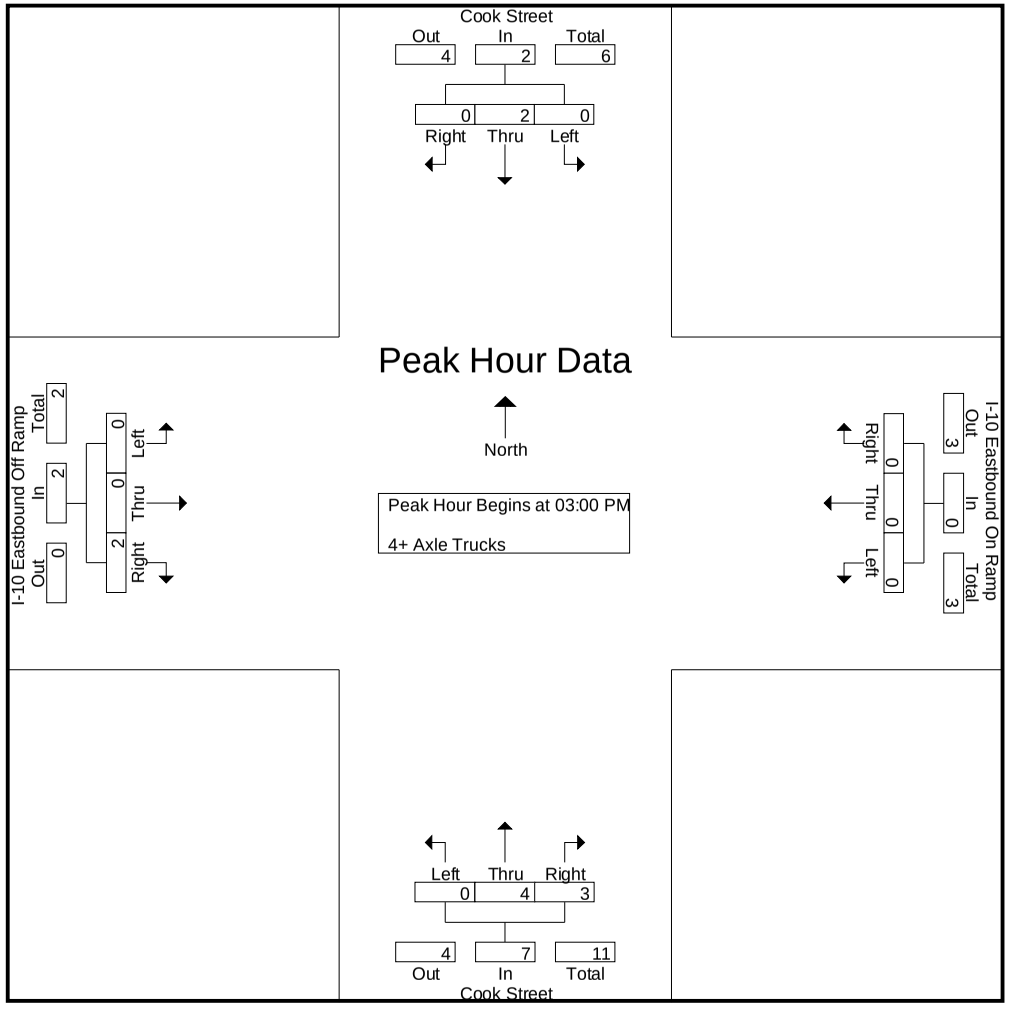
	Cook Street Southbound					I-10 Eastbound On Ramp Westbound					Cook Street Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	3	5
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
03:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	5	5
Total	0	2	0	0	2	0	0	0	0	0	0	4	3	0	7	0	0	2	2	2	2	11	13
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	2
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	3	0	0	3	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	6	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	1	1	2	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	1	1	1	1	3	4
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	2
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	2
Grand Total	0	5	0	0	5	0	0	0	0	0	0	8	6	0	14	0	0	3	3	3	3	22	25
Apprch %	0	100	0			0	0	0			0	57.1	42.9			0	0	100					
Total %	0	22.7	0		22.7	0	0	0		0	0	36.4	27.3		63.6	0	0	13.6		13.6	12	88	

	Cook Street Southbound				I-10 Eastbound On Ramp Westbound				Cook Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	**2**	**2**	3
03:15 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
03:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
03:45 PM	0	1	0	1	0	0	0	0	0	**2**	**2**	**4**	0	0	0	0	**5**
Total Volume	0	2	0	2	0	0	0	0	0	4	3	7	0	0	2	2	11
% App. Total	0	100	0		0	0	0		0	57.1	42.9		0	0	100		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.375	.438	.000	.000	.250	.250	.550

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Palm Desert
N/S: Cook Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 05_PLD_Cook_10E Fri
Site Code : 05118939
Start Date : 1/11/2019
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City of Palm Desert
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	Cook Street Southbound				I-10 Eastbound On Ramp Westbound				Cook Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	**2**	**2**	
+15 mins.	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
+45 mins.	0	1	0	1	0	0	0	0	0	**2**	**2**	**4**	0	0	0	0	
Total Volume	0	2	0	2	0	0	0	0	0	4	3	7	0	0	2	2	
% App. Total	0	100	0		0	0	0		0	57.1	42.9		0	0	100		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.375	.438	.000	.000	.250	.250	

Counts Unlimited
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City of Palm Desert
N/S: Cook Street
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Weather: Clear

File Name : 05_PLD_Cook_10E Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Cook Street Southbound					I-10 Eastbound On Ramp Westbound					Cook Street Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	10	91	0	0	101	0	0	0	0	0	2	101	67	4	170	8	0	93	49	101	53	372	425
10:15 AM	2	77	0	0	79	0	0	0	0	0	0	125	52	0	177	5	0	82	57	87	57	343	400
10:30 AM	8	82	0	0	90	0	0	0	0	0	0	109	49	7	158	11	0	97	50	108	57	356	413
10:45 AM	2	110	0	0	112	0	0	0	0	0	0	108	56	6	164	7	0	92	42	99	48	375	423
Total	22	360	0	0	382	0	0	0	0	0	2	443	224	17	669	31	0	364	198	395	215	1446	1661
11:00 AM	1	100	0	0	101	0	0	0	0	0	0	92	44	4	136	10	0	84	42	94	46	331	377
11:15 AM	5	89	0	0	94	0	0	0	0	0	0	115	63	1	178	8	0	117	58	125	59	397	456
11:30 AM	7	108	0	0	115	0	0	0	0	0	0	92	73	3	165	12	0	93	47	105	50	385	435
11:45 AM	4	102	0	0	106	0	0	0	0	0	0	101	54	6	155	12	1	101	41	114	47	375	422
Total	17	399	0	0	416	0	0	0	0	0	0	400	234	14	634	42	1	395	188	438	202	1488	1690
12:00 PM	5	95	0	0	100	0	0	0	0	0	0	114	69	0	183	5	0	105	61	110	61	393	454
12:15 PM	6	84	0	0	90	0	0	0	0	0	0	96	76	3	172	17	0	123	77	140	80	402	482
12:30 PM	6	94	0	0	100	0	0	0	0	0	0	109	68	3	177	14	1	76	52	91	55	368	423
12:45 PM	2	96	0	0	98	0	0	0	0	0	0	101	69	3	170	10	0	98	53	108	56	376	432
Total	19	369	0	0	388	0	0	0	0	0	0	420	282	9	702	46	1	402	243	449	252	1539	1791
01:00 PM	4	93	0	0	97	0	0	0	0	0	0	122	72	3	194	4	0	115	69	119	72	410	482
01:15 PM	6	97	0	0	103	0	0	0	0	0	0	95	61	8	156	5	1	115	58	121	66	380	446
01:30 PM	6	100	0	0	106	0	0	0	0	0	0	113	71	5	184	14	0	100	51	114	56	404	460
01:45 PM	5	99	0	0	104	0	0	0	0	0	0	93	65	6	158	10	0	103	63	113	69	375	444
Total	21	389	0	0	410	0	0	0	0	0	0	423	269	22	692	33	1	433	241	467	263	1569	1832
Grand Total	79	1517	0	0	1596	0	0	0	0	0	2	1686	1009	62	2697	152	3	1594	870	1749	932	6042	6974
Apprch %	4.9	95.1	0			0	0	0			0.1	62.5	37.4			8.7	0.2	91.1					
Total %	1.3	25.1	0		26.4	0	0	0		0	0	27.9	16.7		44.6	2.5	0	26.4		28.9	13.4	86.6	
Passenger Vehicles	78	1501	0		1579	0	0	0		0	2	1625	989		2674	134	3	1532		2511	0	0	6764
% Passenger Vehicles	98.7	98.9	0	0	98.9	0	0	0	0	0	100	96.4	98	93.5	96.9	88.2	100	96.1	96.8	95.9	0	0	97
Large 2 Axle Vehicles	1	13	0		14	0	0	0		0	0	45	15		63	17	0	38		72	0	0	149
% Large 2 Axle Vehicles	1.3	0.9	0	0	0.9	0	0	0	0	0	0	2.7	1.5	4.8	2.3	11.2	0	2.4	2	2.7	0	0	2.1
3 Axle Vehicles	0	2	0		2	0	0	0		0	0	12	1		13	1	0	21		32	0	0	47
% 3 Axle Vehicles	0	0.1	0	0	0.1	0	0	0	0	0	0	0.7	0.1	0	0.5	0.7	0	1.3	1.1	1.2	0	0	0.7
4+ Axle Trucks	0	1	0		1	0	0	0		0	0	4	4		9	0	0	3		4	0	0	14
% 4+ Axle Trucks	0	0.1	0	0	0.1	0	0	0	0	0	0	0.2	0.4	1.6	0.3	0	0	0.2	0.1	0.2	0	0	0.2

Counts Unlimited
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City of Palm Desert
N/S: Cook Street
E/W: I-10 Eastbound Ramps
Weather: Clear

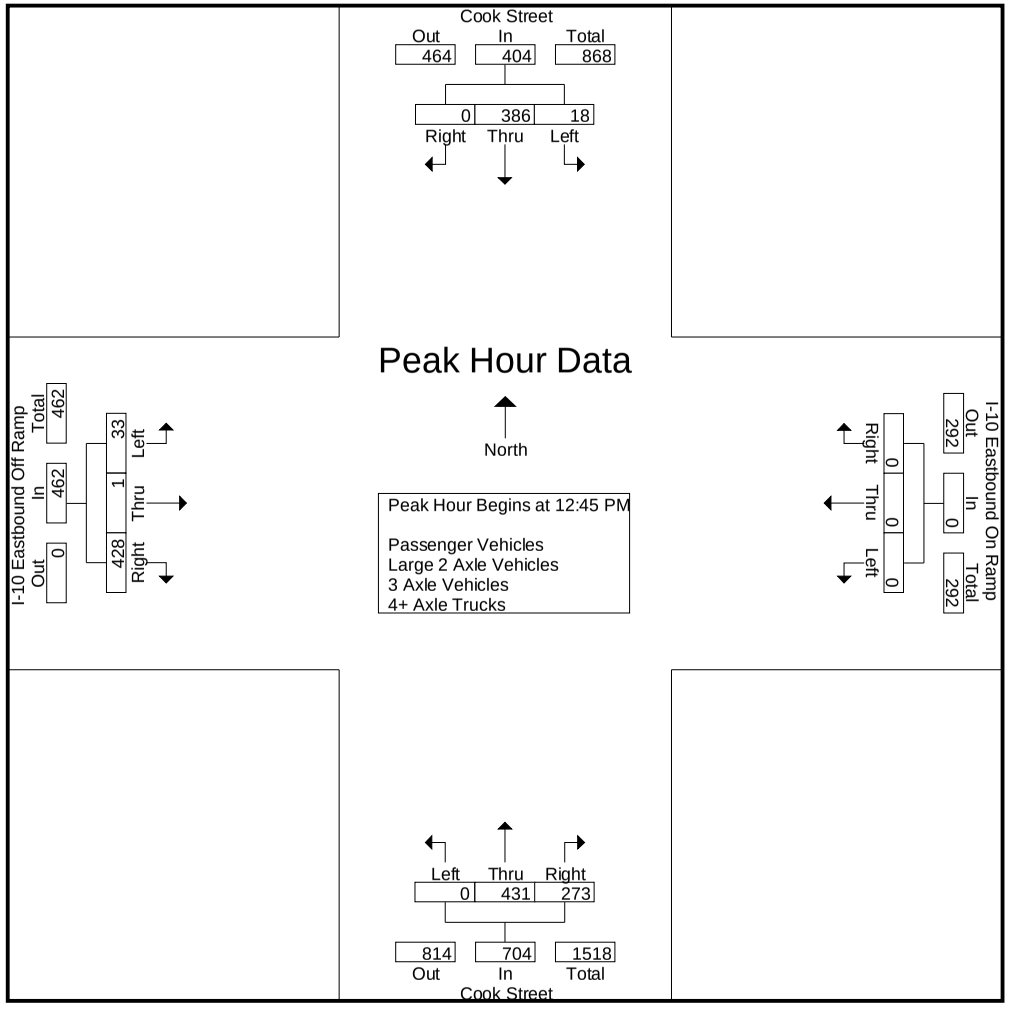
File Name : 05_PLD_Cook_10E Sat
Site Code : 05118939
Start Date : 1/12/2019

	Cook Street Southbound				I-10 Eastbound On Ramp Westbound				Cook Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	2	96	0	98	0	0	0	0	0	101	69	170	10	0	98	108	376
01:00 PM	4	93	0	97	0	0	0	0	0	**122**	**72**	**194**	4	0	**115**	119	**410**
01:15 PM	**6**	97	0	103	0	0	0	0	0	95	61	156	5	**1**	115	**121**	380
01:30 PM	6	**100**	0	**106**	0	0	0	0	0	113	71	184	**14**	0	100	114	404
Total Volume	18	386	0	404	0	0	0	0	0	431	273	704	33	1	428	462	1570
% App. Total	4.5	95.5	0		0	0	0		0	61.2	38.8		7.1	0.2	92.6		
PHF	.750	.965	.000	.953	.000	.000	.000	.000	.000	.883	.948	.907	.589	.250	.930	.955	.957

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Palm Desert
N/S: Cook Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 05_PLD_Cook_10E Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 3



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PO Box 1178
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City of Palm Desert
N/S: Cook Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 05_PLD_Cook_10E Sat
Site Code : 05118939
Start Date : 1/12/2019

	Cook Street Southbound				I-10 Eastbound On Ramp Westbound				Cook Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	10:45 AM				10:00 AM				12:15 PM				11:30 AM				
+0 mins.	2	**110**	0	112	0	0	0	0	0	96	**76**	172	12	0	93	105	
+15 mins.	1	100	0	101	0	0	0	0	0	109	68	177	12	**1**	101	114	
+30 mins.	5	89	0	94	0	0	0	0	0	101	69	170	5	0	105	110	
+45 mins.	**7**	108	0	**115**	0	0	0	0	0	**122**	72	**194**	**17**	0	**123**	**140**	
Total Volume	15	407	0	422	0	0	0	0	0	428	285	713	46	1	422	469	
% App. Total	3.6	96.4	0		0	0	0		0	60	40		9.8	0.2	90		
PHF	.536	.925	.000	.917	.000	.000	.000	.000	.000	.877	.938	.919	.676	.250	.858	.838	

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City of Palm Desert
N/S: Cook Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 05_PLD_Cook_10E Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 1

Groups Printed- Passenger Vehicles

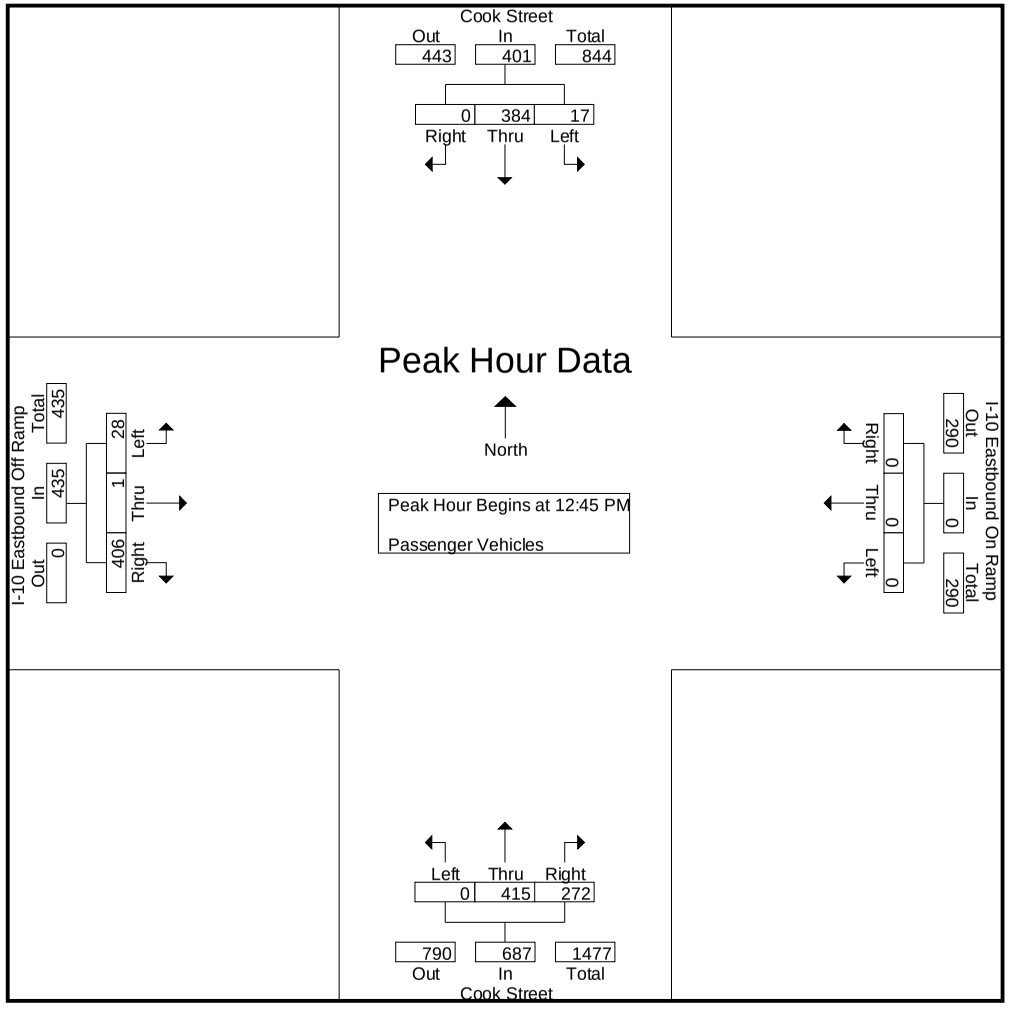
	Cook Street Southbound					I-10 Eastbound On Ramp Westbound					Cook Street Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	10	91	0	0	101	0	0	0	0	0	2	90	66	4	158	8	0	91	49	99	53	358	411
10:15 AM	2	77	0	0	79	0	0	0	0	0	0	120	52	0	172	5	0	79	56	84	56	335	391
10:30 AM	8	81	0	0	89	0	0	0	0	0	0	107	45	5	152	11	0	94	48	105	53	346	399
10:45 AM	2	108	0	0	110	0	0	0	0	0	0	104	55	6	159	7	0	86	41	93	47	362	409
Total	22	357	0	0	379	0	0	0	0	0	2	421	218	15	641	31	0	350	194	381	209	1401	1610
11:00 AM	1	99	0	0	100	0	0	0	0	0	0	90	42	3	132	10	0	78	39	88	42	320	362
11:15 AM	5	88	0	0	93	0	0	0	0	0	0	114	62	1	176	5	0	112	56	117	57	386	443
11:30 AM	7	105	0	0	112	0	0	0	0	0	0	89	70	3	159	10	0	90	46	100	49	371	420
11:45 AM	4	102	0	0	106	0	0	0	0	0	0	98	52	6	150	9	1	99	39	109	45	365	410
Total	17	394	0	0	411	0	0	0	0	0	0	391	226	13	617	34	1	379	180	414	193	1442	1635
12:00 PM	5	93	0	0	98	0	0	0	0	0	0	110	68	0	178	4	0	99	59	103	59	379	438
12:15 PM	6	83	0	0	89	0	0	0	0	0	0	93	74	3	167	17	0	121	77	138	80	394	474
12:30 PM	6	91	0	0	97	0	0	0	0	0	0	107	66	2	173	12	1	75	52	88	54	358	412
12:45 PM	2	96	0	0	98	0	0	0	0	0	0	95	69	3	164	10	0	93	50	103	53	365	418
Total	19	363	0	0	382	0	0	0	0	0	0	405	277	8	682	43	1	388	238	432	246	1496	1742
01:00 PM	4	92	0	0	96	0	0	0	0	0	0	117	72	3	189	3	0	106	63	109	66	394	460
01:15 PM	6	96	0	0	102	0	0	0	0	0	0	92	60	8	152	3	1	108	54	112	62	366	428
01:30 PM	5	100	0	0	105	0	0	0	0	0	0	111	71	5	182	12	0	99	50	111	55	398	453
01:45 PM	5	99	0	0	104	0	0	0	0	0	0	88	65	6	153	8	0	102	63	110	69	367	436
Total	20	387	0	0	407	0	0	0	0	0	0	408	268	22	676	26	1	415	230	442	252	1525	1777
Grand Total	78	1501	0	0	1579	0	0	0	0	0	2	1625	989	58	2616	134	3	1532	842	1669	900	5864	6764
Apprch %	4.9	95.1	0			0	0	0			0.1	62.1	37.8			8	0.2	91.8					
Total %	1.3	25.6	0		26.9	0	0	0		0	0	27.7	16.9		44.6	2.3	0.1	26.1		28.5	13.3	86.7	

	Cook Street Southbound				I-10 Eastbound On Ramp Westbound				Cook Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 01:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	2	96	0	98	0	0	0	0	0	95	69	164	10	0	93	103	365
01:00 PM	4	92	0	96	0	0	0	0	0	**117**	**72**	**189**	3	0	106	109	394
01:15 PM	**6**	96	0	102	0	0	0	0	0	92	60	152	3	**1**	**108**	**112**	366
01:30 PM	5	**100**	0	**105**	0	0	0	0	0	111	71	182	**12**	0	99	111	**398**
Total Volume	17	384	0	401	0	0	0	0	0	415	272	687	28	1	406	435	1523
% App. Total	4.2	95.8	0		0	0	0		0	60.4	39.6		6.4	0.2	93.3		
PHF	.708	.960	.000	.955	.000	.000	.000	.000	.000	.887	.944	.909	.583	.250	.940	.971	.957

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Palm Desert
N/S: Cook Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 05_PLD_Cook_10E Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 2



Counts Unlimited
PO Box 1178
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(951) 268-6268

City of Palm Desert
N/S: Cook Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 05_PLD_Cook_10E Sat
Site Code : 05118939
Start Date : 1/12/2019

	Cook Street Southbound				I-10 Eastbound On Ramp Westbound				Cook Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 01:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	12:45 PM				12:45 PM				12:45 PM				12:45 PM				
+0 mins.	2	96	0	98	0	0	0	0	0	95	69	164	10	0	93	103	
+15 mins.	4	92	0	96	0	0	0	0	0	**117**	**72**	**189**	3	0	106	109	
+30 mins.	**6**	96	0	102	0	0	0	0	0	92	60	152	3	**1**	**108**	**112**	
+45 mins.	5	**100**	0	**105**	0	0	0	0	0	111	71	182	**12**	0	99	111	
Total Volume	17	384	0	401	0	0	0	0	0	415	272	687	28	1	406	435	
% App. Total	4.2	95.8	0		0	0	0		0	60.4	39.6		6.4	0.2	93.3		
PHF	.708	.960	.000	.955	.000	.000	.000	.000	.000	.887	.944	.909	.583	.250	.940	.971	

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City of Palm Desert
N/S: Cook Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 05_PLD_Cook_10E Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

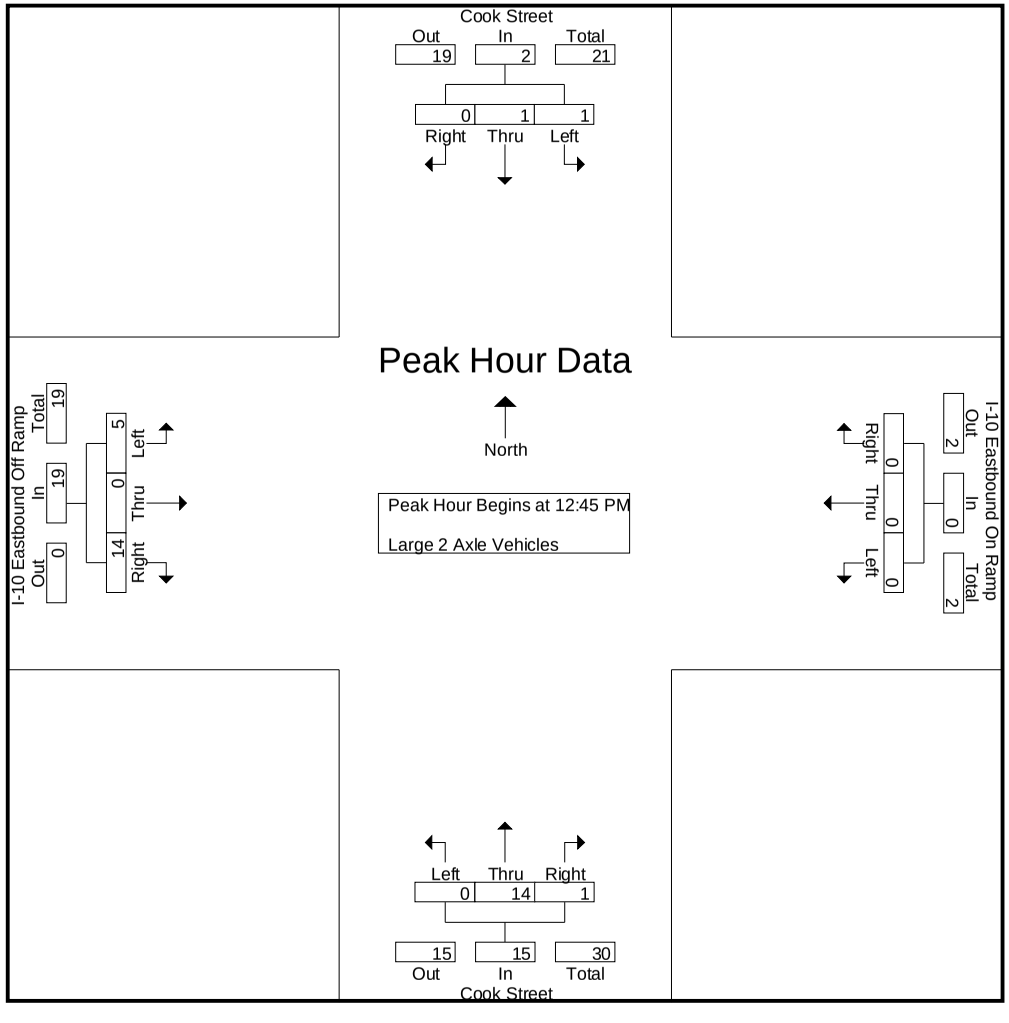
	Cook Street Southbound					I-10 Eastbound On Ramp Westbound					Cook Street Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	9	9
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	1	2	1	4	5
10:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	3	1	5	0	0	2	1	2	2	8	10
10:45 AM	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	0	0	3	1	3	1	8	9
Total	0	2	0	0	2	0	0	0	0	0	0	15	4	1	19	0	0	8	3	8	4	29	33
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	1	1	3	0	0	2	0	2	1	6	7
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	2	0	4	0	5	5
11:30 AM	0	3	0	0	3	0	0	0	0	0	0	3	3	0	6	2	0	2	1	4	1	13	14
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	3	0	2	2	5	2	9	11
Total	0	4	0	0	4	0	0	0	0	0	0	8	6	1	14	7	0	8	3	15	4	33	37
12:00 PM	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	1	0	4	2	5	2	11	13
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	2	0	4	0	0	2	0	2	0	7	7
12:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	1	1	1	2	0	1	0	3	1	7	8
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	3	1	3	1	8	9
Total	0	6	0	0	6	0	0	0	0	0	0	10	4	1	14	3	0	10	3	13	4	33	37
01:00 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	1	0	6	5	7	5	12	17
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	2	0	4	2	6	2	10	12
01:30 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	2	0	1	1	3	1	6	7
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	2	0	1	0	3	0	6	6
Total	1	1	0	0	2	0	0	0	0	0	0	12	1	0	13	7	0	12	8	19	8	34	42
Grand Total	1	13	0	0	14	0	0	0	0	0	0	45	15	3	60	17	0	38	17	55	20	129	149
Apprch %	7.1	92.9	0			0	0	0			0	75	25			30.9	0	69.1					
Total %	0.8	10.1	0		10.9	0	0	0		0	0	34.9	11.6		46.5	13.2	0	29.5		42.6	13.4	86.6	

	Cook Street Southbound				I-10 Eastbound On Ramp Westbound				Cook Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 01:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	0	0	0	0	0	**5**	0	**5**	0	0	3	3	8
01:00 PM	0	**1**	0	**1**	0	0	0	0	0	4	0	4	1	0	**6**	**7**	**12**
01:15 PM	0	0	0	0	0	0	0	0	0	3	**1**	4	**2**	0	4	6	10
01:30 PM	**1**	0	0	1	0	0	0	0	0	2	0	2	2	0	1	3	6
Total Volume	1	1	0	2	0	0	0	0	0	14	1	15	5	0	14	19	36
% App. Total	50	50	0		0	0	0		0	93.3	6.7		26.3	0	73.7		
PHF	.250	.250	.000	.500	.000	.000	.000	.000	.000	.700	.250	.750	.625	.000	.583	.679	.750

Counts Unlimited
PO Box 1178
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City of Palm Desert
N/S: Cook Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 05_PLD_Cook_10E Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 2



Counts Unlimited
PO Box 1178
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(951) 268-6268

City of Palm Desert
N/S: Cook Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 05_PLD_Cook_10E Sat
Site Code : 05118939
Start Date : 1/12/2019
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	Cook Street Southbound				I-10 Eastbound On Ramp Westbound				Cook Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 01:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	12:45 PM				12:45 PM				12:45 PM				12:45 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	**5**	0	**5**	0	0	3	3	
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	4	0	4	1	0	**6**	**7**	
+30 mins.	0	0	0	0	0	0	0	0	0	3	**1**	4	**2**	0	4	6	
+45 mins.	**1**	0	0	1	0	0	0	0	0	2	0	2	2	0	1	3	
Total Volume	1	1	0	2	0	0	0	0	0	14	1	15	5	0	14	19	
% App. Total	50	50	0		0	0	0		0	93.3	6.7		26.3	0	73.7		
PHF	.250	.250	.000	.500	.000	.000	.000	.000	.000	.700	.250	.750	.625	.000	.583	.679	

Counts Unlimited
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City of Palm Desert
N/S: Cook Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 05_PLD_Cook_10E Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

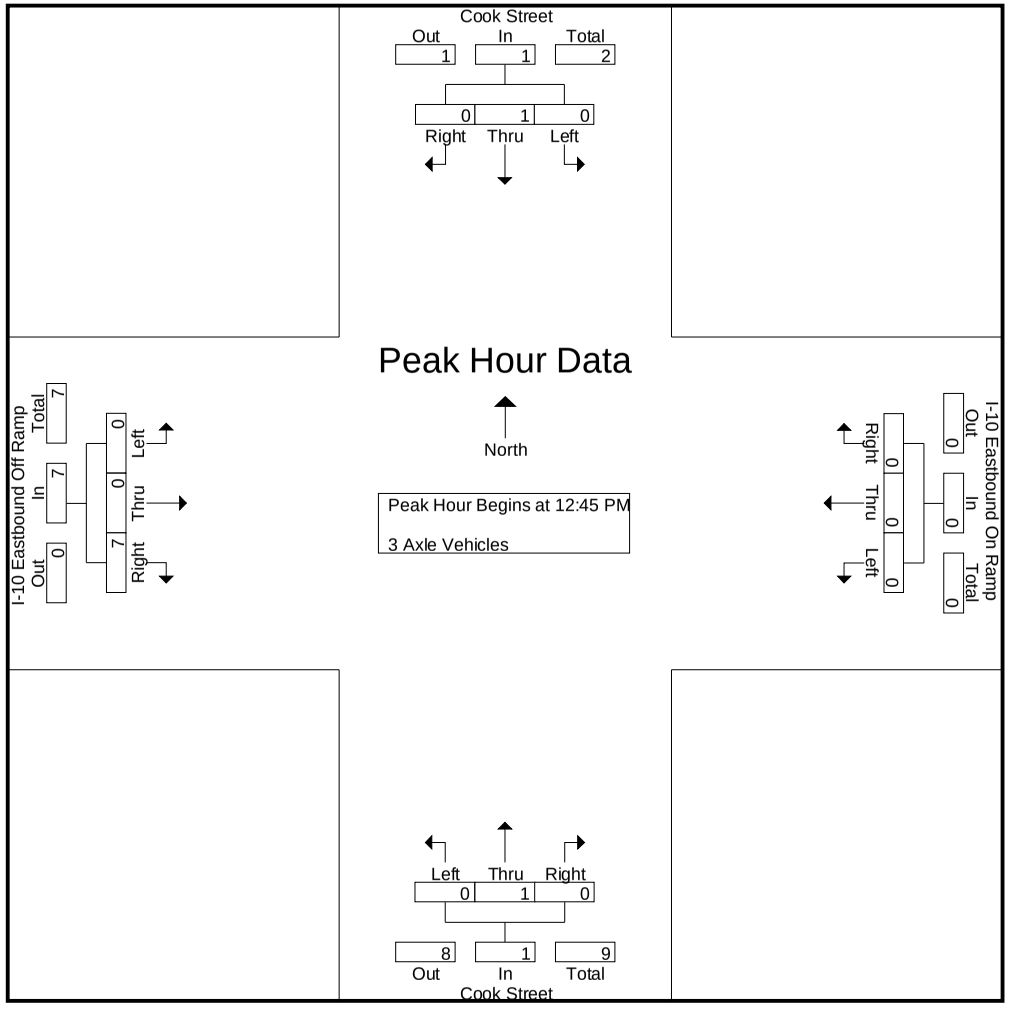
	Cook Street Southbound					I-10 Eastbound On Ramp Westbound					Cook Street Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	4	4
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	2	2
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	2
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	3	3
Total	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	5	1	5	1	10	11
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	4	3	4	7
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	3	2	4	2	5	7
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	8	5	9	5	11	16
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	2	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	2	1	2	1	6	7
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3	1	3	1	4	5
01:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	2	3	2	4	6
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
Total	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	6	3	6	3	10	13
Grand Total	0	2	0	0	2	0	0	0	0	0	0	12	1	0	13	1	0	21	10	22	10	37	47
Apprch %	0	100	0			0	0	0			0	92.3	7.7			4.5	0	95.5					
Total %	0	5.4	0		5.4	0	0	0		0	0	32.4	2.7		35.1	2.7	0	56.8		59.5	21.3	78.7	

	Cook Street Southbound				I-10 Eastbound On Ramp Westbound				Cook Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 01:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
01:00 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	**3**	**3**	**4**
01:15 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	3	3	4
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	0	0	7	7	9
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.583	.583	.563

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Palm Desert
N/S: Cook Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 05_PLD_Cook_10E Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 2



Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Palm Desert
N/S: Cook Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 05_PLD_Cook_10E Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 3

	Cook Street Southbound				I-10 Eastbound On Ramp Westbound				Cook Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 01:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	12:45 PM				12:45 PM				12:45 PM				12:45 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
+15 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	**3**	**3**	
+30 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	3	3	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	0	0	7	7	
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.583	.583	

Counts Unlimited
PO Box 1178
Corona, CA 92878
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City of Palm Desert
N/S: Cook Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 05_PLD_Cook_10E Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

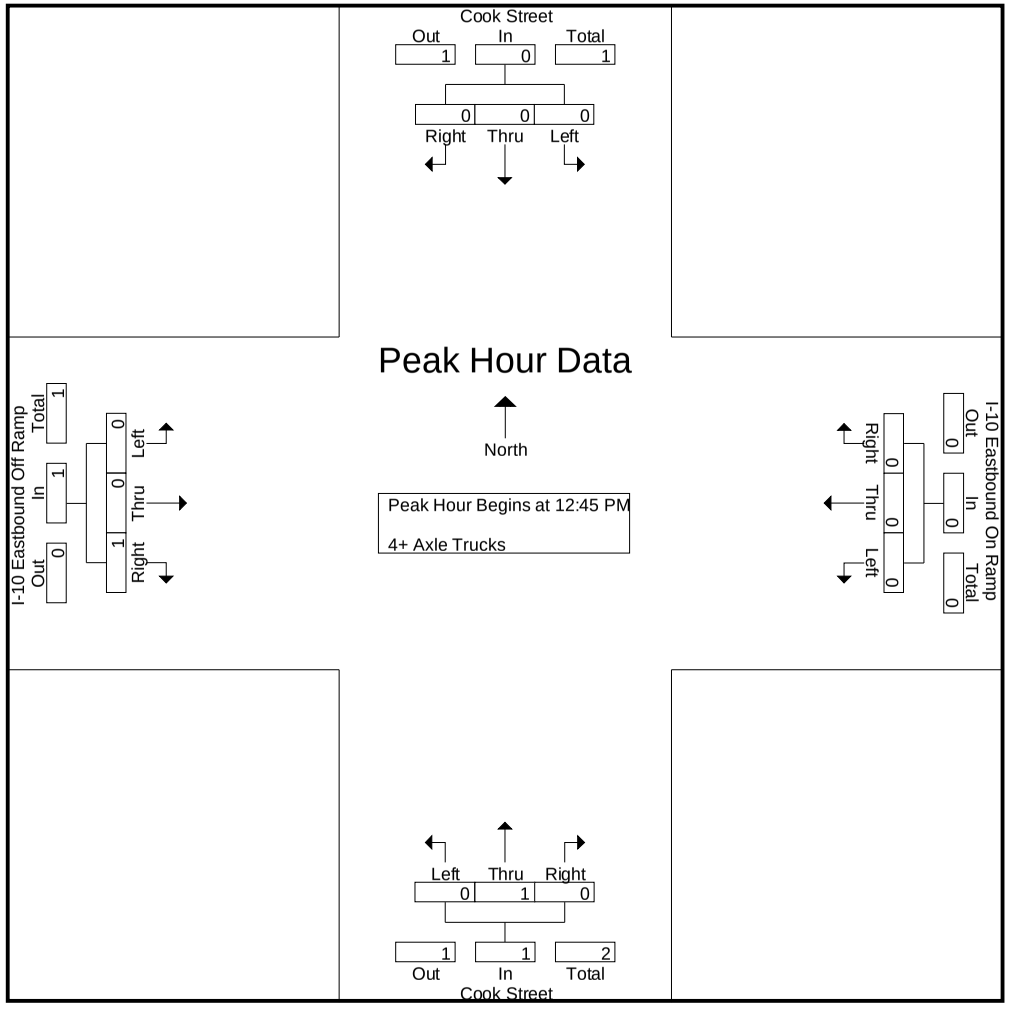
	Cook Street Southbound					I-10 Eastbound On Ramp Westbound					Cook Street Northbound					I-10 Eastbound Off Ramp Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	1	2
10:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
Total	0	1	0	0	1	0	0	0	0	0	0	2	2	1	4	0	0	1	0	1	1	6	7
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	1	1	2	3
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	1	2	1	4	5
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	0	0	0	0	0	4	4	1	8	0	0	3	1	3	2	12	14
Apprch %	0	100	0			0	0	0			0	50	50			0	0	100					
Total %	0	8.3	0		8.3	0	0	0		0	0	33.3	33.3		66.7	0	0	25		25	14.3	85.7	

	Cook Street Southbound				I-10 Eastbound On Ramp Westbound				Cook Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 01:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**	**2**
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
% App. Total	0	0	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	.250

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Palm Desert
N/S: Cook Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 05_PLD_Cook_10E Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 2



Counts Unlimited
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(951) 268-6268

City of Palm Desert
N/S: Cook Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 05_PLD_Cook_10E Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 3

	Cook Street Southbound				I-10 Eastbound On Ramp Westbound				Cook Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 01:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	12:45 PM				12:45 PM				12:45 PM				12:45 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	
% App. Total	0	0	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	

Location: Palm Desert
N/S: Cook Street
E/W: I-10 Eastbound Ramps

PEDESTRIANS

Date: 1/10/2019
Day: Thursday

	North Leg Cook Street	East Leg I-10 Eastbound Ramps	South Leg Cook Street	West Leg I-10 Eastbound Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0
6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Date: 1/11/2019
Day: Friday

	North Leg Cook Street	East Leg I-10 Eastbound Ramps	South Leg Cook Street	West Leg I-10 Eastbound Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0
6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Date: 1/12/2019
Day: Saturday

	North Leg Cook Street	East Leg I-10 Eastbound Ramps	South Leg Cook Street	West Leg I-10 Eastbound Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
10:00 AM	0	0	0	0	0
10:15 AM	0	0	0	0	0
10:30 AM	0	0	0	0	0
10:45 AM	0	0	0	0	0
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
1:00 PM	0	0	0	0	0
1:15 PM	0	0	0	0	0
1:30 PM	0	0	0	0	0
1:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Corona, CA 92878
951-268-6268

Location: Palm Desert
N/S: Cook Street
E/W: I-10 Eastbound Ramps

BICYCLES

Date: 1/10/2019
Day: Thursday

	Southbound Cook Street			Westbound I-10 Eastbound Ramps			Northbound Cook Street			Eastbound I-10 Eastbound Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

Date: 1/11/2019
Day: Friday

	Southbound Cook Street			Westbound I-10 Eastbound Ramps			Northbound Cook Street			Eastbound I-10 Eastbound Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

Date: 1/12/2019
Day: Saturday

	Southbound Cook Street			Westbound I-10 Eastbound Ramps			Northbound Cook Street			Eastbound I-10 Eastbound Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	0	0	0	1	0	0	0	0	3

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City of Palm Desert
N/S: Cook Street
E/W: Gerald Ford Drive
Weather: Clear

File Name : 06_PLD_Cook_Gerald Ford Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Cook Street Southbound					Gerald Ford Drive Westbound					Cook Street Northbound					Gerald Ford Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	38	202	33	11	273	6	46	33	17	85	65	267	7	2	339	88	44	32	1	164	31	861	892
03:15 PM	49	196	51	19	296	11	40	37	18	88	68	251	8	4	327	97	37	18	0	152	41	863	904
03:30 PM	36	174	41	24	251	10	39	35	25	84	52	225	11	2	288	84	39	11	1	134	52	757	809
03:45 PM	50	218	47	15	315	11	39	40	20	90	54	258	11	2	323	98	77	19	2	194	39	922	961
Total	173	790	172	69	1135	38	164	145	80	347	239	1001	37	10	1277	367	197	80	4	644	163	3403	3566
04:00 PM	42	158	39	14	239	24	61	37	22	122	33	240	6	3	279	84	54	21	1	159	40	799	839
04:15 PM	41	176	39	20	256	40	56	47	20	143	57	236	11	5	304	79	59	31	0	169	45	872	917
04:30 PM	46	181	42	20	269	8	53	42	22	103	46	240	4	2	290	91	57	24	0	172	44	834	878
04:45 PM	50	167	42	22	259	13	45	32	21	90	43	230	9	6	282	121	64	20	0	205	49	836	885
Total	179	682	162	76	1023	85	215	158	85	458	179	946	30	16	1155	375	234	96	1	705	178	3341	3519
05:00 PM	50	181	39	16	270	18	44	41	23	103	41	261	5	1	307	134	69	31	4	234	44	914	958
05:15 PM	37	170	43	16	250	10	36	36	21	82	49	289	7	3	345	114	62	24	0	200	40	877	917
05:30 PM	47	178	36	11	261	11	35	33	20	79	26	216	6	3	248	93	44	27	0	164	34	752	786
05:45 PM	32	165	36	11	233	9	37	19	10	65	48	197	3	1	248	73	42	23	1	138	23	684	707
Total	166	694	154	54	1014	48	152	129	74	329	164	963	21	8	1148	414	217	105	5	736	141	3227	3368
06:00 PM	30	116	28	15	174	7	30	17	10	54	39	145	5	0	189	55	35	17	0	107	25	524	549
06:15 PM	28	97	23	10	148	9	23	12	9	44	23	84	6	3	113	60	23	14	1	97	23	402	425
06:30 PM	25	96	16	5	137	12	19	20	16	51	29	99	2	1	130	47	32	14	4	93	26	411	437
06:45 PM	30	78	13	5	121	6	15	8	4	29	22	75	1	1	98	47	25	13	1	85	11	333	344
Total	113	387	80	35	580	34	87	57	39	178	113	403	14	5	530	209	115	58	6	382	85	1670	1755
Grand Total	631	2553	568	234	3752	205	618	489	278	1312	695	3313	102	39	4110	1365	763	339	16	2467	567	11641	12208
Apprch %	16.8	68	15.1			15.6	47.1	37.3			16.9	80.6	2.5			55.3	30.9	13.7					
Total %	5.4	21.9	4.9		32.2	1.8	5.3	4.2		11.3	6	28.5	0.9		35.3	11.7	6.6	2.9		21.2	4.6	95.4	
Passenger Vehicles	620	2470	559		3878	203	604	472		1550	688	3234	100		4060	1348	755	335		2454	0	0	11942
% Passenger Vehicles	98.3	96.7	98.4	97.9	97.3	99	97.7	96.5	97.5	97.5	99	97.6	98	97.4	97.9	98.8	99	98.8	100	98.8	0	0	97.8
Large 2 Axle Vehicles	10	42	7		64	2	14	14		36	6	57	2		66	15	7	3		25	0	0	191
% Large 2 Axle Vehicles	1.6	1.6	1.2	2.1	1.6	1	2.3	2.9	2.2	2.3	0.9	1.7	2	2.6	1.6	1.1	0.9	0.9	0	1	0	0	1.6
3 Axle Vehicles	0	34	0		34	0	0	2		3	0	14	0		14	2	1	0		3	0	0	54
% 3 Axle Vehicles	0	1.3	0	0	0.9	0	0	0.4	0.4	0.2	0	0.4	0	0	0.3	0.1	0.1	0	0	0.1	0	0	0.4
4+ Axle Trucks	1	7	2		10	0	0	1		1	1	8	0		9	0	0	1		1	0	0	21
% 4+ Axle Trucks	0.2	0.3	0.4	0	0.3	0	0	0.2	0	0.1	0.1	0.2	0	0	0.2	0	0	0.3	0	0	0	0	0.2

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City of Palm Desert
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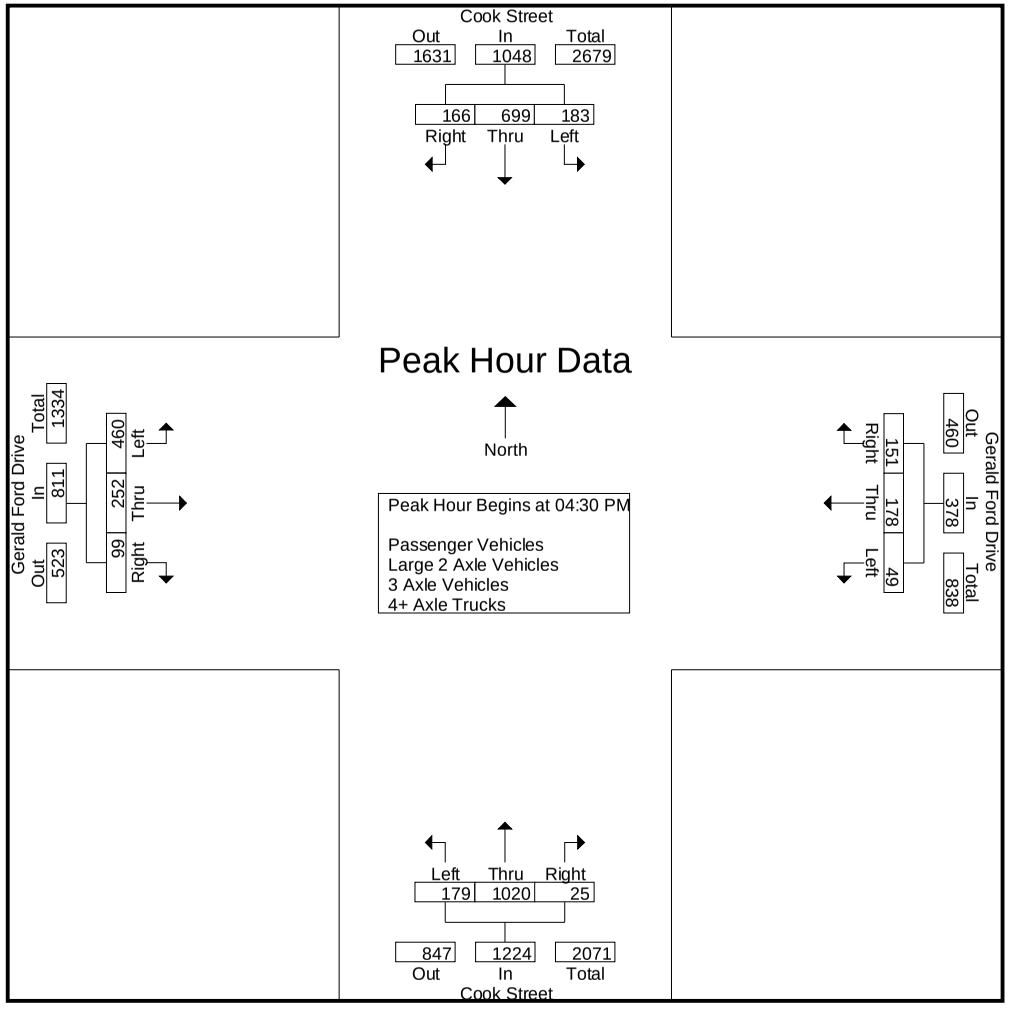
File Name : 06_PLD_Cook_Gerald Ford Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 2

	Cook Street Southbound				Gerald Ford Drive Westbound				Cook Street Northbound				Gerald Ford Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	46	**181**	42	269	8	**53**	**42**	**103**	46	240	4	290	91	57	24	172	834
04:45 PM	**50**	167	42	259	13	45	32	90	43	230	**9**	282	121	64	20	205	836
05:00 PM	50	181	39	**270**	**18**	44	41	103	41	261	5	307	**134**	**69**	**31**	**234**	**914**
05:15 PM	37	170	**43**	250	10	36	36	82	**49**	**289**	7	**345**	114	62	24	200	877
Total Volume	183	699	166	1048	49	178	151	378	179	1020	25	1224	460	252	99	811	3461
% App. Total	17.5	66.7	15.8		13	47.1	39.9		14.6	83.3	2		56.7	31.1	12.2		
PHF	.915	.965	.965	.970	.681	.840	.899	.917	.913	.882	.694	.887	.858	.913	.798	.866	.947

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City of Palm Desert
N/S: Cook Street
E/W: Gerald Ford Drive
Weather: Clear

File Name : 06_PLD_Cook_Gerald Ford Thurs
Site Code : 05118939
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	Cook Street Southbound				Gerald Ford Drive Westbound				Cook Street Northbound				Gerald Ford Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:45 PM				03:00 PM				04:30 PM				
+0 mins.	38	202	33	273	11	39	40	90	65	**267**	7	**339**	91	57	24	172	
+15 mins.	49	196	**51**	296	24	**61**	37	122	**68**	251	8	327	121	64	20	205	
+30 mins.	36	174	41	251	**40**	56	**47**	**143**	52	225	**11**	288	**134**	**69**	**31**	**234**	
+45 mins.	**50**	**218**	47	**315**	8	53	42	103	54	258	11	323	114	62	24	200	
Total Volume	173	790	172	1135	83	209	166	458	239	1001	37	1277	460	252	99	811	
% App. Total	15.2	69.6	15.2		18.1	45.6	36.2		18.7	78.4	2.9		56.7	31.1	12.2		
PHF	.865	.906	.843	.901	.519	.857	.883	.801	.879	.937	.841	.942	.858	.913	.798	.866	

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Weather: Clear

File Name : 06_PLD_Cook_Gerald Ford Thurs
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Groups Printed- Passenger Vehicles

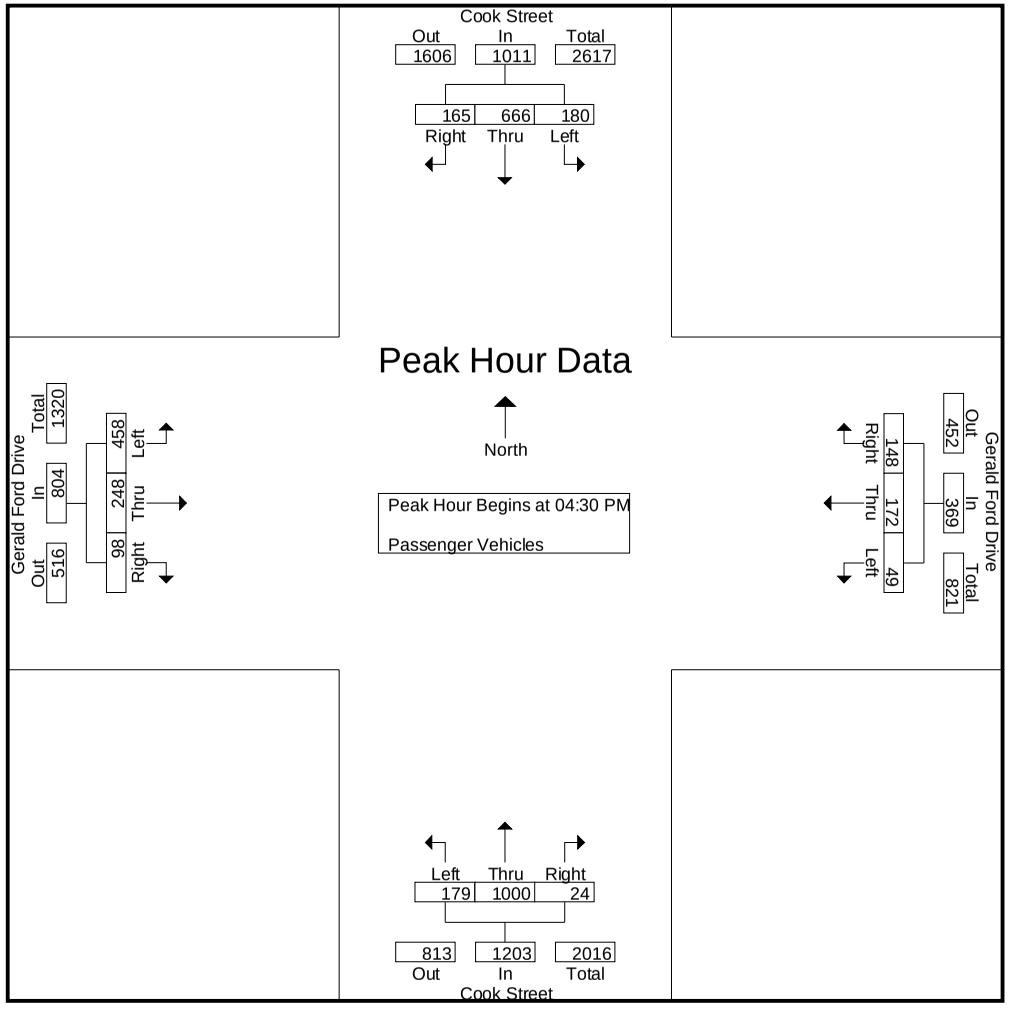
	Cook Street Southbound					Gerald Ford Drive Westbound					Cook Street Northbound					Gerald Ford Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	38	195	31	10	264	6	41	31	17	78	65	260	7	2	332	84	44	32	1	160	30	834	864
03:15 PM	46	189	48	19	283	10	40	37	18	87	68	241	8	4	317	94	37	18	0	149	41	836	877
03:30 PM	36	169	40	23	245	10	38	35	25	83	50	219	11	2	280	82	38	11	1	131	51	739	790
03:45 PM	48	216	47	15	311	11	39	37	18	87	51	247	11	2	309	97	76	18	2	191	37	898	935
Total	168	769	166	67	1103	37	158	140	78	335	234	967	37	10	1238	357	195	79	4	631	159	3307	3466
04:00 PM	40	152	39	14	231	24	60	33	19	117	32	236	5	2	273	83	53	19	1	155	36	776	812
04:15 PM	41	172	39	20	252	40	56	45	20	141	56	227	11	5	294	76	58	31	0	165	45	852	897
04:30 PM	44	168	42	20	254	8	52	42	22	102	46	231	4	2	281	91	57	23	0	171	44	808	852
04:45 PM	49	162	42	22	253	13	42	30	20	85	43	225	9	6	277	120	63	20	0	203	48	818	866
Total	174	654	162	76	990	85	210	150	81	445	177	919	29	15	1125	370	231	93	1	694	173	3254	3427
05:00 PM	50	170	39	16	259	18	43	40	23	101	41	261	4	1	306	134	67	31	4	232	44	898	942
05:15 PM	37	166	42	15	245	10	35	36	21	81	49	283	7	3	339	113	61	24	0	198	39	863	902
05:30 PM	47	170	35	10	252	11	34	32	19	77	26	214	6	3	246	93	44	27	0	164	32	739	771
05:45 PM	32	162	35	10	229	8	37	18	10	63	48	194	3	1	245	73	42	23	1	138	22	675	697
Total	166	668	151	51	985	47	149	126	73	322	164	952	20	8	1136	413	214	105	5	732	137	3175	3312
06:00 PM	30	113	28	15	171	7	30	16	10	53	39	144	5	0	188	55	35	17	0	107	25	519	544
06:15 PM	28	94	23	10	145	9	23	12	9	44	23	83	6	3	112	59	23	14	1	96	23	397	420
06:30 PM	24	95	16	5	135	12	19	20	16	51	29	96	2	1	127	47	32	14	4	93	26	406	432
06:45 PM	30	77	13	5	120	6	15	8	4	29	22	73	1	1	96	47	25	13	1	85	11	330	341
Total	112	379	80	35	571	34	87	56	39	177	113	396	14	5	523	208	115	58	6	381	85	1652	1737
Grand Total	620	2470	559	229	3649	203	604	472	271	1279	688	3234	100	38	4022	1348	755	335	16	2438	554	11388	11942
Apprch %	17	67.7	15.3			15.9	47.2	36.9			17.1	80.4	2.5			55.3	31	13.7					
Total %	5.4	21.7	4.9		32	1.8	5.3	4.1		11.2	6	28.4	0.9		35.3	11.8	6.6	2.9		21.4	4.6	95.4	

	Cook Street Southbound				Gerald Ford Drive Westbound				Cook Street Northbound				Gerald Ford Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	44	168	**42**	254	8	**52**	**42**	**102**	46	231	4	281	91	57	23	171	808
04:45 PM	49	162	42	253	13	42	30	85	43	225	**9**	277	120	63	20	203	818
05:00 PM	**50**	**170**	39	**259**	**18**	43	40	101	41	261	4	306	**134**	**67**	**31**	**232**	**898**
05:15 PM	37	166	42	245	10	35	36	81	**49**	**283**	7	**339**	113	61	24	198	863
Total Volume	180	666	165	1011	49	172	148	369	179	1000	24	1203	458	248	98	804	3387
% App. Total	17.8	65.9	16.3		13.3	46.6	40.1		14.9	83.1	2		57	30.8	12.2		
PHF	.900	.979	.982	.976	.681	.827	.881	.904	.913	.883	.667	.887	.854	.925	.790	.866	.943

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City of Palm Desert
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File Name : 06_PLD_Cook_Gerald Ford Thurs
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City of Palm Desert
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File Name : 06_PLD_Cook_Gerald Ford Thurs
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	Cook Street Southbound				Gerald Ford Drive Westbound				Cook Street Northbound				Gerald Ford Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	44	168	**42**	254	8	**52**	**42**	**102**	46	231	4	281	91	57	23	171	
+15 mins.	49	162	42	253	13	42	30	85	43	225	**9**	277	120	63	20	203	
+30 mins.	**50**	**170**	39	**259**	**18**	43	40	101	41	261	4	306	**134**	**67**	**31**	**232**	
+45 mins.	37	166	42	245	10	35	36	81	**49**	**283**	7	**339**	113	61	24	198	
Total Volume	180	666	165	1011	49	172	148	369	179	1000	24	1203	458	248	98	804	
% App. Total	17.8	65.9	16.3		13.3	46.6	40.1		14.9	83.1	2		57	30.8	12.2		
PHF	.900	.979	.982	.976	.681	.827	.881	.904	.913	.883	.667	.887	.854	.925	.790	.866	

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City of Palm Desert
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Weather: Clear

File Name : 06_PLD_Cook_Gerald Ford Thurs
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Groups Printed- Large 2 Axle Vehicles

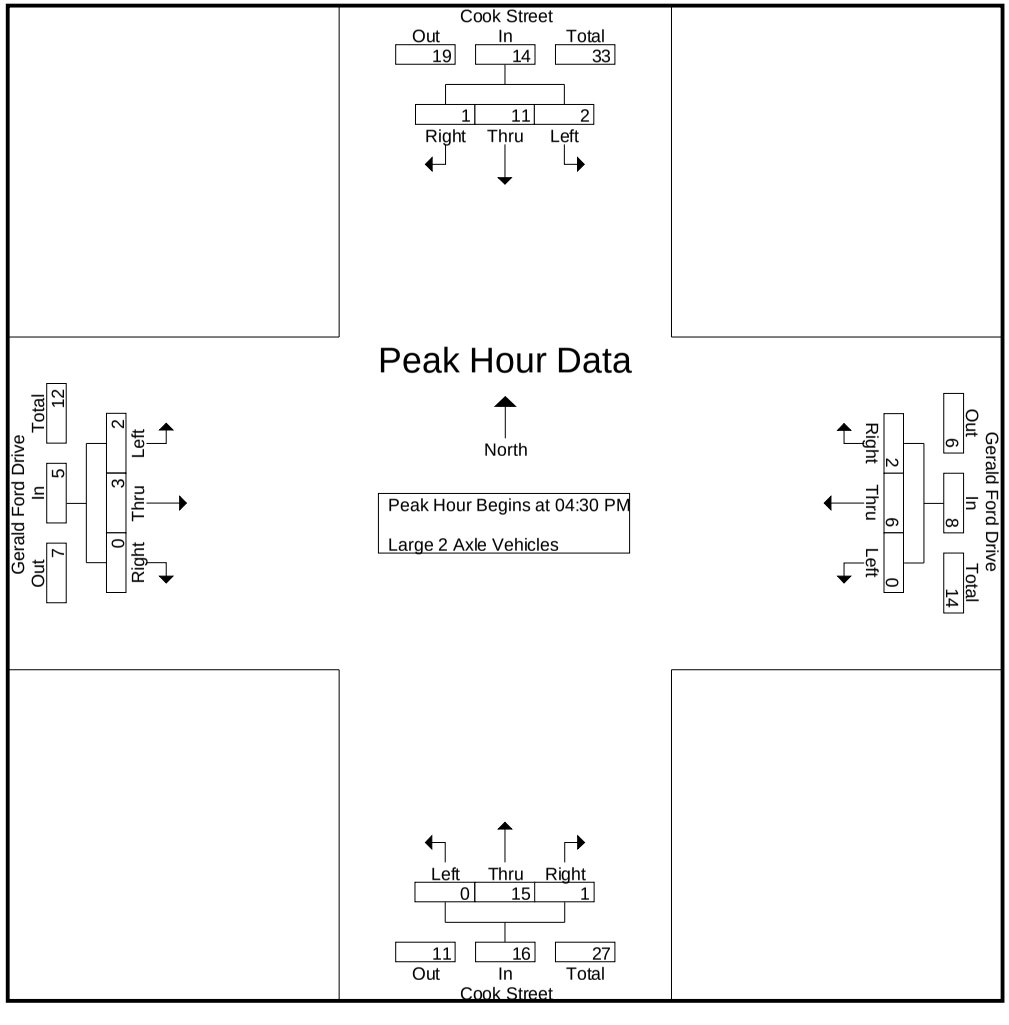
	Cook Street Southbound					Gerald Ford Drive Westbound					Cook Street Northbound					Gerald Ford Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	6	1	1	7	0	5	2	0	7	0	6	0	0	6	3	0	0	0	3	1	23	24
03:15 PM	3	3	2	0	8	1	0	0	0	1	0	8	0	0	8	3	0	0	0	3	0	20	20
03:30 PM	0	4	1	1	5	0	1	0	0	1	2	3	0	0	5	1	1	0	0	2	1	13	14
03:45 PM	2	2	0	0	4	0	0	3	2	3	2	6	0	0	8	1	1	1	0	3	2	18	20
Total	5	15	4	2	24	1	6	5	2	12	4	23	0	0	27	8	2	1	0	11	4	74	78
04:00 PM	2	4	0	0	6	0	1	3	2	4	1	2	1	1	4	1	1	2	0	4	3	18	21
04:15 PM	0	2	0	0	2	0	0	2	0	2	1	7	0	0	8	3	1	0	0	4	0	16	16
04:30 PM	2	6	0	0	8	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	0	14	14
04:45 PM	0	2	0	0	2	0	3	2	1	5	0	5	0	0	5	1	0	0	0	1	1	13	14
Total	4	14	0	0	18	0	5	7	3	12	2	19	1	1	22	5	2	2	0	9	4	61	65
05:00 PM	0	2	0	0	2	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	0	6	6
05:15 PM	0	1	1	1	2	0	1	0	0	1	0	5	0	0	5	1	1	0	0	2	1	10	11
05:30 PM	0	5	1	1	6	0	1	1	1	2	0	1	0	0	1	0	0	0	0	0	2	9	11
05:45 PM	0	2	1	1	3	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	1	7	8
Total	0	10	3	3	13	1	3	1	1	5	0	9	1	0	10	1	3	0	0	4	4	32	36
06:00 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	3	3
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	3	3
06:30 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
Total	1	3	0	0	4	0	0	1	0	1	0	6	0	0	6	1	0	0	0	1	0	12	12
Grand Total	10	42	7	5	59	2	14	14	6	30	6	57	2	1	65	15	7	3	0	25	12	179	191
Apprch %	16.9	71.2	11.9			6.7	46.7	46.7			9.2	87.7	3.1			60	28	12					
Total %	5.6	23.5	3.9		33	1.1	7.8	7.8		16.8	3.4	31.8	1.1		36.3	8.4	3.9	1.7		14	6.3	93.7	

	Cook Street Southbound				Gerald Ford Drive Westbound				Cook Street Northbound				Gerald Ford Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**2**	**6**	0	**8**	0	1	0	1	0	**5**	0	**5**	0	0	0	0	**14**
04:45 PM	0	2	0	2	0	**3**	**2**	**5**	0	5	0	5	**1**	0	0	1	13
05:00 PM	0	2	0	2	0	1	0	1	0	0	**1**	1	0	**2**	0	**2**	6
05:15 PM	0	1	**1**	2	0	1	0	1	0	5	0	5	1	1	0	2	10
Total Volume	2	11	1	14	0	6	2	8	0	15	1	16	2	3	0	5	43
% App. Total	14.3	78.6	7.1		0	75	25		0	93.8	6.2		40	60	0		
PHF	.250	.458	.250	.438	.000	.500	.250	.400	.000	.750	.250	.800	.500	.375	.000	.625	.768

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File Name : 06_PLD_Cook_Gerald Ford Thurs
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City of Palm Desert
N/S: Cook Street
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File Name : 06_PLD_Cook_Gerald Ford Thurs
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	Cook Street Southbound				Gerald Ford Drive Westbound				Cook Street Northbound				Gerald Ford Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	**2**	**6**	0	**8**	0	1	0	1	0	**5**	0	**5**	0	0	0	0	
+15 mins.	0	2	0	2	0	**3**	**2**	**5**	0	5	0	5	**1**	0	0	1	
+30 mins.	0	2	0	2	0	1	0	1	0	0	**1**	1	0	**2**	0	**2**	
+45 mins.	0	1	**1**	2	0	1	0	1	0	5	0	5	1	1	0	2	
Total Volume	2	11	1	14	0	6	2	8	0	15	1	16	2	3	0	5	
% App. Total	14.3	78.6	7.1		0	75	25		0	93.8	6.2		40	60	0		
PHF	.250	.458	.250	.438	.000	.500	.250	.400	.000	.750	.250	.800	.500	.375	.000	.625	

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City of Palm Desert
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Weather: Clear

File Name : 06_PLD_Cook_Gerald Ford Thurs
Site Code : 05118939
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Groups Printed- 3 Axle Vehicles

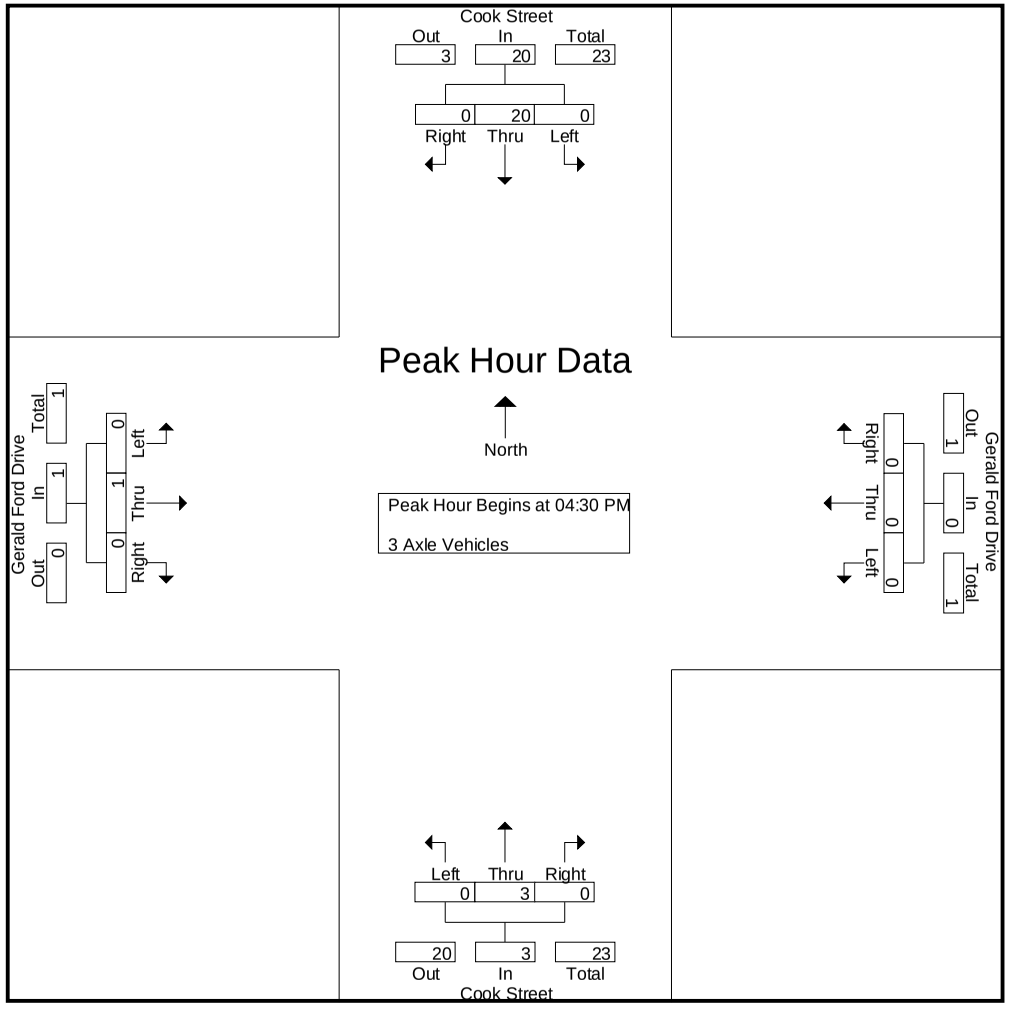
	Cook Street Southbound					Gerald Ford Drive Westbound					Cook Street Northbound					Gerald Ford Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	2	2
03:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3
03:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	4	4
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	4
Total	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	2	0	0	0	2	0	13	13
04:00 PM	0	1	0	0	1	0	0	1	1	1	0	2	0	0	2	0	0	0	0	0	1	4	5
04:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3
04:30 PM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	8	8
04:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	4	4
Total	0	11	0	0	11	0	0	1	1	1	0	6	0	0	6	0	1	0	0	1	1	19	20
05:00 PM	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9
05:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
05:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
05:45 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	16	0	0	16	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	17	17
06:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
06:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Grand Total	0	34	0	0	34	0	0	2	1	2	0	14	0	0	14	2	1	0	0	3	1	53	54
Apprch %	0	100	0			0	0	100			0	100	0			66.7	33.3	0					
Total %	0	64.2	0		64.2	0	0	3.8		3.8	0	26.4	0		26.4	3.8	1.9	0		5.7	1.9	98.1	

	Cook Street Southbound				Gerald Ford Drive Westbound				Cook Street Northbound				Gerald Ford Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	5	0	5	0	0	0	0	0	**3**	0	**3**	0	0	0	0	8
04:45 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	**1**	0	**1**	4
05:00 PM	0	**9**	0	**9**	0	0	0	0	0	0	0	0	0	0	0	0	**9**
05:15 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	20	0	20	0	0	0	0	0	3	0	3	0	1	0	1	24
% App. Total	0	100	0		0	0	0		0	100	0		0	100	0		
PHF	.000	.556	.000	.556	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.250	.667

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Site Code : 05118939
Start Date : 1/10/2019
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E/W: Gerald Ford Drive
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File Name : 06_PLD_Cook_Gerald Ford Thurs
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	Cook Street Southbound				Gerald Ford Drive Westbound				Cook Street Northbound				Gerald Ford Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	5	0	5	0	0	0	0	0	**3**	0	**3**	0	0	0	0	
+15 mins.	0	3	0	3	0	0	0	0	0	0	0	0	0	**1**	0	**1**	
+30 mins.	0	**9**	0	**9**	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	20	0	20	0	0	0	0	0	3	0	3	0	1	0	1	
% App. Total	0	100	0		0	0	0		0	100	0		0	100	0		
PHF	.000	.556	.000	.556	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.250	

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Weather: Clear

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Groups Printed- 4+ Axle Trucks

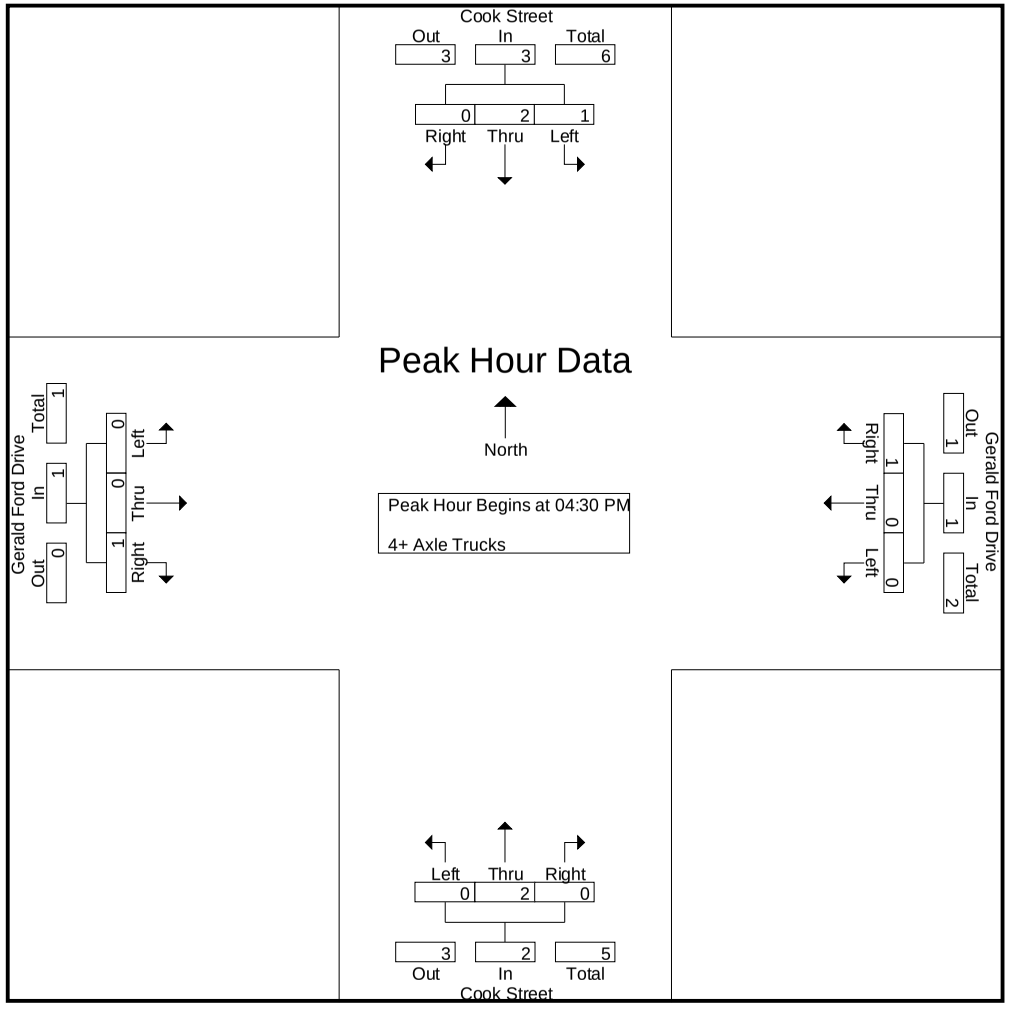
	Cook Street Southbound					Gerald Ford Drive Westbound					Cook Street Northbound					Gerald Ford Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
03:15 PM	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	4
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	2
Total	0	3	2	0	5	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	9	9
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	4	4
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	7	7
05:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	3	3
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
Grand Total	1	7	2	0	10	0	0	1	0	1	1	8	0	0	9	0	0	1	0	1	0	21	21
Apprch %	10	70	20			0	0	100			11.1	88.9	0			0	0	100					
Total %	4.8	33.3	9.5		47.6	0	0	4.8		4.8	4.8	38.1	0		42.9	0	0	4.8		4.8	0	100	

	Cook Street Southbound				Gerald Ford Drive Westbound				Cook Street Northbound				Gerald Ford Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**2**	0	**2**	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**	**4**
04:45 PM	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	1	2	0	3	0	0	1	1	0	2	0	2	0	0	1	1	7
% App. Total	33.3	66.7	0		0	0	100		0	100	0		0	0	100		
PHF	.250	.250	.000	.375	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.250	.250	.438

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File Name : 06_PLD_Cook_Gerald Ford Thurs
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	Cook Street Southbound				Gerald Ford Drive Westbound				Cook Street Northbound				Gerald Ford Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	**2**	0	**2**	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**	
+15 mins.	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
Total Volume	1	2	0	3	0	0	1	1	0	2	0	2	0	0	1	1	
% App. Total	33.3	66.7	0		0	0	100		0	100	0		0	0	100		
PHF	.250	.250	.000	.375	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.250	.250	

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City of Palm Desert
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File Name : 06_PLD_Cook_Gerald Ford Fri
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Cook Street Southbound					Gerald Ford Drive Westbound					Cook Street Northbound					Gerald Ford Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	47	189	37	14	273	11	49	28	19	88	40	225	7	1	272	79	52	35	2	166	36	799	835
03:15 PM	47	199	40	11	286	11	39	42	25	92	59	255	9	4	323	83	53	26	0	162	40	863	903
03:30 PM	52	191	46	18	289	18	43	41	24	102	49	232	5	2	286	111	52	35	0	198	44	875	919
03:45 PM	49	193	40	14	282	18	45	36	17	99	63	226	7	2	296	71	47	31	1	149	34	826	860
Total	195	772	163	57	1130	58	176	147	85	381	211	938	28	9	1177	344	204	127	3	675	154	3363	3517
04:00 PM	36	154	41	18	231	12	46	41	29	99	50	208	9	3	267	78	51	39	2	168	52	765	817
04:15 PM	49	182	39	11	270	27	46	37	23	110	46	192	8	2	246	93	49	45	0	187	36	813	849
04:30 PM	46	183	36	9	265	18	39	53	28	110	55	193	5	3	253	83	57	32	0	172	40	800	840
04:45 PM	48	199	41	14	288	24	38	34	20	96	54	213	9	4	276	94	44	22	1	160	39	820	859
Total	179	718	157	52	1054	81	169	165	100	415	205	806	31	12	1042	348	201	138	3	687	167	3198	3365
05:00 PM	43	151	40	21	234	12	41	37	18	90	37	240	5	3	282	127	59	24	0	210	42	816	858
05:15 PM	42	166	42	11	250	11	41	26	15	78	38	214	2	1	254	90	54	30	0	174	27	756	783
05:30 PM	36	168	39	15	243	17	39	36	23	92	40	173	7	5	220	80	42	21	1	143	44	698	742
05:45 PM	45	176	19	12	240	8	31	10	8	49	29	145	4	2	178	69	33	11	0	113	22	580	602
Total	166	661	140	59	967	48	152	109	64	309	144	772	18	11	934	366	188	86	1	640	135	2850	2985
06:00 PM	34	114	22	13	170	7	25	14	10	46	29	145	3	1	177	56	24	18	0	98	24	491	515
06:15 PM	28	126	17	7	171	5	20	14	10	39	27	109	2	0	138	39	20	20	0	79	17	427	444
06:30 PM	26	129	23	8	178	2	25	21	15	48	26	90	3	1	119	42	25	25	0	92	24	437	461
06:45 PM	28	117	16	6	161	6	16	11	8	33	26	80	2	0	108	27	30	16	0	73	14	375	389
Total	116	486	78	34	680	20	86	60	43	166	108	424	10	2	542	164	99	79	0	342	79	1730	1809
Grand Total	656	2637	538	202	3831	207	583	481	292	1271	668	2940	87	34	3695	1222	692	430	7	2344	535	11141	11676
Apprch %	17.1	68.8	14			16.3	45.9	37.8			18.1	79.6	2.4			52.1	29.5	18.3					
Total %	5.9	23.7	4.8		34.4	1.9	5.2	4.3		11.4	6	26.4	0.8		33.2	11	6.2	3.9		21	4.6	95.4	
Passenger Vehicles	647	2556	525		3927	206	570	461		1520	661	2865	84		3644	1206	686	423		2321	0	0	11412
% Passenger Vehicles	98.6	96.9	97.6	98.5	97.4	99.5	97.8	95.8	96.9	97.2	99	97.4	96.6	100	97.7	98.7	99.1	98.4	85.7	98.7	0	0	97.7
Large 2 Axle Vehicles	7	40	10		60	1	13	16		37	5	58	3		66	13	6	7		27	0	0	190
% Large 2 Axle Vehicles	1.1	1.5	1.9	1.5	1.5	0.5	2.2	3.3	2.4	2.4	0.7	2	3.4	0	1.8	1.1	0.9	1.6	14.3	1.1	0	0	1.6
3 Axle Vehicles	2	34	2		38	0	0	3		4	0	5	0		5	1	0	0		1	0	0	48
% 3 Axle Vehicles	0.3	1.3	0.4	0	0.9	0	0	0.6	0.3	0.3	0	0.2	0	0	0.1	0.1	0	0	0	0	0	0	0.4
4+ Axle Trucks	0	7	1		8	0	0	1		2	2	12	0		14	2	0	0		2	0	0	26
% 4+ Axle Trucks	0	0.3	0.2	0	0.2	0	0	0.2	0.3	0.1	0.3	0.4	0	0	0.4	0.2	0	0	0	0.1	0	0	0.2

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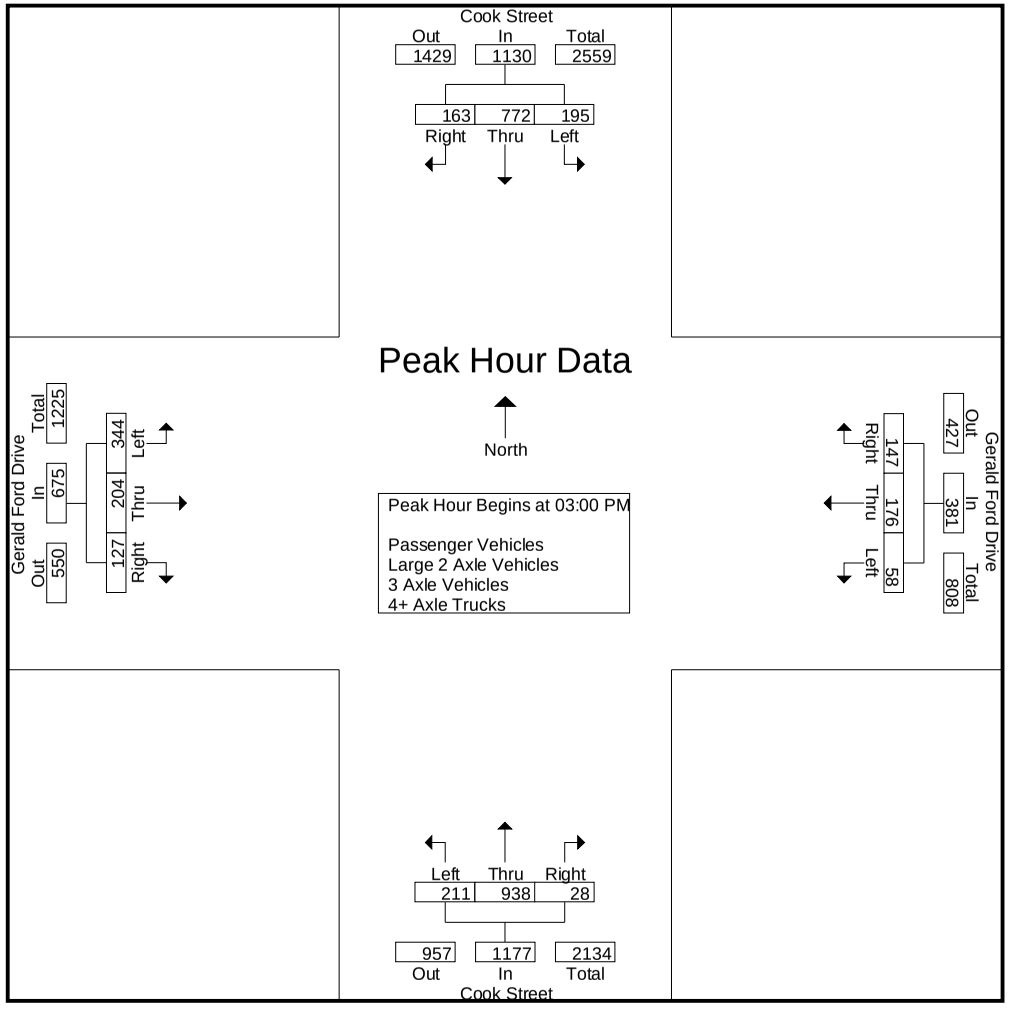
File Name : 06_PLD_Cook_Gerald Ford Fri
Site Code : 05118939
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	Cook Street Southbound				Gerald Ford Drive Westbound				Cook Street Northbound				Gerald Ford Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	47	189	37	273	11	**49**	28	88	40	225	7	272	79	52	**35**	166	799
03:15 PM	47	**199**	40	286	11	39	**42**	92	59	**255**	**9**	**323**	83	**53**	26	162	863
03:30 PM	**52**	191	**46**	**289**	**18**	43	41	**102**	49	232	5	286	**111**	52	35	**198**	**875**
03:45 PM	49	193	40	282	18	45	36	99	**63**	226	7	296	71	47	31	149	826
Total Volume	195	772	163	1130	58	176	147	381	211	938	28	1177	344	204	127	675	3363
% App. Total	17.3	68.3	14.4		15.2	46.2	38.6		17.9	79.7	2.4		51	30.2	18.8		
PHF	.938	.970	.886	.978	.806	.898	.875	.934	.837	.920	.778	.911	.775	.962	.907	.852	.961

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E/W: Gerald Ford Drive
Weather: Clear

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	Cook Street Southbound				Gerald Ford Drive Westbound				Cook Street Northbound				Gerald Ford Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:45 PM				03:00 PM				04:15 PM				
+0 mins.	47	189	37	273	18	45	36	99	40	225	7	272	93	49	**45**	187	
+15 mins.	47	**199**	40	286	12	**46**	41	99	59	**255**	**9**	**323**	83	57	32	172	
+30 mins.	**52**	191	**46**	**289**	**27**	46	37	**110**	49	232	5	286	94	44	22	160	
+45 mins.	49	193	40	282	18	39	**53**	110	**63**	226	7	296	**127**	**59**	24	**210**	
Total Volume	195	772	163	1130	75	176	167	418	211	938	28	1177	397	209	123	729	
% App. Total	17.3	68.3	14.4		17.9	42.1	40		17.9	79.7	2.4		54.5	28.7	16.9		
PHF	.938	.970	.886	.978	.694	.957	.788	.950	.837	.920	.778	.911	.781	.886	.683	.868	

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Page No : 1

Groups Printed- Passenger Vehicles

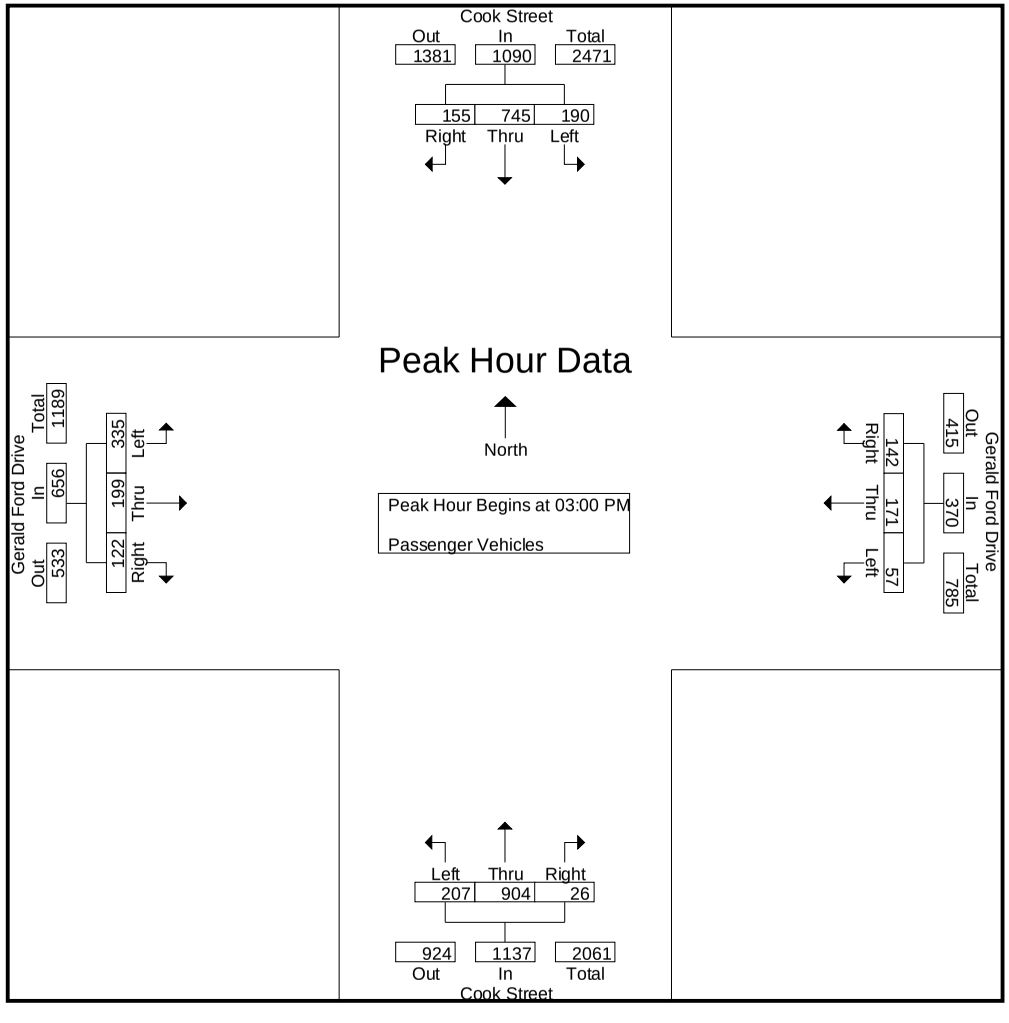
	Cook Street Southbound					Gerald Ford Drive Westbound					Cook Street Northbound					Gerald Ford Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	46	179	33	14	258	11	47	28	19	86	39	217	6	1	262	76	51	32	1	159	35	765	800
03:15 PM	45	192	39	11	276	11	38	40	24	89	57	240	8	4	305	80	52	26	0	158	39	828	867
03:30 PM	50	184	45	18	279	17	43	40	24	100	49	228	5	2	282	110	50	34	0	194	44	855	899
03:45 PM	49	190	38	14	277	18	43	34	16	95	62	219	7	2	288	69	46	30	1	145	33	805	838
Total	190	745	155	57	1090	57	171	142	83	370	207	904	26	9	1137	335	199	122	2	656	151	3253	3404
04:00 PM	36	150	40	18	226	12	45	38	27	95	49	202	8	3	259	78	51	39	2	168	50	748	798
04:15 PM	48	177	39	11	264	27	43	35	22	105	44	188	8	2	240	92	49	44	0	185	35	794	829
04:30 PM	45	177	35	9	257	18	38	49	27	105	55	188	5	3	248	82	57	32	0	171	39	781	820
04:45 PM	47	189	40	13	276	24	35	33	20	92	54	208	9	4	271	94	44	22	1	160	38	799	837
Total	176	693	154	51	1023	81	161	155	96	397	202	786	30	12	1018	346	201	137	3	684	162	3122	3284
05:00 PM	43	147	39	20	229	12	41	37	18	90	37	236	5	3	278	126	59	24	0	209	41	806	847
05:15 PM	41	159	42	11	242	11	41	26	15	78	38	210	2	1	250	89	54	30	0	173	27	743	770
05:30 PM	36	160	38	14	234	17	39	35	23	91	40	171	7	5	218	79	41	20	1	140	43	683	726
05:45 PM	45	173	19	12	237	8	31	9	7	48	29	143	4	2	176	68	33	11	0	112	21	573	594
Total	165	639	138	57	942	48	152	107	63	307	144	760	18	11	922	362	187	85	1	634	132	2805	2937
06:00 PM	34	111	22	13	167	7	25	14	10	46	29	143	3	1	175	55	24	18	0	97	24	485	509
06:15 PM	28	124	17	7	169	5	20	14	10	39	27	107	2	0	136	39	20	20	0	79	17	423	440
06:30 PM	26	129	23	8	178	2	25	18	13	45	26	87	3	1	116	42	25	25	0	92	22	431	453
06:45 PM	28	115	16	6	159	6	16	11	8	33	26	78	2	0	106	27	30	16	0	73	14	371	385
Total	116	479	78	34	673	20	86	57	41	163	108	415	10	2	533	163	99	79	0	341	77	1710	1787
Grand Total	647	2556	525	199	3728	206	570	461	283	1237	661	2865	84	34	3610	1206	686	423	6	2315	522	10890	11412
Apprch %	17.4	68.6	14.1			16.7	46.1	37.3			18.3	79.4	2.3			52.1	29.6	18.3					
Total %	5.9	23.5	4.8		34.2	1.9	5.2	4.2		11.4	6.1	26.3	0.8		33.1	11.1	6.3	3.9		21.3	4.6	95.4	

	Cook Street Southbound				Gerald Ford Drive Westbound				Cook Street Northbound				Gerald Ford Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	46	179	33	258	11	**47**	28	86	39	217	6	262	76	51	32	159	765
03:15 PM	45	**192**	39	276	11	38	**40**	89	57	**240**	**8**	**305**	80	**52**	26	158	828
03:30 PM	**50**	184	**45**	**279**	17	43	40	**100**	49	228	5	282	**110**	50	**34**	**194**	**855**
03:45 PM	49	190	38	277	**18**	43	34	95	**62**	219	7	288	69	46	30	145	805
Total Volume	190	745	155	1090	57	171	142	370	207	904	26	1137	335	199	122	656	3253
% App. Total	17.4	68.3	14.2		15.4	46.2	38.4		18.2	79.5	2.3		51.1	30.3	18.6		
PHF	.950	.970	.861	.977	.792	.910	.888	.925	.835	.942	.813	.932	.761	.957	.897	.845	.951

Counts Unlimited
PO Box 1178
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(951) 268-6268

City of Palm Desert
N/S: Cook Street
E/W: Gerald Ford Drive
Weather: Clear

File Name : 06_PLD_Cook_Gerald Ford Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 2



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City of Palm Desert
N/S: Cook Street
E/W: Gerald Ford Drive
Weather: Clear

File Name : 06_PLD_Cook_Gerald Ford Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 3

	Cook Street Southbound				Gerald Ford Drive Westbound				Cook Street Northbound				Gerald Ford Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	46	179	33	258	11	**47**	28	86	39	217	6	262	76	51	32	159	
+15 mins.	45	**192**	39	276	11	38	**40**	89	57	**240**	**8**	**305**	80	**52**	26	158	
+30 mins.	**50**	184	**45**	**279**	17	43	40	**100**	49	228	5	282	**110**	50	**34**	**194**	
+45 mins.	49	190	38	277	**18**	43	34	95	**62**	219	7	288	69	46	30	145	
Total Volume	190	745	155	1090	57	171	142	370	207	904	26	1137	335	199	122	656	
% App. Total	17.4	68.3	14.2		15.4	46.2	38.4		18.2	79.5	2.3		51.1	30.3	18.6		
PHF	.950	.970	.861	.977	.792	.910	.888	.925	.835	.942	.813	.932	.761	.957	.897	.845	

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City of Palm Desert
N/S: Cook Street
E/W: Gerald Ford Drive
Weather: Clear

File Name : 06_PLD_Cook_Gerald Ford Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

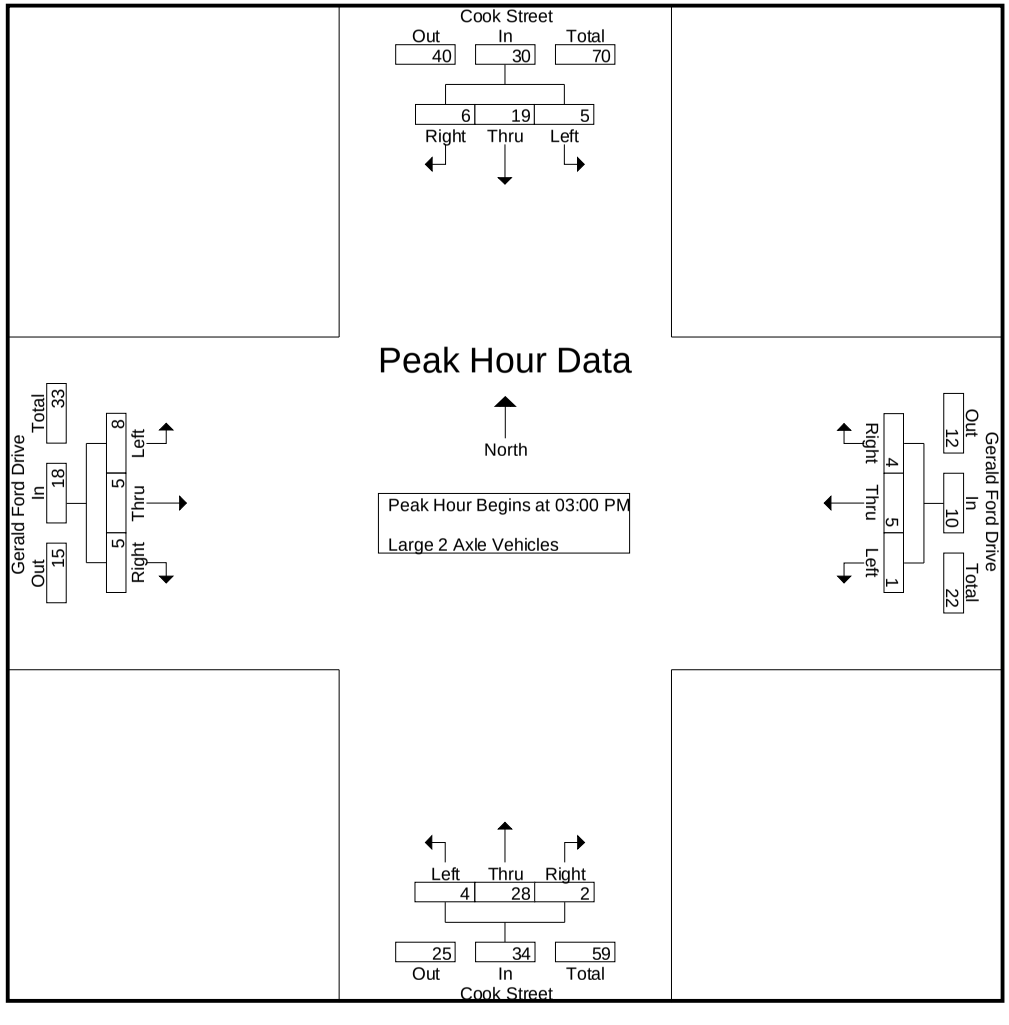
	Cook Street Southbound					Gerald Ford Drive Westbound					Cook Street Northbound					Gerald Ford Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	1	5	2	0	8	0	2	0	0	2	1	8	1	0	10	3	1	3	1	7	1	27	28
03:15 PM	2	7	1	0	10	0	1	2	1	3	2	14	1	0	17	2	1	0	0	3	1	33	34
03:30 PM	2	6	1	0	9	1	0	1	0	2	0	3	0	0	3	1	2	1	0	4	0	18	18
03:45 PM	0	1	2	0	3	0	2	1	0	3	1	3	0	0	4	2	1	1	0	4	0	14	14
Total	5	19	6	0	30	1	5	4	1	10	4	28	2	0	34	8	5	5	1	18	2	92	94
04:00 PM	0	4	1	0	5	0	1	2	2	3	0	5	1	0	6	0	0	0	0	0	2	14	16
04:15 PM	1	2	0	0	3	0	3	2	1	5	1	2	0	0	3	1	0	1	0	2	1	13	14
04:30 PM	0	4	0	0	4	0	1	3	1	4	0	3	0	0	3	0	0	0	0	0	1	11	12
04:45 PM	1	3	1	1	5	0	3	1	0	4	0	4	0	0	4	0	0	0	0	0	1	13	14
Total	2	13	2	1	17	0	8	8	4	16	1	14	1	0	16	1	0	1	0	2	5	51	56
05:00 PM	0	1	1	1	2	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	1	7	8
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	4
05:30 PM	0	1	1	1	2	0	0	1	0	1	0	0	0	0	0	1	1	1	0	3	1	6	7
05:45 PM	0	0	0	0	0	0	0	1	1	1	0	2	0	0	2	1	0	0	0	1	1	4	5
Total	0	4	2	2	6	0	0	2	1	2	0	8	0	0	8	3	1	1	0	5	3	21	24
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	3	3
06:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	4
06:30 PM	0	0	0	0	0	0	0	2	1	2	0	2	0	0	2	0	0	0	0	0	1	4	5
06:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	4
Total	0	4	0	0	4	0	0	2	1	2	0	8	0	0	8	1	0	0	0	1	1	15	16
Grand Total	7	40	10	3	57	1	13	16	7	30	5	58	3	0	66	13	6	7	1	26	11	179	190
Apprch %	12.3	70.2	17.5			3.3	43.3	53.3			7.6	87.9	4.5			50	23.1	26.9					
Total %	3.9	22.3	5.6		31.8	0.6	7.3	8.9		16.8	2.8	32.4	1.7		36.9	7.3	3.4	3.9		14.5	5.8	94.2	

	Cook Street Southbound				Gerald Ford Drive Westbound				Cook Street Northbound				Gerald Ford Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	1	5	**2**	8	0	**2**	0	2	1	8	**1**	10	**3**	1	**3**	**7**	27
03:15 PM	**2**	**7**	1	**10**	0	1	**2**	**3**	**2**	**14**	1	**17**	2	1	0	3	**33**
03:30 PM	2	6	1	9	**1**	0	1	2	0	3	0	3	1	**2**	1	4	18
03:45 PM	0	1	2	3	0	2	1	3	1	3	0	4	2	1	1	4	14
Total Volume	5	19	6	30	1	5	4	10	4	28	2	34	8	5	5	18	92
% App. Total	16.7	63.3	20		10	50	40		11.8	82.4	5.9		44.4	27.8	27.8		
PHF	.625	.679	.750	.750	.250	.625	.500	.833	.500	.500	.500	.500	.667	.625	.417	.643	.697

Counts Unlimited
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City of Palm Desert
N/S: Cook Street
E/W: Gerald Ford Drive
Weather: Clear

File Name : 06_PLD_Cook_Gerald Ford Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 2



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City of Palm Desert
N/S: Cook Street
E/W: Gerald Ford Drive
Weather: Clear

File Name : 06_PLD_Cook_Gerald Ford Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 3

	Cook Street Southbound				Gerald Ford Drive Westbound				Cook Street Northbound				Gerald Ford Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	1	5	**2**	8	0	**2**	0	2	1	8	**1**	10	**3**	1	**3**	**7**	
+15 mins.	**2**	**7**	1	**10**	0	1	**2**	**3**	**2**	**14**	1	**17**	2	1	0	3	
+30 mins.	2	6	1	9	**1**	0	1	2	0	3	0	3	1	**2**	1	4	
+45 mins.	0	1	2	3	0	2	1	3	1	3	0	4	2	1	1	4	
Total Volume	5	19	6	30	1	5	4	10	4	28	2	34	8	5	5	18	
% App. Total	16.7	63.3	20		10	50	40		11.8	82.4	5.9		44.4	27.8	27.8		
PHF	.625	.679	.750	.750	.250	.625	.500	.833	.500	.500	.500	.500	.667	.625	.417	.643	

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City of Palm Desert
N/S: Cook Street
E/W: Gerald Ford Drive
Weather: Clear

File Name : 06_PLD_Cook_Gerald Ford Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

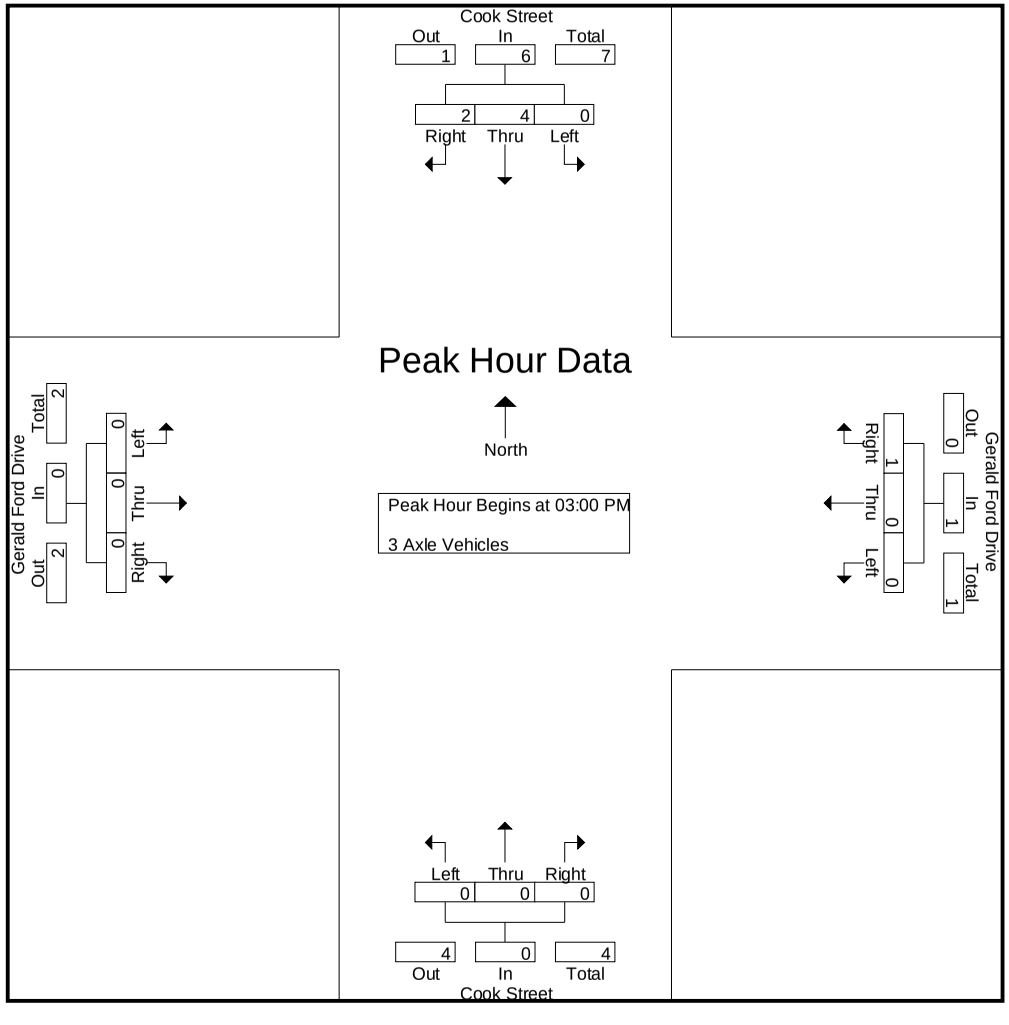
	Cook Street Southbound					Gerald Ford Drive Westbound					Cook Street Northbound					Gerald Ford Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
03:45 PM	0	1	0	0	1	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	2	3
Total	0	4	2	0	6	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	7	8
04:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
04:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
04:30 PM	1	2	0	0	3	0	0	1	0	1	0	2	0	0	2	1	0	0	0	1	0	7	7
04:45 PM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	6
Total	1	10	0	0	11	0	0	2	0	2	0	3	0	0	3	1	0	0	0	1	0	17	17
05:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
05:15 PM	1	4	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	6
05:30 PM	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	8	8
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	1	17	0	0	18	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	20	20
06:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Grand Total	2	34	2	0	38	0	0	3	1	3	0	5	0	0	5	1	0	0	0	1	1	47	48
Apprch %	5.3	89.5	5.3			0	0	100			0	100	0			100	0	0					
Total %	4.3	72.3	4.3		80.9	0	0	6.4		6.4	0	10.6	0		10.6	2.1	0	0		2.1	2.1	97.9	

	Cook Street Southbound				Gerald Ford Drive Westbound				Cook Street Northbound				Gerald Ford Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**2**	**2**	**4**	0	0	0	0	0	0	0	0	0	0	0	0	**4**
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	1	0	1	0	0	**1**	**1**	0	0	0	0	0	0	0	0	2
Total Volume	0	4	2	6	0	0	1	1	0	0	0	0	0	0	0	0	7
% App. Total	0	66.7	33.3		0	0	100		0	0	0		0	0	0		
PHF	.000	.500	.250	.375	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.438

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City of Palm Desert
N/S: Cook Street
E/W: Gerald Ford Drive
Weather: Clear

File Name : 06_PLD_Cook_Gerald Ford Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 2



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City of Palm Desert
N/S: Cook Street
E/W: Gerald Ford Drive
Weather: Clear

File Name : 06_PLD_Cook_Gerald Ford Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 3

	Cook Street Southbound				Gerald Ford Drive Westbound				Cook Street Northbound				Gerald Ford Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	**2**	**2**	**4**	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	1	0	1	0	0	**1**	**1**	0	0	0	0	0	0	0	0	
Total Volume	0	4	2	6	0	0	1	1	0	0	0	0	0	0	0	0	
% App. Total	0	66.7	33.3		0	0	100		0	0	0		0	0	0		
PHF	.000	.500	.250	.375	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	

Counts Unlimited
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City of Palm Desert
N/S: Cook Street
E/W: Gerald Ford Drive
Weather: Clear

File Name : 06_PLD_Cook_Gerald Ford Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

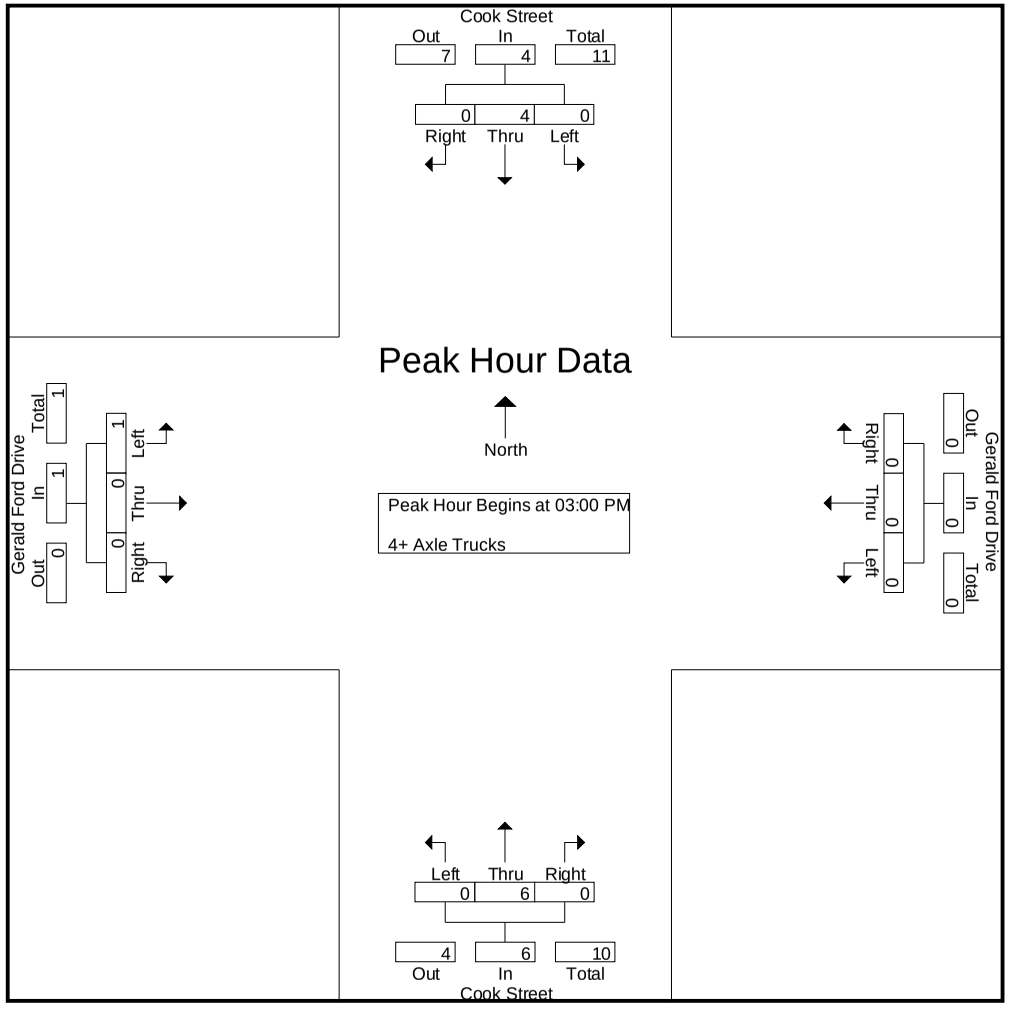
	Cook Street Southbound					Gerald Ford Drive Westbound					Cook Street Northbound					Gerald Ford Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	2	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
03:45 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	5
Total	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	0	11	11
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	3	3
04:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	2	1	0	3	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	8	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	3	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	4	4
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	1	1	1	0	1	0	0	1	0	0	0	0	0	1	2	3
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	1	1	0	1	0	0	1	0	0	0	0	0	1	2	3
Grand Total	0	7	1	0	8	0	0	1	1	1	2	12	0	0	14	2	0	0	0	2	1	25	26
Apprch %	0	87.5	12.5			0	0	100			14.3	85.7	0			100	0	0					
Total %	0	28	4		32	0	0	4		4	8	48	0		56	8	0	0		8	3.8	96.2	

	Cook Street Southbound				Gerald Ford Drive Westbound				Cook Street Northbound				Gerald Ford Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	3
03:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	**1**	0	0	**1**	2
03:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
03:45 PM	0	1	0	1	0	0	0	0	0	**4**	0	**4**	0	0	0	0	**5**
Total Volume	0	4	0	4	0	0	0	0	0	6	0	6	1	0	0	1	11
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.333	.000	.333	.000	.000	.000	.000	.000	.375	.000	.375	.250	.000	.000	.250	.550

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City of Palm Desert
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E/W: Gerald Ford Drive
Weather: Clear

File Name : 06_PLD_Cook_Gerald Ford Fri
Site Code : 05118939
Start Date : 1/11/2019
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City of Palm Desert
N/S: Cook Street
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Weather: Clear

File Name : 06_PLD_Cook_Gerald Ford Fri
Site Code : 05118939
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	Cook Street Southbound				Gerald Ford Drive Westbound				Cook Street Northbound				Gerald Ford Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	**1**	0	0	**1**	
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
+45 mins.	0	1	0	1	0	0	0	0	0	**4**	0	**4**	0	0	0	0	
Total Volume	0	4	0	4	0	0	0	0	0	6	0	6	1	0	0	1	
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.333	.000	.333	.000	.000	.000	.000	.000	.375	.000	.375	.250	.000	.000	.250	

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Site Code : 05118939
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Cook Street Southbound					Gerald Ford Drive Westbound					Cook Street Northbound					Gerald Ford Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	29	116	31	11	176	5	37	22	15	64	50	105	6	3	161	34	18	20	1	72	30	473	503
10:15 AM	31	105	18	6	154	9	28	22	18	59	42	107	2	1	151	52	24	26	0	102	25	466	491
10:30 AM	30	124	21	8	175	5	38	15	7	58	45	100	3	1	148	29	30	24	0	83	16	464	480
10:45 AM	25	151	36	12	212	4	36	19	14	59	37	99	6	2	142	41	23	29	0	93	28	506	534
Total	115	496	106	37	717	23	139	78	54	240	174	411	17	7	602	156	95	99	1	350	99	1909	2008
11:00 AM	25	123	31	9	179	10	41	14	8	65	39	78	2	2	119	38	22	20	1	80	20	443	463
11:15 AM	30	145	28	12	203	11	47	18	13	76	38	101	3	2	142	51	31	29	0	111	27	532	559
11:30 AM	28	131	35	12	194	10	41	15	10	66	33	88	2	1	123	57	33	24	1	114	24	497	521
11:45 AM	34	134	30	9	198	12	44	18	11	74	47	90	3	1	140	43	49	24	0	116	21	528	549
Total	117	533	124	42	774	43	173	65	42	281	157	357	10	6	524	189	135	97	2	421	92	2000	2092
12:00 PM	33	133	33	11	199	16	39	16	10	71	42	120	4	1	166	51	44	18	0	113	22	549	571
12:15 PM	35	152	27	13	214	4	53	23	18	80	42	108	5	1	155	32	42	32	0	106	32	555	587
12:30 PM	41	122	27	6	190	34	52	18	12	104	60	102	10	5	172	42	49	26	0	117	23	583	606
12:45 PM	34	126	23	14	183	6	48	17	9	71	43	112	8	3	163	52	35	26	1	113	27	530	557
Total	143	533	110	44	786	60	192	74	49	326	187	442	27	10	656	177	170	102	1	449	104	2217	2321
01:00 PM	44	152	20	8	216	8	31	20	14	59	37	136	6	4	179	43	41	21	0	105	26	559	585
01:15 PM	31	163	28	7	222	6	28	12	7	46	43	102	6	2	151	43	34	22	0	99	16	518	534
01:30 PM	31	140	29	11	200	7	33	19	16	59	29	119	4	3	152	55	34	24	0	113	30	524	554
01:45 PM	31	144	28	10	203	18	29	14	9	61	30	84	3	1	117	48	38	15	0	101	20	482	502
Total	137	599	105	36	841	39	121	65	46	225	139	441	19	10	599	189	147	82	0	418	92	2083	2175
Grand Total	512	2161	445	159	3118	165	625	282	191	1072	657	1651	73	33	2381	711	547	380	4	1638	387	8209	8596
Apprch %	16.4	69.3	14.3			15.4	58.3	26.3			27.6	69.3	3.1			43.4	33.4	23.2					
Total %	6.2	26.3	5.4		38	2	7.6	3.4		13.1	8	20.1	0.9		29	8.7	6.7	4.6		20	4.5	95.5	
Passenger Vehicles	501	2103	443		3205	164	621	277		1250	650	1599	71		2351	700	544	377		1624	0	0	8430
% Passenger Vehicles	97.9	97.3	99.6	99.4	97.8	99.4	99.4	98.2	98.4	99	98.9	96.9	97.3	93.9	97.4	98.5	99.5	99.2	75	98.9	0	0	98.1
Large 2 Axle Vehicles	11	33	1		46	1	4	5		13	6	30	2		40	11	3	3		18	0	0	117
% Large 2 Axle Vehicles	2.1	1.5	0.2	0.6	1.4	0.6	0.6	1.8	1.6	1	0.9	1.8	2.7	6.1	1.7	1.5	0.5	0.8	25	1.1	0	0	1.4
3 Axle Vehicles	0	22	0		22	0	0	0		0	1	13	0		14	0	0	0		0	0	0	36
% 3 Axle Vehicles	0	1	0	0	0.7	0	0	0	0	0	0.2	0.8	0	0	0.6	0	0	0	0	0	0	0	0.4
4+ Axle Trucks	0	3	1		4	0	0	0		0	0	9	0		9	0	0	0		0	0	0	13
% 4+ Axle Trucks	0	0.1	0.2	0	0.1	0	0	0	0	0	0	0.5	0	0	0.4	0	0	0	0	0	0	0	0.2

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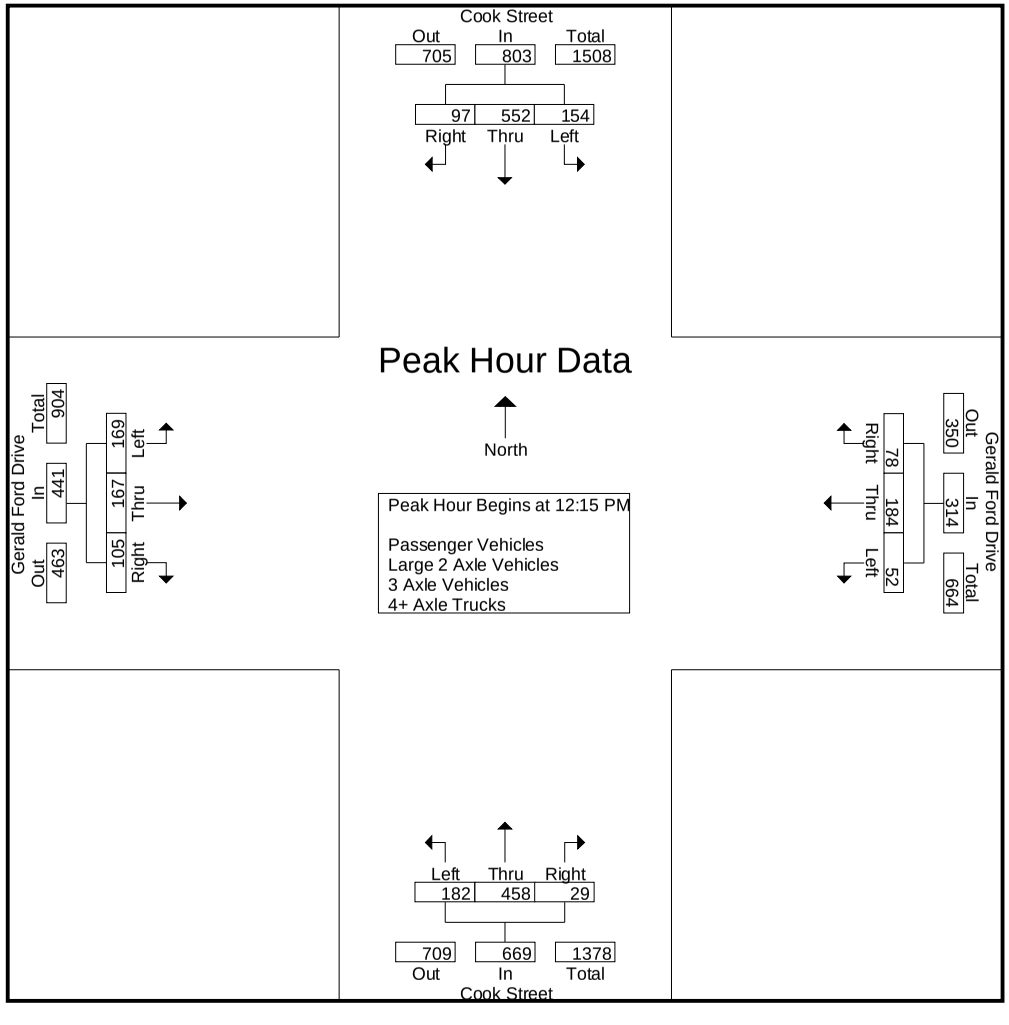
File Name : 06_PLD_Cook_Gerald Ford Sat
Site Code : 05118939
Start Date : 1/12/2019
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	Cook Street Southbound				Gerald Ford Drive Westbound				Cook Street Northbound				Gerald Ford Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	35	**152**	**27**	214	4	**53**	**23**	80	42	108	5	155	32	42	**32**	106	555
12:30 PM	41	122	27	190	**34**	52	18	**104**	**60**	102	**10**	172	42	**49**	26	**117**	**583**
12:45 PM	34	126	23	183	6	48	17	71	43	112	8	163	**52**	35	26	113	530
01:00 PM	**44**	152	20	**216**	8	31	20	59	37	**136**	6	**179**	43	41	21	105	559
Total Volume	154	552	97	803	52	184	78	314	182	458	29	669	169	167	105	441	2227
% App. Total	19.2	68.7	12.1		16.6	58.6	24.8		27.2	68.5	4.3		38.3	37.9	23.8		
PHF	.875	.908	.898	.929	.382	.868	.848	.755	.758	.842	.725	.934	.813	.852	.820	.942	.955

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File Name : 06_PLD_Cook_Gerald Ford Sat
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N/S: Cook Street
E/W: Gerald Ford Drive
Weather: Clear

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	Cook Street Southbound				Gerald Ford Drive Westbound				Cook Street Northbound				Gerald Ford Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	01:00 PM				11:45 AM				12:15 PM				11:15 AM				
+0 mins.	**44**	152	20	216	12	44	18	74	42	108	5	155	51	31	**29**	111	
+15 mins.	31	**163**	28	**222**	16	39	16	71	**60**	102	**10**	172	**57**	33	24	114	
+30 mins.	31	140	**29**	200	4	**53**	**23**	80	43	112	8	163	43	**49**	24	**116**	
+45 mins.	31	144	28	203	**34**	52	18	**104**	37	**136**	6	**179**	51	44	18	113	
Total Volume	137	599	105	841	66	188	75	329	182	458	29	669	202	157	95	454	
% App. Total	16.3	71.2	12.5		20.1	57.1	22.8		27.2	68.5	4.3		44.5	34.6	20.9		
PHF	.778	.919	.905	.947	.485	.887	.815	.791	.758	.842	.725	.934	.886	.801	.819	.978	

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City of Palm Desert
N/S: Cook Street
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File Name : 06_PLD_Cook_Gerald Ford Sat
Site Code : 05118939
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Groups Printed- Passenger Vehicles

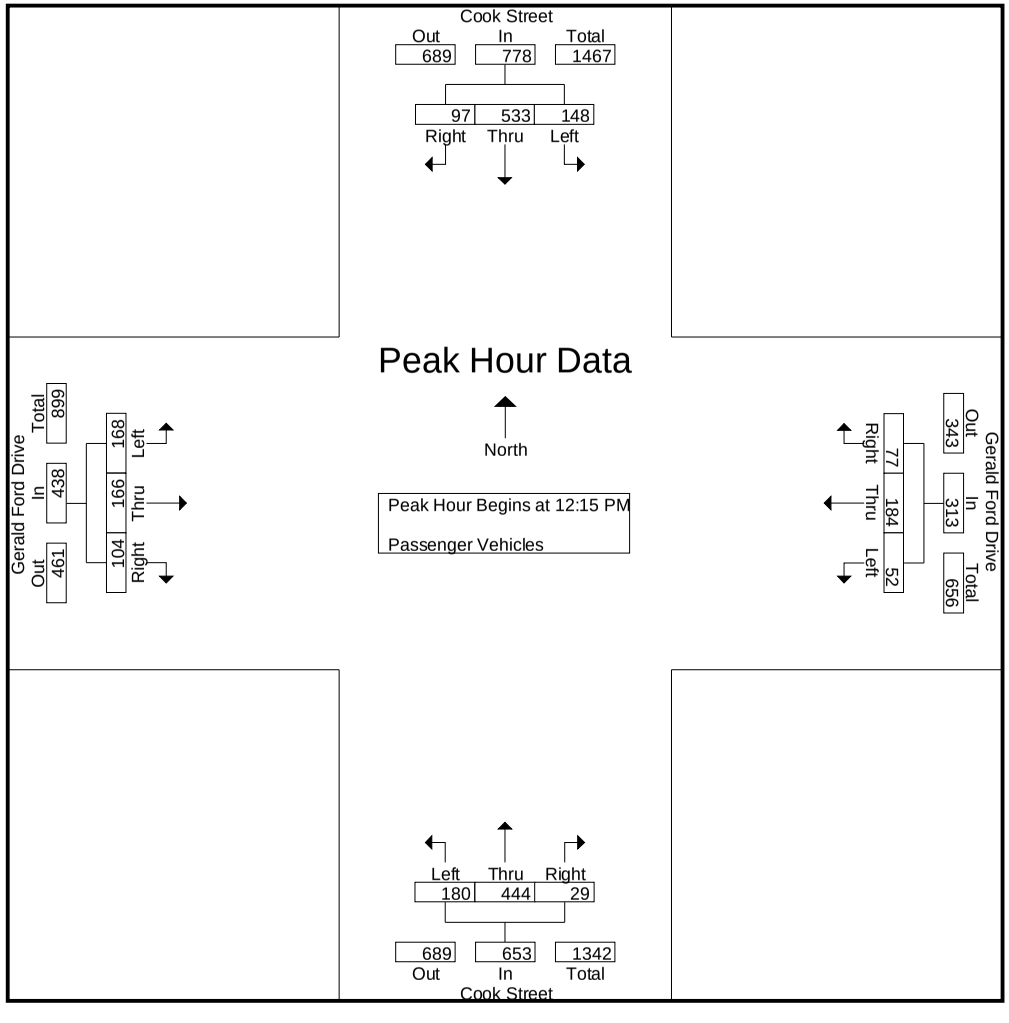
	Cook Street Southbound					Gerald Ford Drive Westbound					Cook Street Northbound					Gerald Ford Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	28	115	31	11	174	5	36	21	14	62	50	98	5	2	153	32	18	19	1	69	28	458	486
10:15 AM	30	103	18	6	151	9	28	22	18	59	42	102	2	1	146	52	24	26	0	102	25	458	483
10:30 AM	29	122	21	8	172	5	37	14	7	56	44	99	3	1	146	28	30	24	0	82	16	456	472
10:45 AM	25	147	35	12	207	4	35	19	14	58	37	97	6	2	140	40	23	29	0	92	28	497	525
Total	112	487	105	37	704	23	136	76	53	235	173	396	16	6	585	152	95	98	1	345	97	1869	1966
11:00 AM	25	118	31	9	174	10	40	14	8	64	39	76	2	2	117	38	22	19	0	79	19	434	453
11:15 AM	29	139	28	12	196	11	47	18	13	76	37	99	3	2	139	51	31	29	0	111	27	522	549
11:30 AM	28	128	34	11	190	9	41	15	10	65	32	86	2	1	120	55	33	24	1	112	23	487	510
11:45 AM	34	133	30	9	197	12	44	17	10	73	47	88	3	1	138	41	49	24	0	114	20	522	542
Total	116	518	123	41	757	42	172	64	41	278	155	349	10	6	514	185	135	96	1	416	89	1965	2054
12:00 PM	33	127	33	11	193	16	39	16	10	71	41	115	4	1	160	50	42	18	0	110	22	534	556
12:15 PM	35	151	27	13	213	4	53	23	18	80	42	104	5	1	151	32	42	31	0	105	32	549	581
12:30 PM	40	117	27	6	184	34	52	17	11	103	60	100	10	5	170	41	49	26	0	116	22	573	595
12:45 PM	33	122	23	14	178	6	48	17	9	71	41	108	8	3	157	52	35	26	1	113	27	519	546
Total	141	517	110	44	768	60	192	73	48	325	184	427	27	10	638	175	168	101	1	444	103	2175	2278
01:00 PM	40	143	20	8	203	8	31	20	14	59	37	132	6	4	175	43	40	21	0	104	26	541	567
01:15 PM	31	156	28	7	215	6	28	11	7	45	43	100	6	2	149	42	34	22	0	98	16	507	523
01:30 PM	30	139	29	11	198	7	33	19	16	59	29	116	4	3	149	55	34	24	0	113	30	519	549
01:45 PM	31	143	28	10	202	18	29	14	9	61	29	79	2	0	110	48	38	15	0	101	19	474	493
Total	132	581	105	36	818	39	121	64	46	224	138	427	18	9	583	188	146	82	0	416	91	2041	2132
Grand Total	501	2103	443	158	3047	164	621	277	188	1062	650	1599	71	31	2320	700	544	377	3	1621	380	8050	8430
Apprch %	16.4	69	14.5			15.4	58.5	26.1			28	68.9	3.1			43.2	33.6	23.3					
Total %	6.2	26.1	5.5		37.9	2	7.7	3.4		13.2	8.1	19.9	0.9		28.8	8.7	6.8	4.7		20.1	4.5	95.5	

	Cook Street Southbound				Gerald Ford Drive Westbound				Cook Street Northbound				Gerald Ford Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:15 PM to 01:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	35	**151**	**27**	**213**	4	**53**	**23**	80	42	104	5	151	32	42	**31**	105	549
12:30 PM	**40**	117	27	184	**34**	52	17	**103**	**60**	100	**10**	170	41	**49**	26	**116**	**573**
12:45 PM	33	122	23	178	6	48	17	71	41	108	8	157	**52**	35	26	113	519
01:00 PM	40	143	20	203	8	31	20	59	37	**132**	6	**175**	43	40	21	104	541
Total Volume	148	533	97	778	52	184	77	313	180	444	29	653	168	166	104	438	2182
% App. Total	19	68.5	12.5		16.6	58.8	24.6		27.6	68	4.4		38.4	37.9	23.7		
PHF	.925	.882	.898	.913	.382	.868	.837	.760	.750	.841	.725	.933	.808	.847	.839	.944	.952

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File Name : 06_PLD_Cook_Gerald Ford Sat
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	Cook Street Southbound				Gerald Ford Drive Westbound				Cook Street Northbound				Gerald Ford Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:15 PM to 01:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	12:15 PM				12:15 PM				12:15 PM				12:15 PM				
+0 mins.	35	**151**	**27**	**213**	4	**53**	**23**	80	42	104	5	151	32	42	**31**	105	
+15 mins.	**40**	117	27	184	**34**	52	17	**103**	**60**	100	**10**	170	41	**49**	26	**116**	
+30 mins.	33	122	23	178	6	48	17	71	41	108	8	157	**52**	35	26	113	
+45 mins.	40	143	20	203	8	31	20	59	37	**132**	6	**175**	43	40	21	104	
Total Volume	148	533	97	778	52	184	77	313	180	444	29	653	168	166	104	438	
% App. Total	19	68.5	12.5		16.6	58.8	24.6		27.6	68	4.4		38.4	37.9	23.7		
PHF	.925	.882	.898	.913	.382	.868	.837	.760	.750	.841	.725	.933	.808	.847	.839	.944	

Counts Unlimited
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City of Palm Desert
N/S: Cook Street
E/W: Gerald Ford Drive
Weather: Clear

File Name : 06_PLD_Cook_Gerald Ford Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

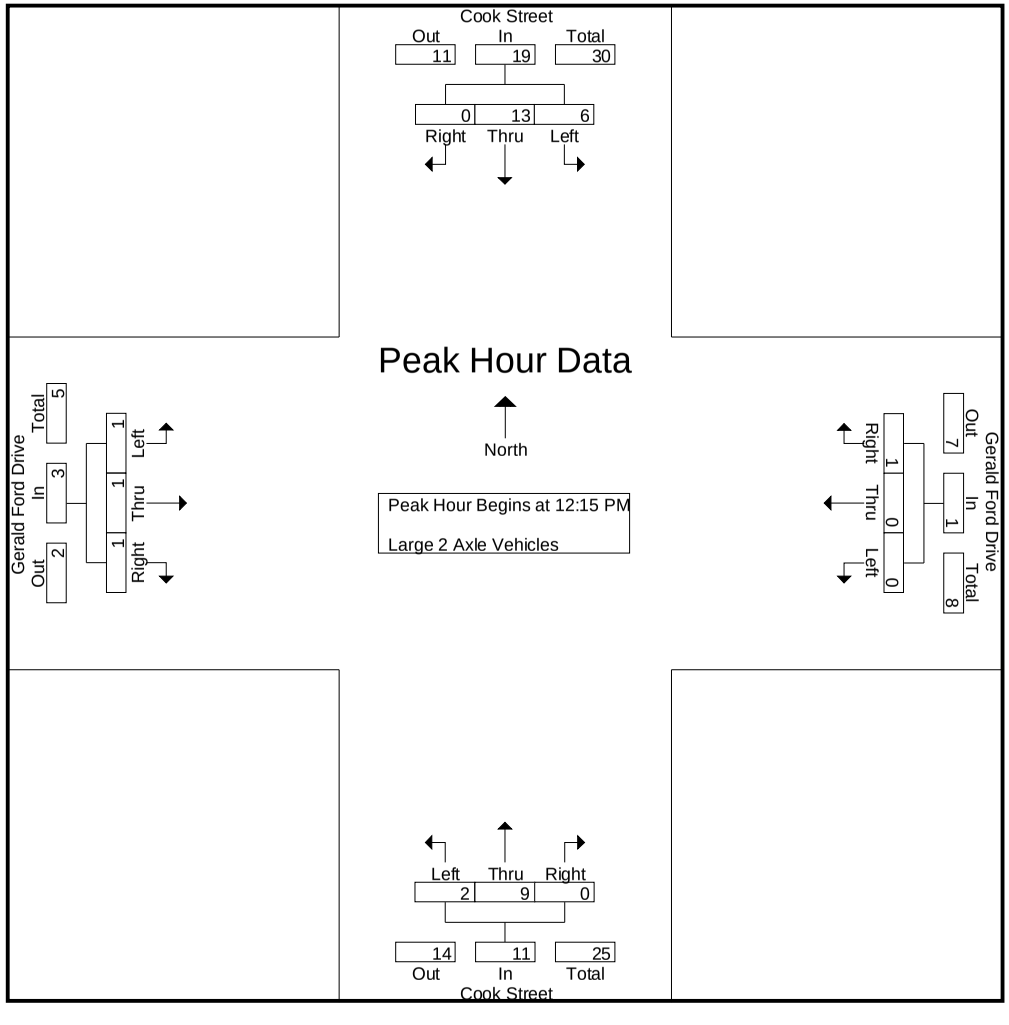
	Cook Street Southbound					Gerald Ford Drive Westbound					Cook Street Northbound					Gerald Ford Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	1	0	0	0	1	0	1	1	1	2	0	2	1	1	3	2	0	1	0	3	2	9	11
10:15 AM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	4
10:30 AM	1	1	0	0	2	0	1	1	0	2	1	0	0	0	1	1	0	0	0	1	0	6	6
10:45 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	3	3
Total	3	3	0	0	6	0	3	2	1	5	1	4	1	1	6	4	0	1	0	5	2	22	24
11:00 AM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	1	1	1	1	5	6
11:15 AM	1	1	0	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	4	4
11:30 AM	0	3	1	1	4	1	0	0	0	1	1	2	0	0	3	2	0	0	0	2	1	10	11
11:45 AM	0	1	0	0	1	0	0	1	1	1	0	1	0	0	1	2	0	0	0	2	1	5	6
Total	1	7	1	1	9	1	1	1	1	3	2	5	0	0	7	4	0	1	1	5	3	24	27
12:00 PM	0	4	0	0	4	0	0	0	0	0	1	4	0	0	5	1	2	0	0	3	0	12	12
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	5	5
12:30 PM	1	5	0	0	6	0	0	1	1	1	0	0	0	0	0	1	0	0	0	1	1	8	9
12:45 PM	1	1	0	0	2	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	7	7
Total	2	11	0	0	13	0	0	1	1	1	3	10	0	0	13	2	2	1	0	5	1	32	33
01:00 PM	4	6	0	0	10	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	14	14
01:15 PM	0	4	0	0	4	0	0	1	0	1	0	2	0	0	2	1	0	0	0	1	0	8	8
01:30 PM	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	5
01:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	1	1	4	0	0	0	0	0	1	5	6
Total	5	12	0	0	17	0	0	1	0	1	0	11	1	1	12	1	1	0	0	2	1	32	33
Grand Total	11	33	1	1	45	1	4	5	3	10	6	30	2	2	38	11	3	3	1	17	7	110	117
Apprch %	24.4	73.3	2.2			10	40	50			15.8	78.9	5.3			64.7	17.6	17.6					
Total %	10	30	0.9		40.9	0.9	3.6	4.5		9.1	5.5	27.3	1.8		34.5	10	2.7	2.7		15.5	6	94	

	Cook Street Southbound				Gerald Ford Drive Westbound				Cook Street Northbound				Gerald Ford Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:15 PM to 01:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	1	0	1	0	0	0	0	0	**3**	0	3	0	0	**1**	**1**	5
12:30 PM	1	5	0	6	0	0	**1**	**1**	0	0	0	0	**1**	0	0	1	8
12:45 PM	1	1	0	2	0	0	0	0	**2**	3	0	**5**	0	0	0	0	7
01:00 PM	**4**	**6**	0	**10**	0	0	0	0	0	3	0	3	0	**1**	0	1	**14**
Total Volume	6	13	0	19	0	0	1	1	2	9	0	11	1	1	1	3	34
% App. Total	31.6	68.4	0		0	0	100		18.2	81.8	0		33.3	33.3	33.3		
PHF	.375	.542	.000	.475	.000	.000	.250	.250	.250	.750	.000	.550	.250	.250	.250	.750	.607

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City of Palm Desert
N/S: Cook Street
E/W: Gerald Ford Drive
Weather: Clear

File Name : 06_PLD_Cook_Gerald Ford Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 2



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City of Palm Desert
N/S: Cook Street
E/W: Gerald Ford Drive
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File Name : 06_PLD_Cook_Gerald Ford Sat
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Page No : 3

	Cook Street Southbound				Gerald Ford Drive Westbound				Cook Street Northbound				Gerald Ford Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:15 PM to 01:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	12:15 PM				12:15 PM				12:15 PM				12:15 PM				
+0 mins.	0	1	0	1	0	0	0	0	0	**3**	0	3	0	0	**1**	**1**	
+15 mins.	1	5	0	6	0	0	**1**	**1**	0	0	0	0	**1**	0	0	1	
+30 mins.	1	1	0	2	0	0	0	0	**2**	3	0	**5**	0	0	0	0	
+45 mins.	**4**	**6**	0	**10**	0	0	0	0	0	3	0	3	0	**1**	0	1	
Total Volume	6	13	0	19	0	0	1	1	2	9	0	11	1	1	1	3	
% App. Total	31.6	68.4	0		0	0	100		18.2	81.8	0		33.3	33.3	33.3		
PHF	.375	.542	.000	.475	.000	.000	.250	.250	.250	.750	.000	.550	.250	.250	.250	.750	

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City of Palm Desert
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File Name : 06_PLD_Cook_Gerald Ford Sat
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Start Date : 1/12/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

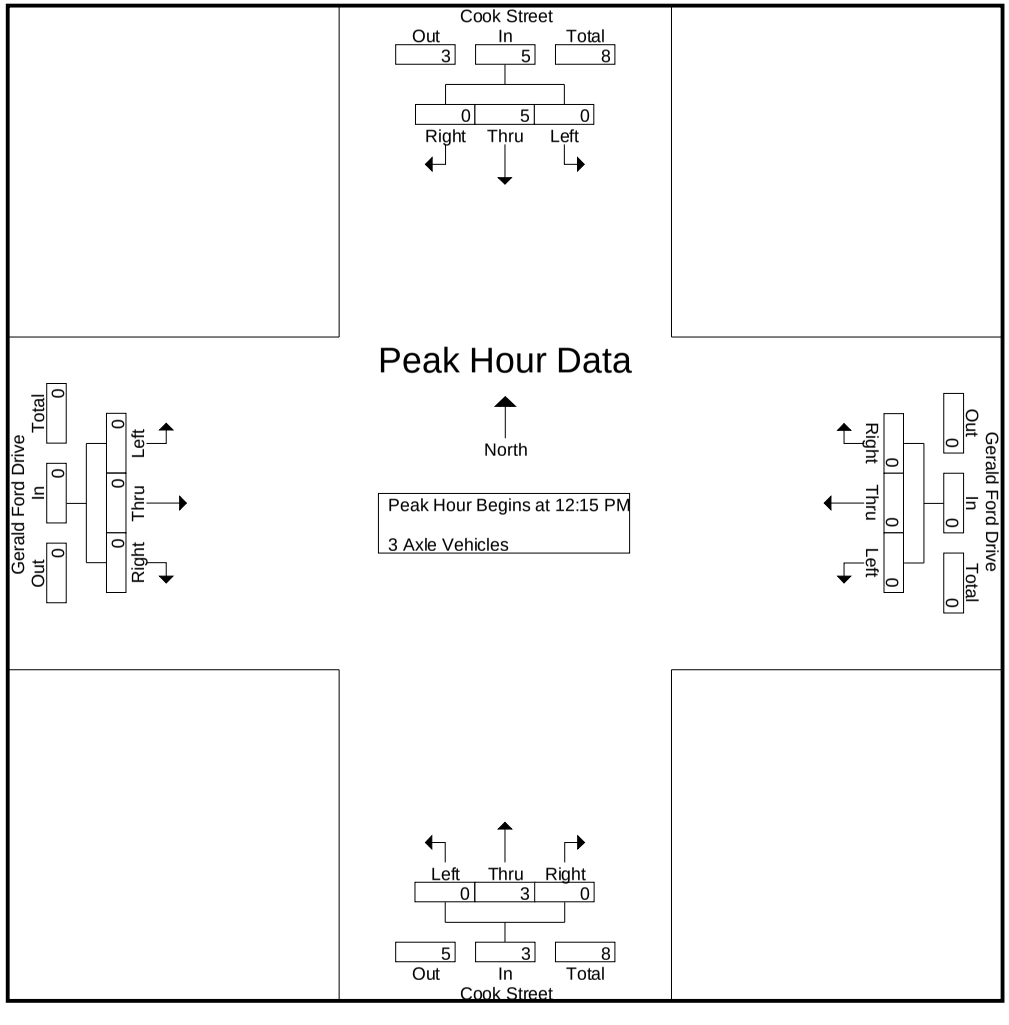
	Cook Street Southbound					Gerald Ford Drive Westbound					Cook Street Northbound					Gerald Ford Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	4
10:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
10:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
10:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	4
Total	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	11	11
11:00 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
11:15 AM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
Total	0	8	0	0	8	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	9	9
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
12:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	6
01:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	4
01:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	3	3
Total	0	6	0	0	6	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	10	10
Grand Total	0	22	0	0	22	0	0	0	0	0	1	13	0	0	14	0	0	0	0	0	0	36	36
Apprch %	0	100	0			0	0	0			7.1	92.9	0			0	0	0					
Total %	0	61.1	0		61.1	0	0	0		0	2.8	36.1	0		38.9	0	0	0		0	0	100	

	Cook Street Southbound				Gerald Ford Drive Westbound				Cook Street Northbound				Gerald Ford Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:15 PM to 01:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
12:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00 PM	0	**3**	0	**3**	0	0	0	0	0	1	0	1	0	0	0	0	**4**
Total Volume	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.417	.000	.417	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.500

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City of Palm Desert
N/S: Cook Street
E/W: Gerald Ford Drive
Weather: Clear

File Name : 06_PLD_Cook_Gerald Ford Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 2



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City of Palm Desert
N/S: Cook Street
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Start Date : 1/12/2019
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	Cook Street Southbound				Gerald Ford Drive Westbound				Cook Street Northbound				Gerald Ford Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:15 PM to 01:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	12:15 PM				12:15 PM				12:15 PM				12:15 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
+30 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	**3**	0	**3**	0	0	0	0	0	1	0	1	0	0	0	0	
Total Volume	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.417	.000	.417	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	

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City of Palm Desert
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File Name : 06_PLD_Cook_Gerald Ford Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

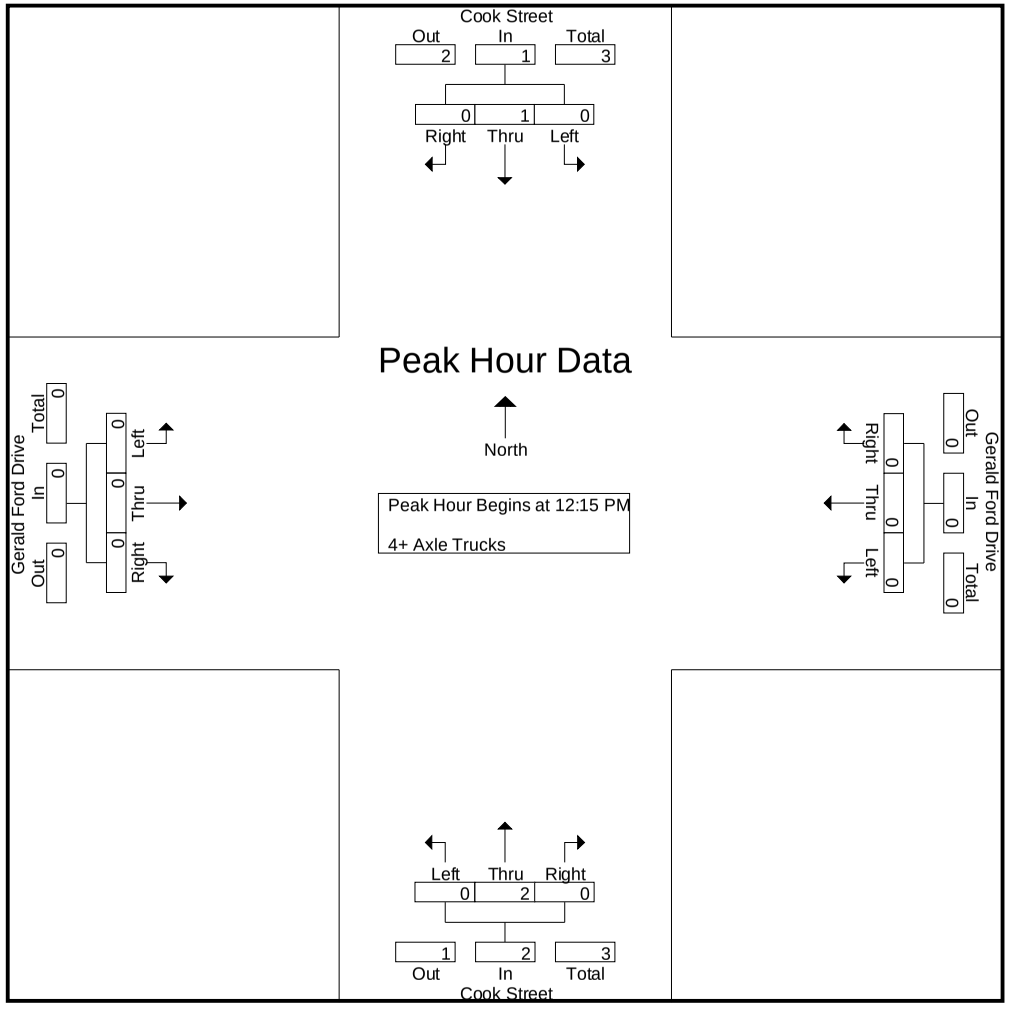
	Cook Street Southbound					Gerald Ford Drive Westbound					Cook Street Northbound					Gerald Ford Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
10:45 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	1	1	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	7	7
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
Total	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	4
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	3	1	0	4	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	13	13
Apprch %	0	75	25			0	0	0			0	100	0			0	0	0					
Total %	0	23.1	7.7		30.8	0	0	0		0	0	69.2	0		69.2	0	0	0		0	0	100	

	Cook Street Southbound				Gerald Ford Drive Westbound				Cook Street Northbound				Gerald Ford Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:15 PM to 01:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
12:45 PM	0	**1**	0	**1**	0	0	0	0	0	1	0	1	0	0	0	0	**2**
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.375

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City of Palm Desert
N/S: Cook Street
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File Name : 06_PLD_Cook_Gerald Ford Sat
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Peak Hour for Each Approach Begins at:																	
	12:15 PM				12:15 PM				12:15 PM				12:15 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	
+30 mins.	0	**1**	0	**1**	0	0	0	0	0	1	0	1	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	

Location: Palm Desert
N/S: Cook Street
E/W: Gerald Ford Drive

PEDESTRIANS

Date: 1/10/2019
Day: Thursday

	North Leg Cook Street	East Leg Gerald Ford Drive	South Leg Cook Street	West Leg Gerald Ford Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
3:00 PM	0	0	0	0	0
3:15 PM	1	0	0	2	3
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
4:00 PM	1	0	0	0	1
4:15 PM	1	0	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	4	4
5:00 PM	0	0	0	2	2
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	2	2
5:45 PM	0	0	0	0	0
6:00 PM	0	0	0	2	2
6:15 PM	1	0	0	2	3
6:30 PM	0	0	0	3	3
6:45 PM	0	0	0	1	1
TOTAL VOLUMES:	4	0	0	18	22

Date: 1/11/2019
Day: Friday

	North Leg Cook Street	East Leg Gerald Ford Drive	South Leg Cook Street	West Leg Gerald Ford Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
3:00 PM	0	0	0	0	0
3:15 PM	1	0	0	0	1
3:30 PM	0	0	0	1	1
3:45 PM	1	0	0	0	1
4:00 PM	1	1	1	0	3
4:15 PM	0	0	1	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	2	2
6:00 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0
6:30 PM	0	0	0	2	2
6:45 PM	0	0	0	0	0
TOTAL VOLUMES:	3	1	2	5	11

Date: 1/12/2019
Day: Saturday

	North Leg Cook Street	East Leg Gerald Ford Drive	South Leg Cook Street	West Leg Gerald Ford Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
10:00 AM	0	0	0	0	0
10:15 AM	0	0	1	0	1
10:30 AM	1	0	0	0	1
10:45 AM	2	3	0	0	5
11:00 AM	0	1	0	0	1
11:15 AM	0	0	0	0	0
11:30 AM	2	0	0	0	2
11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	1	1
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
1:00 PM	0	0	0	8	8
1:15 PM	1	0	0	0	1
1:30 PM	0	0	0	0	0
1:45 PM	1	1	0	0	2
TOTAL VOLUMES:	7	5	1	9	22

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Location: Palm Desert
N/S: Cook Street
E/W: Gerald Ford Drive

BICYCLES

Date: 1/10/2019
Day: Thursday

	Southbound Cook Street			Westbound Gerald Ford Drive			Northbound Cook Street			Eastbound Gerald Ford Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	2	0	3

Date: 1/11/2019
Day: Friday

	Southbound Cook Street			Westbound Gerald Ford Drive			Northbound Cook Street			Eastbound Gerald Ford Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
3:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	1	0	0	0	0	0	3	0	5

Date: 1/12/2019
Day: Saturday

	Southbound Cook Street			Westbound Gerald Ford Drive			Northbound Cook Street			Eastbound Gerald Ford Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	1	0	0	0	0	0	0	0	0	1	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	2	0	0	1	0	0	0	0	0	1	5

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City of Palm Desert
N/S: Cook Street
E/W: Frank Sinatra Drive
Weather: Clear

File Name : 07_PLD_Cook_Frank Sinatra Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Cook Street Southbound					Frank Sinatra Drive Westbound					Cook Street Northbound					Frank Sinatra Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	14	187	46	18	247	12	38	13	7	63	30	243	15	3	288	74	63	37	23	174	51	772	823
03:15 PM	13	215	36	18	264	9	32	12	7	53	33	237	17	1	287	64	61	38	24	163	50	767	817
03:30 PM	7	174	39	19	220	11	38	15	7	64	35	239	15	2	289	78	63	38	25	179	53	752	805
03:45 PM	24	197	35	18	256	7	39	13	8	59	27	229	16	5	272	64	64	34	21	162	52	749	801
Total	58	773	156	73	987	39	147	53	29	239	125	948	63	11	1136	280	251	147	93	678	206	3040	3246
04:00 PM	13	184	56	15	253	7	38	4	1	49	37	248	10	0	295	53	48	41	29	142	45	739	784
04:15 PM	13	179	37	16	229	14	37	16	8	67	24	208	17	4	249	69	68	34	18	171	46	716	762
04:30 PM	10	175	36	19	221	8	32	11	8	51	22	202	10	3	234	62	55	25	16	142	46	648	694
04:45 PM	11	168	37	17	216	14	31	14	9	59	41	222	16	2	279	63	57	36	27	156	55	710	765
Total	47	706	166	67	919	43	138	45	26	226	124	880	53	9	1057	247	228	136	90	611	192	2813	3005
05:00 PM	21	172	47	16	240	9	37	13	11	59	34	194	17	2	245	81	60	36	26	177	55	721	776
05:15 PM	22	156	31	15	209	10	43	13	9	66	39	267	18	5	324	67	78	26	21	171	50	770	820
05:30 PM	11	138	32	12	181	11	41	8	5	60	28	166	18	2	212	52	62	24	12	138	31	591	622
05:45 PM	14	152	31	13	197	11	31	12	11	54	20	160	17	2	197	48	60	30	14	138	40	586	626
Total	68	618	141	56	827	41	152	46	36	239	121	787	70	11	978	248	260	116	73	624	176	2668	2844
06:00 PM	12	102	25	12	139	13	17	6	3	36	19	143	4	2	166	21	38	16	12	75	29	416	445
06:15 PM	15	99	24	12	138	3	19	13	7	35	23	85	8	4	116	30	36	14	8	80	31	369	400
06:30 PM	15	99	26	17	140	4	20	4	1	28	23	96	6	3	125	27	25	11	7	63	28	356	384
06:45 PM	11	89	19	8	119	8	20	2	1	30	7	75	6	1	88	17	24	8	5	49	15	286	301
Total	53	389	94	49	536	28	76	25	12	129	72	399	24	10	495	95	123	49	32	267	103	1427	1530
Grand Total	226	2486	557	245	3269	151	513	169	103	833	442	3014	210	41	3666	870	862	448	288	2180	677	9948	10625
Apprch %	6.9	76	17			18.1	61.6	20.3			12.1	82.2	5.7			39.9	39.5	20.6					
Total %	2.3	25	5.6		32.9	1.5	5.2	1.7		8.4	4.4	30.3	2.1		36.9	8.7	8.7	4.5		21.9	6.4	93.6	
Passenger Vehicles	224	2402	550		3419	150	505	166		923	436	2937	205		3618	859	852	441		2435	0	0	10395
% Passenger Vehicles	99.1	96.6	98.7	99.2	97.3	99.3	98.4	98.2	99	98.6	98.6	97.4	97.6	97.6	97.6	98.7	98.8	98.4	98.3	98.7	0	0	97.8
Large 2 Axle Vehicles	2	41	5		49	1	8	3		13	5	56	5		67	10	10	4		27	0	0	156
% Large 2 Axle Vehicles	0.9	1.6	0.9	0.4	1.4	0.7	1.6	1.8	1	1.4	1.1	1.9	2.4	2.4	1.8	1.1	1.2	0.9	1	1.1	0	0	1.5
3 Axle Vehicles	0	37	1		39	0	0	0		0	0	14	0		14	1	0	3		6	0	0	59
% 3 Axle Vehicles	0	1.5	0.2	0.4	1.1	0	0	0	0	0	0	0.5	0	0	0.4	0.1	0	0.7	0.7	0.2	0	0	0.6
4+ Axle Trucks	0	6	1		7	0	0	0		0	1	7	0		8	0	0	0		0	0	0	15
% 4+ Axle Trucks	0	0.2	0.2	0	0.2	0	0	0	0	0	0.2	0.2	0	0	0.2	0	0	0	0	0	0	0	0.1

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City of Palm Desert
N/S: Cook Street
E/W: Frank Sinatra Drive
Weather: Clear

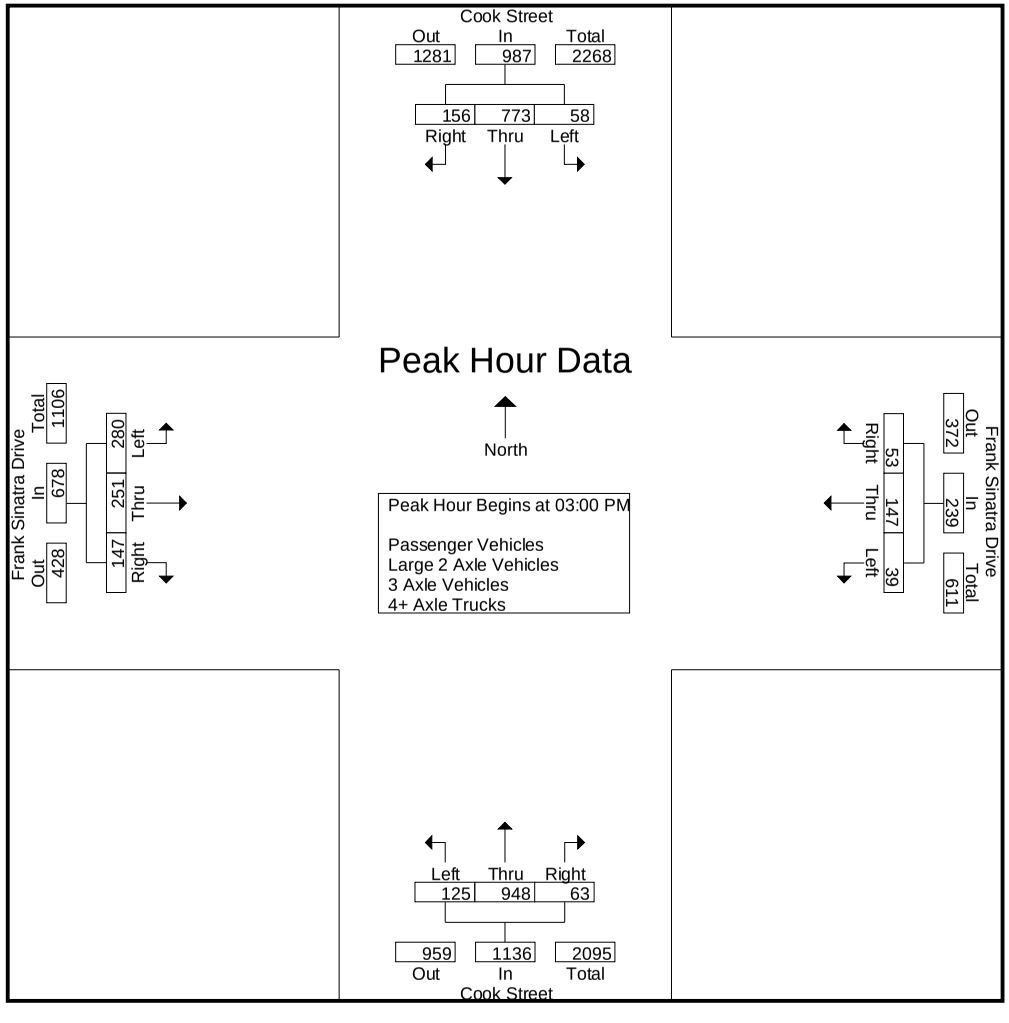
File Name : 07_PLD_Cook_Frank Sinatra Thurs
Site Code : 05118939
Start Date : 1/10/2019
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	Cook Street Southbound				Frank Sinatra Drive Westbound				Cook Street Northbound				Frank Sinatra Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	14	187	**46**	247	**12**	38	13	63	30	**243**	15	288	74	63	37	174	**772**
03:15 PM	13	**215**	36	**264**	9	32	12	53	33	237	**17**	287	64	61	**38**	163	767
03:30 PM	7	174	39	220	11	38	**15**	**64**	**35**	239	15	**289**	**78**	63	38	**179**	752
03:45 PM	**24**	197	35	256	7	**39**	13	59	27	229	16	272	64	**64**	34	162	749
Total Volume	58	773	156	987	39	147	53	239	125	948	63	1136	280	251	147	678	3040
% App. Total	5.9	78.3	15.8		16.3	61.5	22.2		11	83.5	5.5		41.3	37	21.7		
PHF	.604	.899	.848	.935	.813	.942	.883	.934	.893	.975	.926	.983	.897	.980	.967	.947	.984

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City of Palm Desert
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File Name : 07_PLD_Cook_Frank Sinatra Thurs
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City of Palm Desert
N/S: Cook Street
E/W: Frank Sinatra Drive
Weather: Clear

File Name : 07_PLD_Cook_Frank Sinatra Thurs
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Start Date : 1/10/2019
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	Cook Street Southbound				Frank Sinatra Drive Westbound				Cook Street Northbound				Frank Sinatra Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:15 PM				04:45 PM				03:15 PM				03:00 PM				
+0 mins.	13	**215**	36	**264**	**14**	31	**14**	59	33	237	**17**	287	74	63	37	174	
+15 mins.	7	174	39	220	9	37	13	59	35	239	15	289	64	61	**38**	163	
+30 mins.	**24**	197	35	256	10	**43**	13	**66**	27	229	16	272	**78**	63	38	**179**	
+45 mins.	13	184	**56**	253	11	41	8	60	**37**	**248**	10	**295**	64	**64**	34	162	
Total Volume	57	770	166	993	44	152	48	244	132	953	58	1143	280	251	147	678	
% App. Total	5.7	77.5	16.7		18	62.3	19.7		11.5	83.4	5.1		41.3	37	21.7		
PHF	.594	.895	.741	.940	.786	.884	.857	.924	.892	.961	.853	.969	.897	.980	.967	.947	

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City of Palm Desert
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File Name : 07_PLD_Cook_Frank Sinatra Thurs
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Groups Printed- Passenger Vehicles

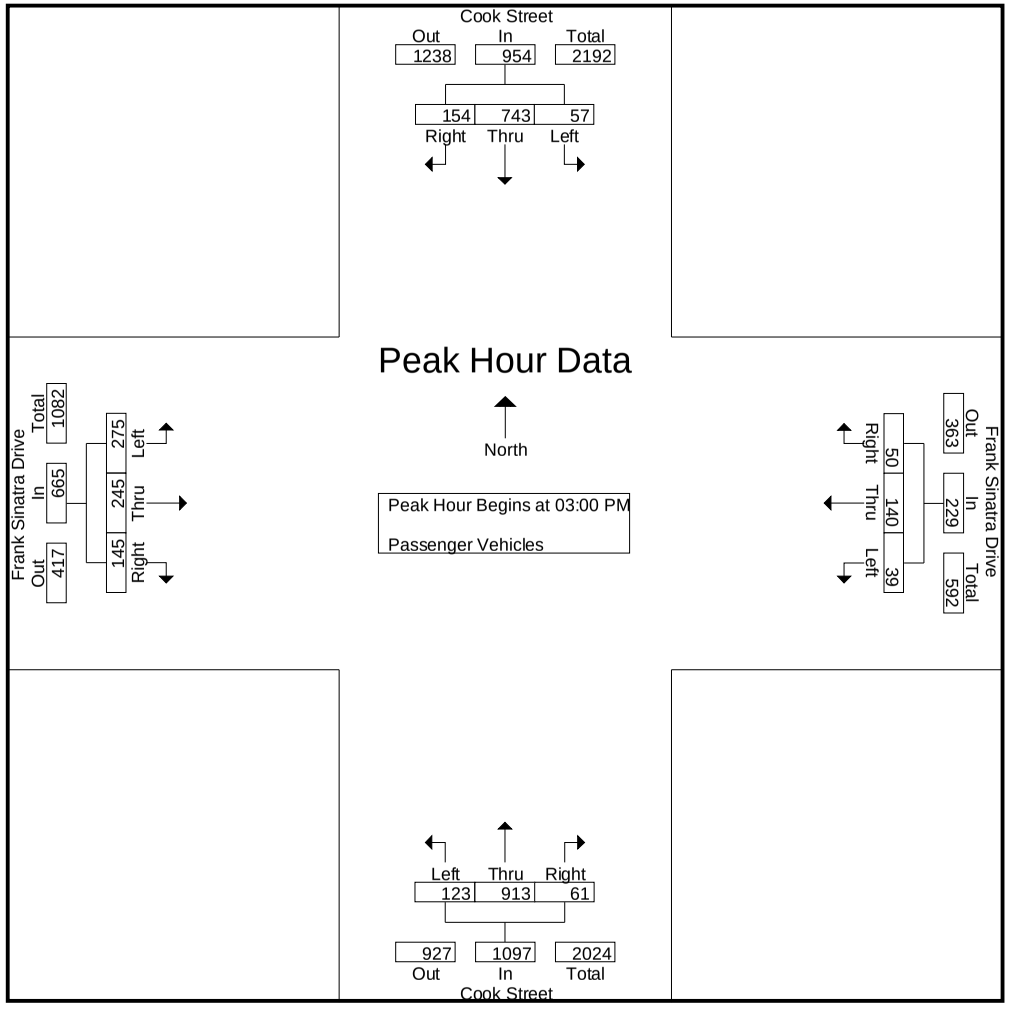
	Cook Street Southbound					Frank Sinatra Drive Westbound					Cook Street Northbound					Frank Sinatra Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	13	179	45	18	237	12	35	13	7	60	29	238	15	3	282	70	61	37	23	168	51	747	798
03:15 PM	13	203	36	18	252	9	29	11	7	49	32	227	17	1	276	63	61	37	23	161	49	738	787
03:30 PM	7	167	38	19	212	11	38	14	7	63	35	232	14	2	281	78	61	37	24	176	52	732	784
03:45 PM	24	194	35	18	253	7	38	12	7	57	27	216	15	4	258	64	62	34	21	160	50	728	778
Total	57	743	154	73	954	39	140	50	28	229	123	913	61	10	1097	275	245	145	91	665	202	2945	3147
04:00 PM	12	177	56	15	245	7	38	4	1	49	37	239	9	0	285	53	48	41	29	142	45	721	766
04:15 PM	13	177	36	15	226	14	37	16	8	67	23	200	17	4	240	67	67	33	17	167	44	700	744
04:30 PM	10	168	34	18	212	8	31	11	8	50	21	195	9	3	225	61	55	25	16	141	45	628	673
04:45 PM	11	160	35	17	206	14	31	14	9	59	41	218	15	2	274	62	55	34	26	151	54	690	744
Total	46	682	161	65	889	43	137	45	26	225	122	852	50	9	1024	243	225	133	88	601	188	2739	2927
05:00 PM	21	163	47	16	231	9	37	13	11	59	34	192	17	2	243	81	60	36	26	177	55	710	765
05:15 PM	22	153	31	15	206	10	43	13	9	66	39	263	18	5	320	67	78	26	21	171	50	763	813
05:30 PM	11	134	32	12	177	11	41	8	5	60	27	164	18	2	209	52	61	23	11	136	30	582	612
05:45 PM	14	147	31	13	192	11	31	12	11	54	20	159	17	2	196	47	60	30	14	137	40	579	619
Total	68	597	141	56	806	41	152	46	36	239	120	778	70	11	968	247	259	115	72	621	175	2634	2809
06:00 PM	12	98	25	12	135	12	17	6	3	35	19	143	4	2	166	21	38	16	12	75	29	411	440
06:15 PM	15	97	24	12	136	3	19	13	7	35	22	84	8	4	114	29	36	13	8	78	31	363	394
06:30 PM	15	97	26	17	138	4	20	4	1	28	23	94	6	3	123	27	25	11	7	63	28	352	380
06:45 PM	11	88	19	8	118	8	20	2	1	30	7	73	6	1	86	17	24	8	5	49	15	283	298
Total	53	380	94	49	527	27	76	25	12	128	71	394	24	10	489	94	123	48	32	265	103	1409	1512
Grand Total	224	2402	550	243	3176	150	505	166	102	821	436	2937	205	40	3578	859	852	441	283	2152	668	9727	10395
Apprch %	7.1	75.6	17.3			18.3	61.5	20.2			12.2	82.1	5.7			39.9	39.6	20.5					
Total %	2.3	24.7	5.7		32.7	1.5	5.2	1.7		8.4	4.5	30.2	2.1		36.8	8.8	8.8	4.5		22.1	6.4	93.6	

	Cook Street Southbound				Frank Sinatra Drive Westbound				Cook Street Northbound				Frank Sinatra Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	13	179	**45**	237	**12**	35	13	60	29	**238**	15	**282**	70	61	**37**	168	**747**
03:15 PM	13	**203**	36	252	9	29	11	49	32	227	**17**	276	63	61	37	161	738
03:30 PM	7	167	38	212	11	**38**	**14**	**63**	**35**	232	14	281	**78**	61	37	**176**	732
03:45 PM	**24**	194	35	**253**	7	38	12	57	27	216	15	258	64	**62**	34	160	728
Total Volume	57	743	154	954	39	140	50	229	123	913	61	1097	275	245	145	665	2945
% App. Total	6	77.9	16.1		17	61.1	21.8		11.2	83.2	5.6		41.4	36.8	21.8		
PHF	.594	.915	.856	.943	.813	.921	.893	.909	.879	.959	.897	.973	.881	.988	.980	.945	.986

Counts Unlimited
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City of Palm Desert
N/S: Cook Street
E/W: Frank Sinatra Drive
Weather: Clear

File Name : 07_PLD_Cook_Frank Sinatra Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 2



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City of Palm Desert
N/S: Cook Street
E/W: Frank Sinatra Drive
Weather: Clear

File Name : 07_PLD_Cook_Frank Sinatra Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 3

	Cook Street Southbound				Frank Sinatra Drive Westbound				Cook Street Northbound				Frank Sinatra Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	13	179	**45**	237	**12**	35	13	60	29	**238**	15	**282**	70	61	**37**	168	
+15 mins.	13	**203**	36	252	9	29	11	49	32	227	**17**	276	63	61	37	161	
+30 mins.	7	167	38	212	11	**38**	**14**	**63**	**35**	232	14	281	**78**	61	37	**176**	
+45 mins.	**24**	194	35	**253**	7	38	12	57	27	216	15	258	64	**62**	34	160	
Total Volume	57	743	154	954	39	140	50	229	123	913	61	1097	275	245	145	665	
% App. Total	6	77.9	16.1		17	61.1	21.8		11.2	83.2	5.6		41.4	36.8	21.8		
PHF	.594	.915	.856	.943	.813	.921	.893	.909	.879	.959	.897	.973	.881	.988	.980	.945	

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City of Palm Desert
N/S: Cook Street
E/W: Frank Sinatra Drive
Weather: Clear

File Name : 07_PLD_Cook_Frank Sinatra Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

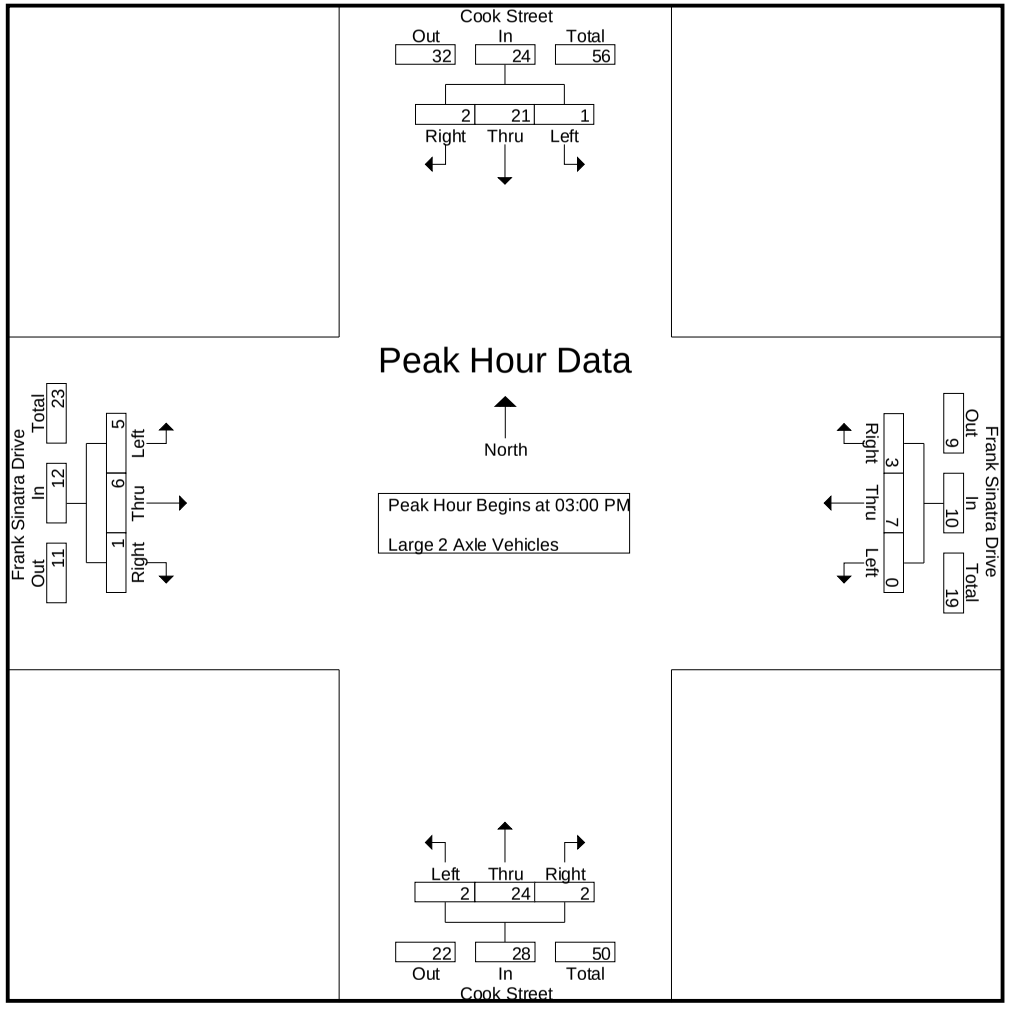
	Cook Street Southbound					Frank Sinatra Drive Westbound					Cook Street Northbound					Frank Sinatra Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	1	5	1	0	7	0	3	0	0	3	1	4	0	0	5	4	2	0	0	6	0	21	21
03:15 PM	0	8	0	0	8	0	3	1	0	4	1	8	0	0	9	1	0	1	1	2	1	23	24
03:30 PM	0	5	1	0	6	0	0	1	0	1	0	4	1	0	5	0	2	0	0	2	0	14	14
03:45 PM	0	3	0	0	3	0	1	1	1	2	0	8	1	1	9	0	2	0	0	2	2	16	18
Total	1	21	2	0	24	0	7	3	1	10	2	24	2	1	28	5	6	1	1	12	3	74	77
04:00 PM	1	4	0	0	5	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0	12	12
04:15 PM	0	0	1	1	1	0	0	0	0	0	1	7	0	0	8	1	1	0	0	2	1	11	12
04:30 PM	0	3	1	0	4	0	1	0	0	1	0	4	1	0	5	1	0	0	0	1	0	11	11
04:45 PM	0	3	1	0	4	0	0	0	0	0	0	4	1	0	5	1	2	2	1	5	1	14	15
Total	1	10	3	1	14	0	1	0	0	1	1	21	3	0	25	3	3	2	1	8	2	48	50
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	3
05:30 PM	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	0	1	1	1	2	1	7	8
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	5	5
Total	0	7	0	0	7	0	0	0	0	0	1	7	0	0	8	1	1	1	1	3	1	18	19
06:00 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
06:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	0	3	3
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
Total	0	3	0	0	3	1	0	0	0	1	1	4	0	0	5	1	0	0	0	1	0	10	10
Grand Total	2	41	5	1	48	1	8	3	1	12	5	56	5	1	66	10	10	4	3	24	6	150	156
Apprch %	4.2	85.4	10.4			8.3	66.7	25			7.6	84.8	7.6			41.7	41.7	16.7					
Total %	1.3	27.3	3.3		32	0.7	5.3	2		8	3.3	37.3	3.3		44	6.7	6.7	2.7		16	3.8	96.2	

	Cook Street Southbound				Frank Sinatra Drive Westbound				Cook Street Northbound				Frank Sinatra Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**1**	5	**1**	7	0	**3**	0	3	**1**	4	0	5	**4**	**2**	0	**6**	21
03:15 PM	0	**8**	0	**8**	0	3	**1**	**4**	1	**8**	0	**9**	1	0	**1**	2	**23**
03:30 PM	0	5	1	6	0	0	1	1	0	4	**1**	5	0	2	0	2	14
03:45 PM	0	3	0	3	0	1	1	2	0	8	1	9	0	2	0	2	16
Total Volume	1	21	2	24	0	7	3	10	2	24	2	28	5	6	1	12	74
% App. Total	4.2	87.5	8.3		0	70	30		7.1	85.7	7.1		41.7	50	8.3		
PHF	.250	.656	.500	.750	.000	.583	.750	.625	.500	.750	.500	.778	.313	.750	.250	.500	.804

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City of Palm Desert
N/S: Cook Street
E/W: Frank Sinatra Drive
Weather: Clear

File Name : 07_PLD_Cook_Frank Sinatra Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 2



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City of Palm Desert
N/S: Cook Street
E/W: Frank Sinatra Drive
Weather: Clear

File Name : 07_PLD_Cook_Frank Sinatra Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 3

	Cook Street Southbound				Frank Sinatra Drive Westbound				Cook Street Northbound				Frank Sinatra Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	**1**	5	**1**	7	0	**3**	0	3	**1**	4	0	5	**4**	**2**	0	**6**	
+15 mins.	0	**8**	0	**8**	0	3	**1**	**4**	1	**8**	0	**9**	1	0	**1**	2	
+30 mins.	0	5	1	6	0	0	1	1	0	4	**1**	5	0	2	0	2	
+45 mins.	0	3	0	3	0	1	1	2	0	8	1	9	0	2	0	2	
Total Volume	1	21	2	24	0	7	3	10	2	24	2	28	5	6	1	12	
% App. Total	4.2	87.5	8.3		0	70	30		7.1	85.7	7.1		41.7	50	8.3		
PHF	.250	.656	.500	.750	.000	.583	.750	.625	.500	.750	.500	.778	.313	.750	.250	.500	

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City of Palm Desert
N/S: Cook Street
E/W: Frank Sinatra Drive
Weather: Clear

File Name : 07_PLD_Cook_Frank Sinatra Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

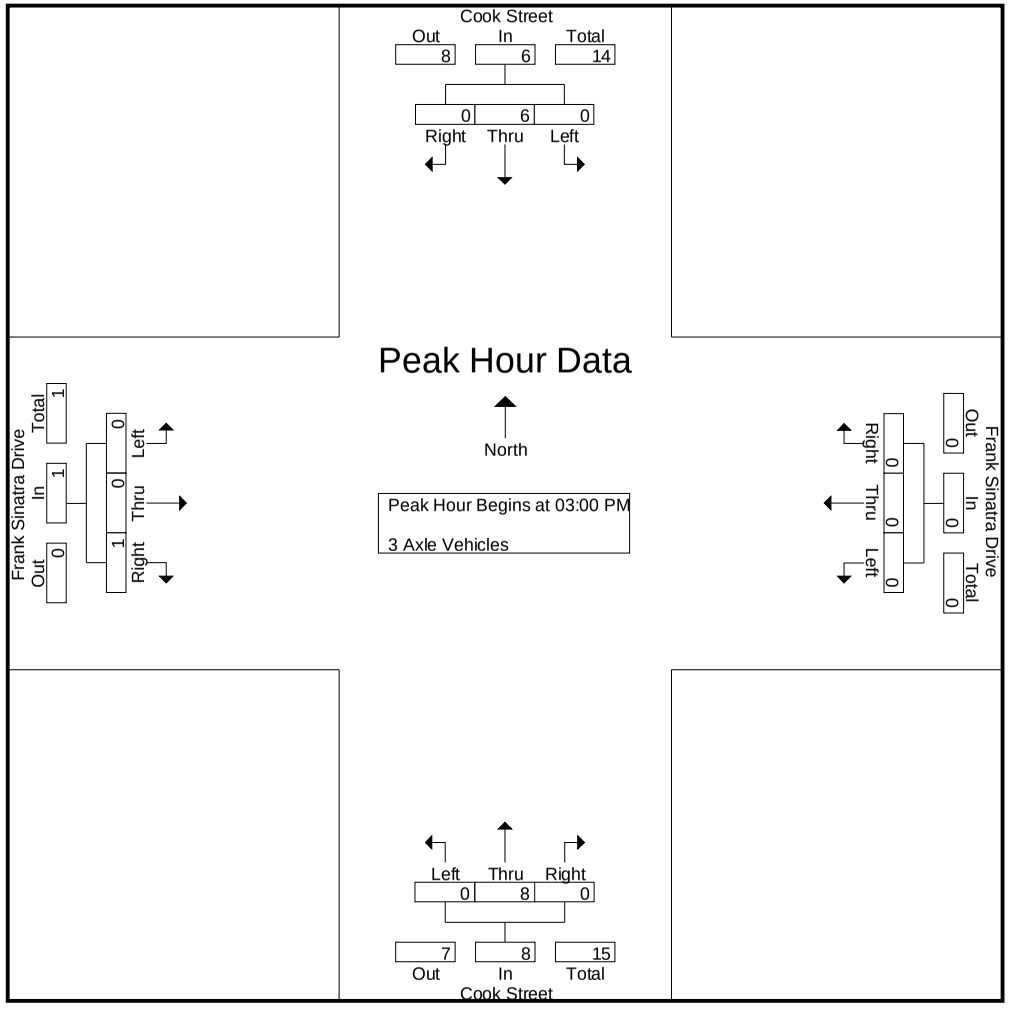
	Cook Street Southbound					Frank Sinatra Drive Westbound					Cook Street Northbound					Frank Sinatra Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3
03:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3
03:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	1	1	1	1	5	6
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	4
Total	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	0	0	1	1	1	1	15	16
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	5
04:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	1	2	1	4	5
04:30 PM	0	3	1	1	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	7	8
04:45 PM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Total	0	12	1	1	13	0	0	0	0	0	0	6	0	0	6	1	0	1	1	2	2	21	23
05:00 PM	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8
05:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14
06:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
06:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3	3
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	6	6
Grand Total	0	37	1	1	38	0	0	0	0	0	0	14	0	0	14	1	0	3	2	4	3	56	59
Apprch %	0	97.4	2.6			0	0	0			0	100	0			25	0	75					
Total %	0	66.1	1.8		67.9	0	0	0		0	0	25	0		25	1.8	0	5.4		7.1	5.1	94.9	

	Cook Street Southbound				Frank Sinatra Drive Westbound				Cook Street Northbound				Frank Sinatra Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	0	0	3
03:15 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
03:30 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	**1**	**1**	**5**
03:45 PM	0	0	0	0	0	0	0	0	0	**4**	0	**4**	0	0	0	0	4
Total Volume	0	6	0	6	0	0	0	0	0	8	0	8	0	0	1	1	15
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.250	.250	.750

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Weather: Clear

File Name : 07_PLD_Cook_Frank Sinatra Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 2



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E/W: Frank Sinatra Drive
Weather: Clear

File Name : 07_PLD_Cook_Frank Sinatra Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 3

	Cook Street Southbound				Frank Sinatra Drive Westbound				Cook Street Northbound				Frank Sinatra Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	0	0	
+15 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	
+30 mins.	0	2	0	2	0	0	0	0	0	2	0	2	0	0	**1**	**1**	
+45 mins.	0	0	0	0	0	0	0	0	0	**4**	0	**4**	0	0	0	0	
Total Volume	0	6	0	6	0	0	0	0	0	8	0	8	0	0	1	1	
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.250	.250	

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City of Palm Desert
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E/W: Frank Sinatra Drive
Weather: Clear

File Name : 07_PLD_Cook_Frank Sinatra Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

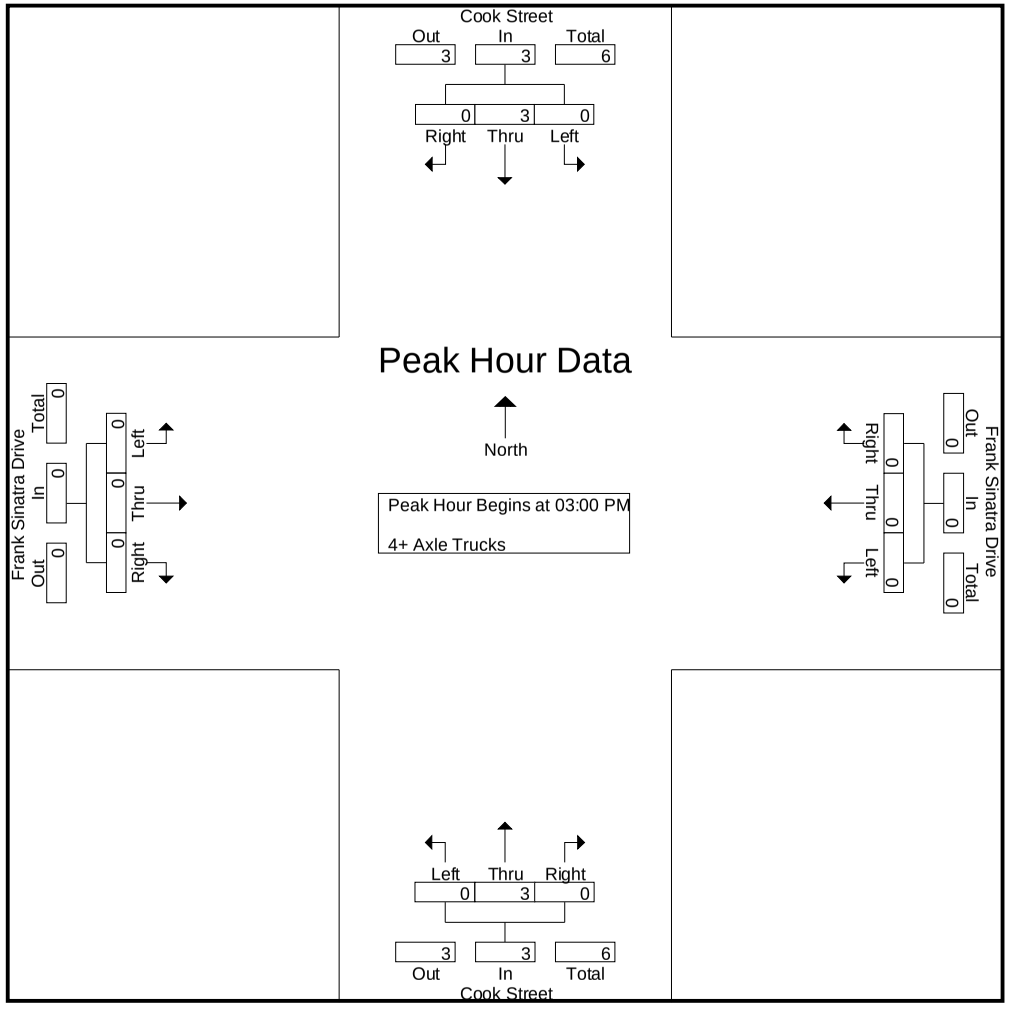
	Cook Street Southbound					Frank Sinatra Drive Westbound					Cook Street Northbound					Frank Sinatra Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
03:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
Total	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	6
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
04:30 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	2
04:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	2	1	0	3	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	5	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
Grand Total	0	6	1	0	7	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	0	15	15
Apprch %	0	85.7	14.3			0	0	0			12.5	87.5	0			0	0	0					
Total %	0	40	6.7		46.7	0	0	0		0	6.7	46.7	0		53.3	0	0	0		0	0	100	

	Cook Street Southbound				Frank Sinatra Drive Westbound				Cook Street Northbound				Frank Sinatra Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	**2**	0	**2**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**3**
03:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.500

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City of Palm Desert
N/S: Cook Street
E/W: Frank Sinatra Drive
Weather: Clear

File Name : 07_PLD_Cook_Frank Sinatra Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 2



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City of Palm Desert
N/S: Cook Street
E/W: Frank Sinatra Drive
Weather: Clear

File Name : 07_PLD_Cook_Frank Sinatra Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 3

	Cook Street Southbound				Frank Sinatra Drive Westbound				Cook Street Northbound				Frank Sinatra Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	**2**	0	**2**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
Total Volume	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	

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City of Palm Desert
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Weather: Clear

File Name : 07_PLD_Cook_Frank Sinatra Fri
Site Code : 05118939
Start Date : 1/11/2019
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Cook Street Southbound					Frank Sinatra Drive Westbound					Cook Street Northbound					Frank Sinatra Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	11	220	37	20	268	12	40	15	7	67	25	233	24	5	282	68	67	46	23	181	55	798	853
03:15 PM	12	194	46	23	252	8	45	11	5	64	28	223	16	3	267	59	73	42	22	174	53	757	810
03:30 PM	12	195	48	16	255	12	53	17	9	82	25	241	14	2	280	60	70	35	17	165	44	782	826
03:45 PM	13	211	36	5	260	9	53	10	6	72	27	235	15	6	277	65	65	32	18	162	35	771	806
Total	48	820	167	64	1035	41	191	53	27	285	105	932	69	16	1106	252	275	155	80	682	187	3108	3295
04:00 PM	14	151	35	17	200	7	25	7	6	39	40	201	14	5	255	72	63	40	26	175	54	669	723
04:15 PM	18	202	47	16	267	14	41	6	2	61	25	207	9	2	241	57	44	31	21	132	41	701	742
04:30 PM	16	175	33	14	224	9	35	6	5	50	27	179	13	3	219	63	58	32	18	153	40	646	686
04:45 PM	15	190	50	18	255	11	26	7	3	44	34	211	15	0	260	68	81	37	25	186	46	745	791
Total	63	718	165	65	946	41	127	26	16	194	126	798	51	10	975	260	246	140	90	646	181	2761	2942
05:00 PM	13	163	30	15	206	7	44	13	8	64	35	222	24	5	281	66	69	34	23	169	51	720	771
05:15 PM	16	168	42	12	226	12	36	8	1	56	27	196	10	2	233	59	64	30	24	153	39	668	707
05:30 PM	23	142	44	24	209	19	35	13	12	67	17	161	18	4	196	40	44	27	18	111	58	583	641
05:45 PM	10	167	42	17	219	11	27	12	6	50	14	157	15	2	186	34	53	19	7	106	32	561	593
Total	62	640	158	68	860	49	142	46	27	237	93	736	67	13	896	199	230	110	72	539	180	2532	2712
06:00 PM	8	112	39	18	159	13	22	8	5	43	19	130	9	5	158	27	41	17	11	85	39	445	484
06:15 PM	9	125	24	12	158	7	21	3	2	31	19	94	11	4	124	42	43	20	5	105	23	418	441
06:30 PM	15	117	39	15	171	8	22	7	5	37	24	95	12	2	131	18	29	17	15	64	37	403	440
06:45 PM	23	114	24	10	161	7	17	6	5	30	18	104	12	4	134	18	35	17	12	70	31	395	426
Total	55	468	126	55	649	35	82	24	17	141	80	423	44	15	547	105	148	71	43	324	130	1661	1791
Grand Total	228	2646	616	252	3490	166	542	149	87	857	404	2889	231	54	3524	816	899	476	285	2191	678	10062	10740
Apprch %	6.5	75.8	17.7			19.4	63.2	17.4			11.5	82	6.6			37.2	41	21.7					
Total %	2.3	26.3	6.1		34.7	1.6	5.4	1.5		8.5	4	28.7	2.3		35	8.1	8.9	4.7		21.8	6.3	93.7	
Passenger Vehicles	226	2570	609		3652	165	538	148		938	401	2815	229		3499	799	889	469		2438	0	0	10527
% Passenger Vehicles	99.1	97.1	98.9	98	97.6	99.4	99.3	99.3	100	99.4	99.3	97.4	99.1	100	97.8	97.9	98.9	98.5	98.6	98.5	0	0	98
Large 2 Axle Vehicles	2	37	6		50	1	4	1		6	3	53	2		58	17	10	5		36	0	0	150
% Large 2 Axle Vehicles	0.9	1.4	1	2	1.3	0.6	0.7	0.7	0	0.6	0.7	1.8	0.9	0	1.6	2.1	1.1	1.1	1.4	1.5	0	0	1.4
3 Axle Vehicles	0	32	1		33	0	0	0		0	0	7	0		7	0	0	2		2	0	0	42
% 3 Axle Vehicles	0	1.2	0.2	0	0.9	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0.4	0	0.1	0	0	0.4
4+ Axle Trucks	0	7	0		7	0	0	0		0	0	14	0		14	0	0	0		0	0	0	21
% 4+ Axle Trucks	0	0.3	0	0	0.2	0	0	0	0	0	0	0.5	0	0	0.4	0	0	0	0	0	0	0	0.2

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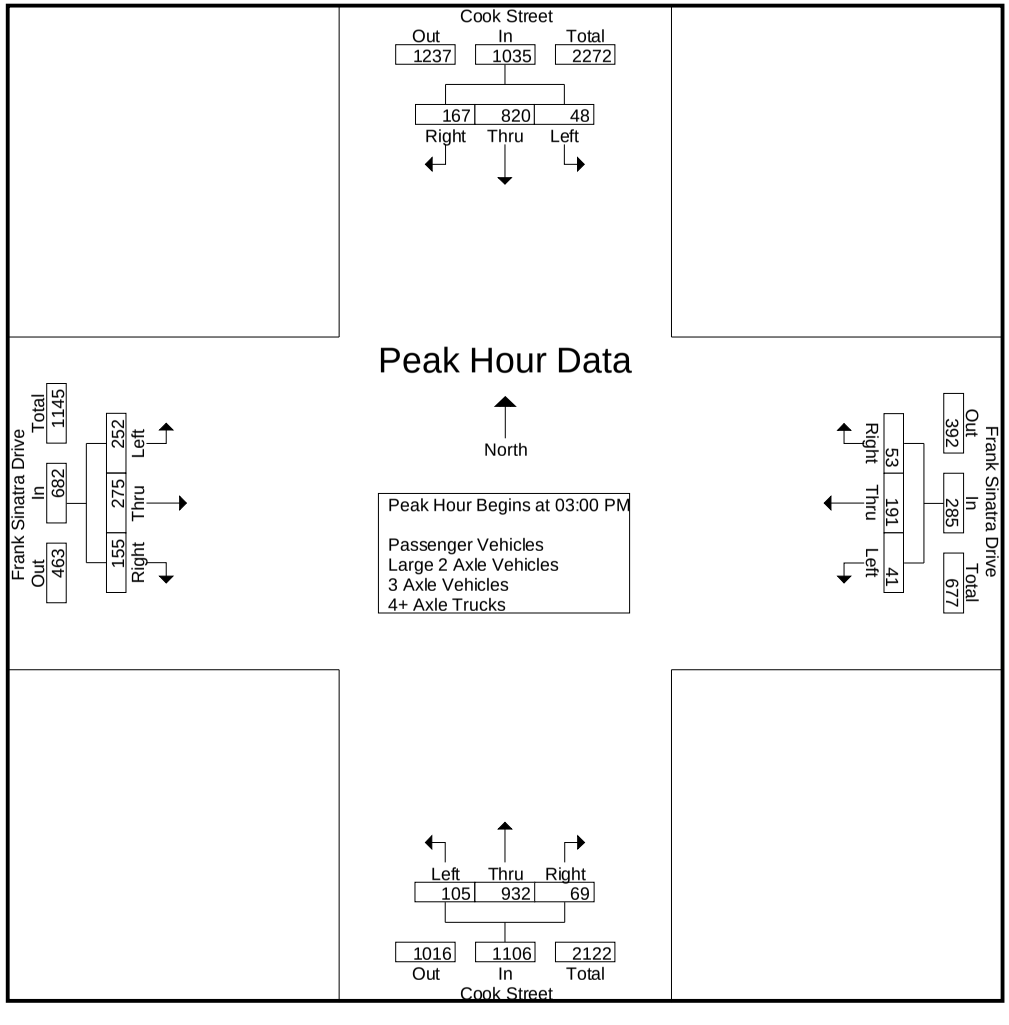
File Name : 07_PLD_Cook_Frank Sinatra Fri
Site Code : 05118939
Start Date : 1/11/2019
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	Cook Street Southbound				Frank Sinatra Drive Westbound				Cook Street Northbound				Frank Sinatra Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	11	**220**	37	**268**	**12**	40	15	67	25	233	**24**	**282**	**68**	67	**46**	**181**	**798**
03:15 PM	12	194	46	252	8	45	11	64	**28**	223	16	267	59	**73**	42	174	757
03:30 PM	12	195	**48**	255	12	**53**	**17**	**82**	25	**241**	14	280	60	70	35	165	782
03:45 PM	**13**	211	36	260	9	53	10	72	27	235	15	277	65	65	32	162	771
Total Volume	48	820	167	1035	41	191	53	285	105	932	69	1106	252	275	155	682	3108
% App. Total	4.6	79.2	16.1		14.4	67	18.6		9.5	84.3	6.2		37	40.3	22.7		
PHF	.923	.932	.870	.965	.854	.901	.779	.869	.938	.967	.719	.980	.926	.942	.842	.942	.974

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Weather: Clear

File Name : 07_PLD_Cook_Frank Sinatra Fri
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City of Palm Desert
N/S: Cook Street
E/W: Frank Sinatra Drive
Weather: Clear

File Name : 07_PLD_Cook_Frank Sinatra Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 4

	Cook Street Southbound				Frank Sinatra Drive Westbound				Cook Street Northbound				Frank Sinatra Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	11	**220**	37	**268**	**12**	40	15	67	25	233	**24**	**282**	**68**	67	**46**	**181**	
+15 mins.	12	194	46	252	8	45	11	64	**28**	223	16	267	59	**73**	42	174	
+30 mins.	12	195	**48**	255	12	**53**	**17**	**82**	25	**241**	14	280	60	70	35	165	
+45 mins.	**13**	211	36	260	9	53	10	72	27	235	15	277	65	65	32	162	
Total Volume	48	820	167	1035	41	191	53	285	105	932	69	1106	252	275	155	682	
% App. Total	4.6	79.2	16.1		14.4	67	18.6		9.5	84.3	6.2		37	40.3	22.7		
PHF	.923	.932	.870	.965	.854	.901	.779	.869	.938	.967	.719	.980	.926	.942	.842	.942	

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Weather: Clear

File Name : 07_PLD_Cook_Frank Sinatra Fri
Site Code : 05118939
Start Date : 1/11/2019
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Groups Printed- Passenger Vehicles

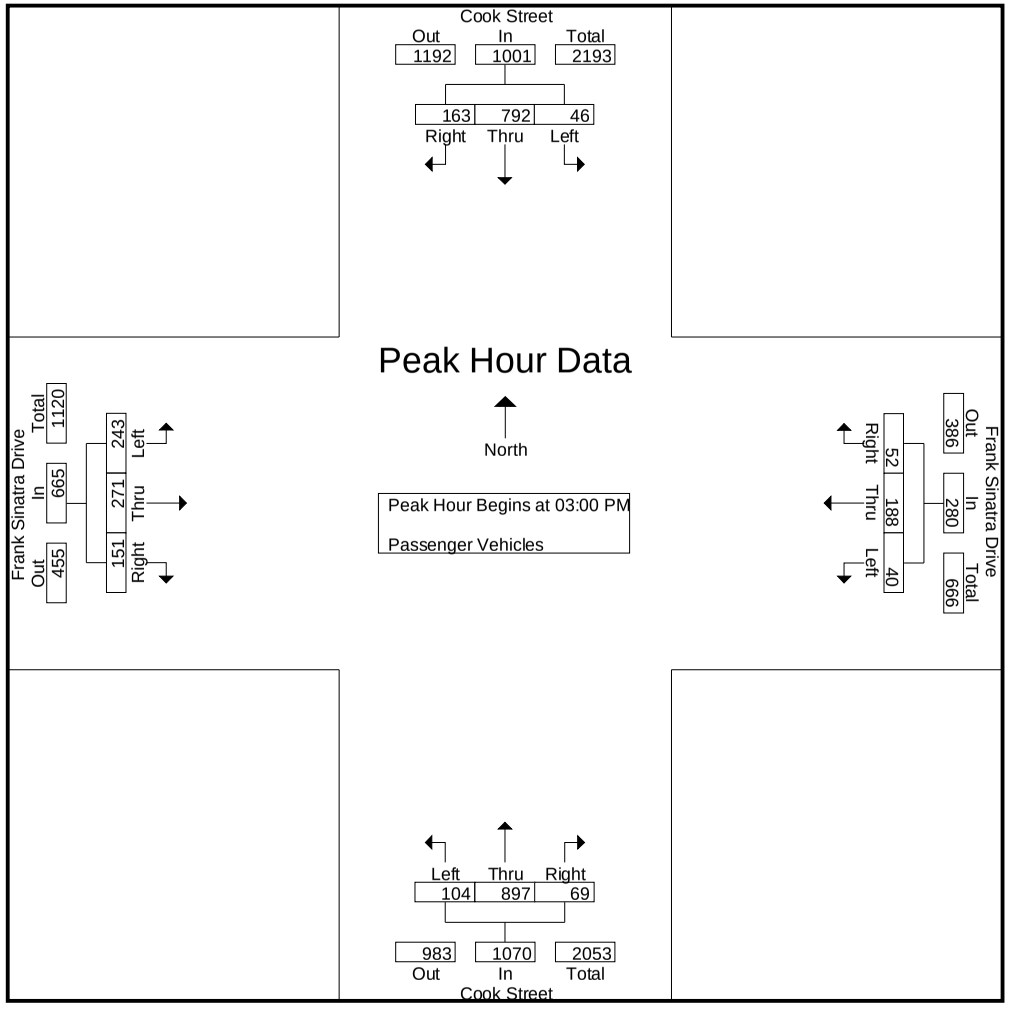
	Cook Street Southbound					Frank Sinatra Drive Westbound					Cook Street Northbound					Frank Sinatra Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	11	211	36	19	258	12	39	15	7	66	25	226	24	5	275	63	66	45	22	174	53	773	826
03:15 PM	11	185	46	23	242	8	44	10	5	62	28	209	16	3	253	55	72	40	21	167	52	724	776
03:30 PM	11	188	46	14	245	12	53	17	9	82	25	235	14	2	274	60	70	35	17	165	42	766	808
03:45 PM	13	208	35	5	256	8	52	10	6	70	26	227	15	6	268	65	63	31	17	159	34	753	787
Total	46	792	163	61	1001	40	188	52	27	280	104	897	69	16	1070	243	271	151	77	665	181	3016	3197
04:00 PM	14	148	35	17	197	7	25	7	6	39	40	196	13	5	249	69	61	40	26	170	54	655	709
04:15 PM	18	198	46	15	262	14	40	6	2	60	24	201	9	2	234	55	44	31	21	130	40	686	726
04:30 PM	16	169	32	14	217	9	35	6	5	50	27	175	12	3	214	63	58	32	18	153	40	634	674
04:45 PM	15	182	50	18	247	11	26	7	3	44	33	206	15	0	254	68	80	36	24	184	45	729	774
Total	63	697	163	64	923	41	126	26	16	193	124	778	49	10	951	255	243	139	89	637	179	2704	2883
05:00 PM	13	160	30	15	203	7	44	13	8	64	35	220	24	5	279	65	68	34	23	167	51	713	764
05:15 PM	16	162	42	12	220	12	36	8	1	56	27	192	10	2	229	58	64	29	24	151	39	656	695
05:30 PM	23	133	44	24	200	19	35	13	12	67	17	159	18	4	194	40	43	26	18	109	58	570	628
05:45 PM	10	164	42	17	216	11	27	12	6	50	14	154	15	2	183	34	53	19	7	106	32	555	587
Total	62	619	158	68	839	49	142	46	27	237	93	725	67	13	885	197	228	108	72	533	180	2494	2674
06:00 PM	8	109	39	18	156	13	22	8	5	43	19	130	9	5	158	26	40	17	11	83	39	440	479
06:15 PM	9	125	23	11	157	7	21	3	2	31	19	90	11	4	120	42	43	20	5	105	22	413	435
06:30 PM	15	116	39	15	170	8	22	7	5	37	24	93	12	2	129	18	29	17	15	64	37	400	437
06:45 PM	23	112	24	10	159	7	17	6	5	30	18	102	12	4	132	18	35	17	12	70	31	391	422
Total	55	462	125	54	642	35	82	24	17	141	80	415	44	15	539	104	147	71	43	322	129	1644	1773
Grand Total	226	2570	609	247	3405	165	538	148	87	851	401	2815	229	54	3445	799	889	469	281	2157	669	9858	10527
Apprch %	6.6	75.5	17.9			19.4	63.2	17.4			11.6	81.7	6.6			37	41.2	21.7					
Total %	2.3	26.1	6.2		34.5	1.7	5.5	1.5		8.6	4.1	28.6	2.3		34.9	8.1	9	4.8		21.9	6.4	93.6	

	Cook Street Southbound				Frank Sinatra Drive Westbound				Cook Street Northbound				Frank Sinatra Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	11	**211**	36	**258**	**12**	39	15	66	25	226	**24**	**275**	63	66	**45**	**174**	**773**
03:15 PM	11	185	**46**	242	8	44	10	62	**28**	209	16	253	55	**72**	40	167	724
03:30 PM	11	188	46	245	12	**53**	**17**	**82**	25	**235**	14	274	60	70	35	165	766
03:45 PM	**13**	208	35	256	8	52	10	70	26	227	15	268	**65**	63	31	159	753
Total Volume	46	792	163	1001	40	188	52	280	104	897	69	1070	243	271	151	665	3016
% App. Total	4.6	79.1	16.3		14.3	67.1	18.6		9.7	83.8	6.4		36.5	40.8	22.7		
PHF	.885	.938	.886	.970	.833	.887	.765	.854	.929	.954	.719	.973	.935	.941	.839	.955	.975

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File Name : 07_PLD_Cook_Frank Sinatra Fri
Site Code : 05118939
Start Date : 1/11/2019
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File Name : 07_PLD_Cook_Frank Sinatra Fri
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	Cook Street Southbound				Frank Sinatra Drive Westbound				Cook Street Northbound				Frank Sinatra Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	11	**211**	36	**258**	**12**	39	15	66	25	226	**24**	**275**	63	66	**45**	**174**	
+15 mins.	11	185	**46**	242	8	44	10	62	**28**	209	16	253	55	**72**	40	167	
+30 mins.	11	188	46	245	12	**53**	**17**	**82**	25	**235**	14	274	60	70	35	165	
+45 mins.	**13**	208	35	256	8	52	10	70	26	227	15	268	**65**	63	31	159	
Total Volume	46	792	163	1001	40	188	52	280	104	897	69	1070	243	271	151	665	
% App. Total	4.6	79.1	16.3		14.3	67.1	18.6		9.7	83.8	6.4		36.5	40.8	22.7		
PHF	.885	.938	.886	.970	.833	.887	.765	.854	.929	.954	.719	.973	.935	.941	.839	.955	

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City of Palm Desert
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File Name : 07_PLD_Cook_Frank Sinatra Fri
Site Code : 05118939
Start Date : 1/11/2019
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Groups Printed- Large 2 Axle Vehicles

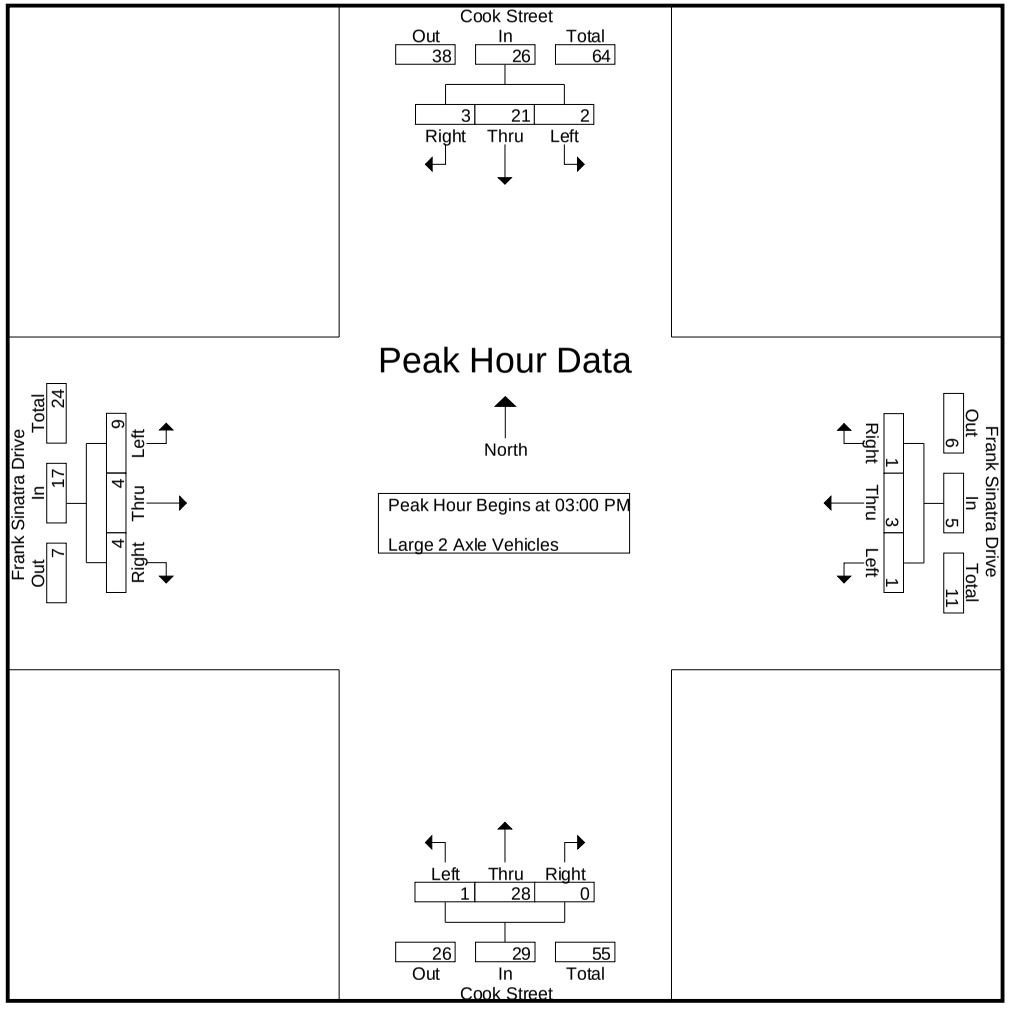
	Cook Street Southbound					Frank Sinatra Drive Westbound					Cook Street Northbound					Frank Sinatra Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	4	1	1	5	0	1	0	0	1	0	6	0	0	6	5	1	1	1	7	2	19	21
03:15 PM	1	9	0	0	10	0	1	1	0	2	0	13	0	0	13	4	1	2	1	7	1	32	33
03:30 PM	1	6	2	2	9	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	2	13	15
03:45 PM	0	2	0	0	2	1	1	0	0	2	1	5	0	0	6	0	2	1	1	3	1	13	14
Total	2	21	3	3	26	1	3	1	0	5	1	28	0	0	29	9	4	4	3	17	6	77	83
04:00 PM	0	3	0	0	3	0	0	0	0	0	0	3	1	0	4	3	2	0	0	5	0	12	12
04:15 PM	0	2	1	1	3	0	1	0	0	1	1	3	0	0	4	2	0	0	0	2	1	10	11
04:30 PM	0	3	1	0	4	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	6	6
04:45 PM	0	1	0	0	1	0	0	0	0	0	1	4	0	0	5	0	1	1	1	2	1	8	9
Total	0	9	2	1	11	0	1	0	0	1	2	11	2	0	15	5	3	1	1	9	2	36	38
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	0	5	5
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	4	4
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	3
Total	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	2	2	0	0	4	0	15	15
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	2
06:15 PM	0	0	1	1	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	4	5
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
06:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	4
Total	0	3	1	1	4	0	0	0	0	0	0	7	0	0	7	1	1	0	0	2	1	13	14
Grand Total	2	37	6	5	45	1	4	1	0	6	3	53	2	0	58	17	10	5	4	32	9	141	150
Apprch %	4.4	82.2	13.3			16.7	66.7	16.7			5.2	91.4	3.4			53.1	31.2	15.6					
Total %	1.4	26.2	4.3		31.9	0.7	2.8	0.7		4.3	2.1	37.6	1.4		41.1	12.1	7.1	3.5		22.7	6	94	

	Cook Street Southbound				Frank Sinatra Drive Westbound				Cook Street Northbound				Frank Sinatra Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	4	1	5	0	**1**	0	1	0	6	0	6	**5**	1	1	**7**	19
03:15 PM	**1**	**9**	0	**10**	0	1	**1**	**2**	0	**13**	0	**13**	4	1	**2**	7	**32**
03:30 PM	1	6	**2**	9	0	0	0	0	0	4	0	4	0	0	0	0	13
03:45 PM	0	2	0	2	**1**	1	0	2	**1**	5	0	6	0	**2**	1	3	13
Total Volume	2	21	3	26	1	3	1	5	1	28	0	29	9	4	4	17	77
% App. Total	7.7	80.8	11.5		20	60	20		3.4	96.6	0		52.9	23.5	23.5		
PHF	.500	.583	.375	.650	.250	.750	.250	.625	.250	.538	.000	.558	.450	.500	.500	.607	.602

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City of Palm Desert
N/S: Cook Street
E/W: Frank Sinatra Drive
Weather: Clear

File Name : 07_PLD_Cook_Frank Sinatra Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 2



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City of Palm Desert
N/S: Cook Street
E/W: Frank Sinatra Drive
Weather: Clear

File Name : 07_PLD_Cook_Frank Sinatra Fri
Site Code : 05118939
Start Date : 1/11/2019
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	Cook Street Southbound				Frank Sinatra Drive Westbound				Cook Street Northbound				Frank Sinatra Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	4	1	5	0	**1**	0	1	0	6	0	6	**5**	1	1	**7**	
+15 mins.	**1**	**9**	0	**10**	0	1	**1**	**2**	0	**13**	0	**13**	4	1	**2**	7	
+30 mins.	1	6	**2**	9	0	0	0	0	0	4	0	4	0	0	0	0	
+45 mins.	0	2	0	2	**1**	1	0	2	**1**	5	0	6	0	**2**	1	3	
Total Volume	2	21	3	26	1	3	1	5	1	28	0	29	9	4	4	17	
% App. Total	7.7	80.8	11.5		20	60	20		3.4	96.6	0		52.9	23.5	23.5		
PHF	.500	.583	.375	.650	.250	.750	.250	.625	.250	.538	.000	.558	.450	.500	.500	.607	

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City of Palm Desert
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E/W: Frank Sinatra Drive
Weather: Clear

File Name : 07_PLD_Cook_Frank Sinatra Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

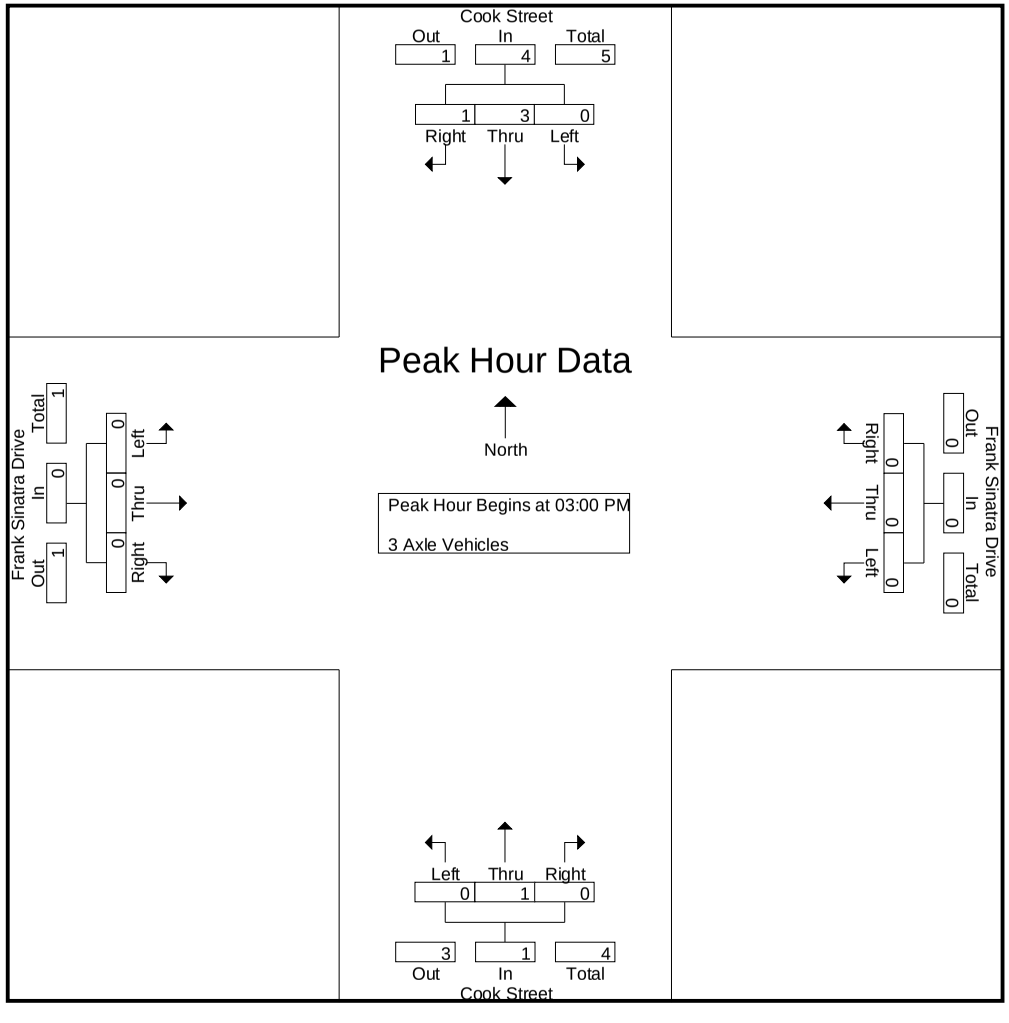
	Cook Street Southbound					Frank Sinatra Drive Westbound					Cook Street Northbound					Frank Sinatra Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
03:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	5
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
04:30 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	6
04:45 PM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	6
Total	0	10	0	0	10	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	14	14
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
05:15 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	6	6
05:30 PM	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	9	9
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	0	16	0	0	16	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	0	20	20
06:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Grand Total	0	32	1	0	33	0	0	0	0	0	0	7	0	0	7	0	0	2	0	2	0	42	42
Apprch %	0	97	3			0	0	0			0	100	0			0	0	100					
Total %	0	76.2	2.4		78.6	0	0	0		0	0	16.7	0		16.7	0	0	4.8		4.8	0	100	

	Cook Street Southbound				Frank Sinatra Drive Westbound				Cook Street Northbound				Frank Sinatra Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**2**	0	**2**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**3**
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	3	1	4	0	0	0	0	0	1	0	1	0	0	0	0	5
% App. Total	0	75	25		0	0	0		0	100	0		0	0	0		
PHF	.000	.375	.250	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.417

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City of Palm Desert
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File Name : 07_PLD_Cook_Frank Sinatra Fri
Site Code : 05118939
Start Date : 1/11/2019
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Weather: Clear

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	Cook Street Southbound				Frank Sinatra Drive Westbound				Cook Street Northbound				Frank Sinatra Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	**2**	0	**2**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	3	1	4	0	0	0	0	0	1	0	1	0	0	0	0	
% App. Total	0	75	25		0	0	0		0	100	0		0	0	0		
PHF	.000	.375	.250	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	

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City of Palm Desert
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Site Code : 05118939
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Page No : 1

Groups Printed- 4+ Axle Trucks

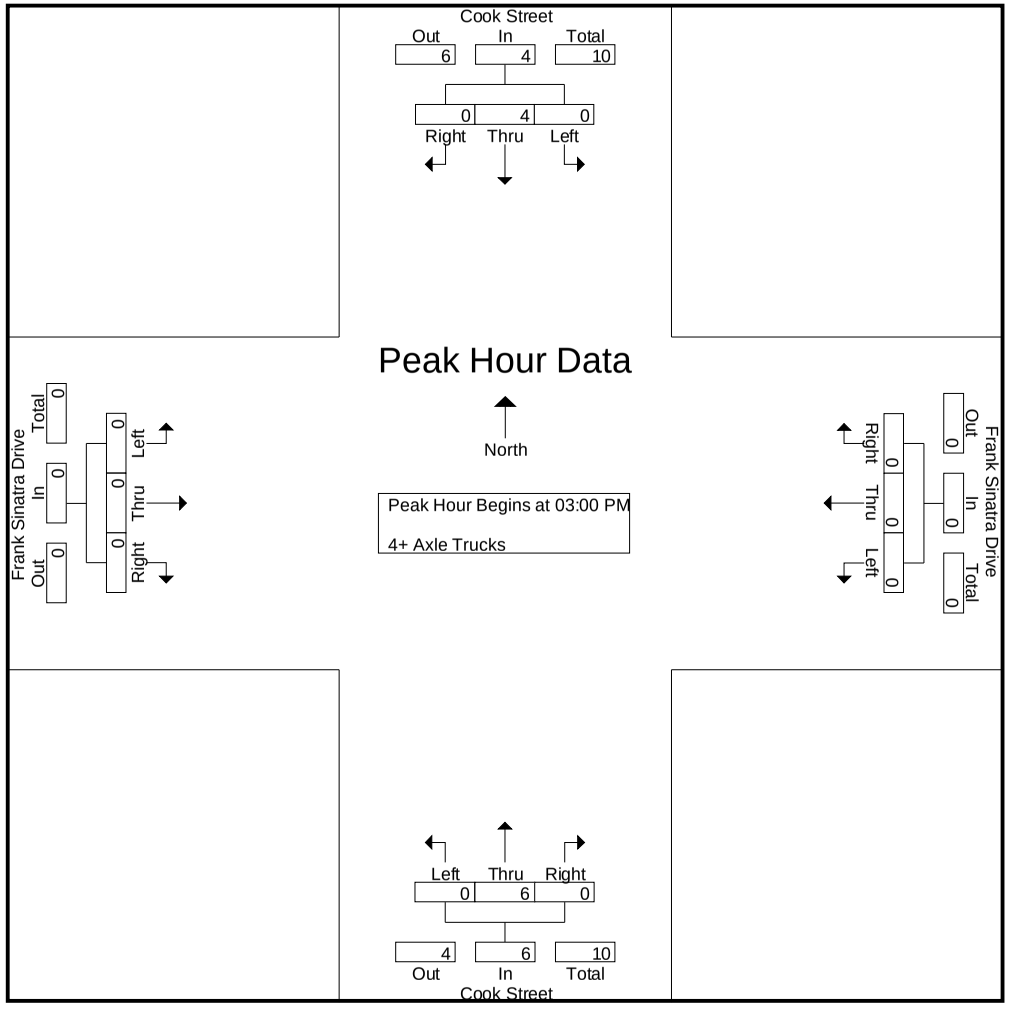
	Cook Street Southbound					Frank Sinatra Drive Westbound					Cook Street Northbound					Frank Sinatra Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
03:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	4
Total	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	10	10
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	7	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
Grand Total	0	7	0	0	7	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	21	21
Apprch %	0	100	0			0	0	0			0	100	0			0	0	0					
Total %	0	33.3	0		33.3	0	0	0		0	0	66.7	0		66.7	0	0	0		0	0	100	

	Cook Street Southbound				Frank Sinatra Drive Westbound				Cook Street Northbound				Frank Sinatra Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	3
03:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
03:45 PM	0	1	0	1	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**4**
Total Volume	0	4	0	4	0	0	0	0	0	6	0	6	0	0	0	0	10
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.333	.000	.333	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.625

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Weather: Clear

File Name : 07_PLD_Cook_Frank Sinatra Fri
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Start Date : 1/11/2019
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Site Code : 05118939
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	Cook Street Southbound				Frank Sinatra Drive Westbound				Cook Street Northbound				Frank Sinatra Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	
+45 mins.	0	1	0	1	0	0	0	0	0	**3**	0	**3**	0	0	0	0	
Total Volume	0	4	0	4	0	0	0	0	0	6	0	6	0	0	0	0	
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.333	.000	.333	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	

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City of Palm Desert
N/S: Cook Street
E/W: Frank Sinatra Drive
Weather: Clear

File Name : 07_PLD_Cook_Frank Sinatra Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Cook Street Southbound					Frank Sinatra Drive Westbound					Cook Street Northbound					Frank Sinatra Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	11	116	23	10	150	7	30	8	2	45	31	121	9	1	161	29	17	14	9	60	22	416	438
10:15 AM	12	118	23	6	153	7	52	11	7	70	21	121	7	0	149	23	17	20	12	60	25	432	457
10:30 AM	9	134	34	13	177	21	33	11	10	65	23	138	7	4	168	23	16	14	12	53	39	463	502
10:45 AM	18	141	37	8	196	11	37	14	9	62	29	103	7	2	139	18	28	24	16	70	35	467	502
Total	50	509	117	37	676	46	152	44	28	242	104	483	30	7	617	93	78	72	49	243	121	1778	1899
11:00 AM	4	131	34	16	169	11	32	13	10	56	23	95	14	1	132	21	25	12	9	58	36	415	451
11:15 AM	7	143	37	10	187	7	29	12	9	48	16	118	8	3	142	17	37	18	13	72	35	449	484
11:30 AM	11	138	28	10	177	9	27	5	4	41	18	106	7	1	131	24	34	32	23	90	38	439	477
11:45 AM	16	135	39	17	190	13	43	15	13	71	28	95	11	3	134	18	38	22	12	78	45	473	518
Total	38	547	138	53	723	40	131	45	36	216	85	414	40	8	539	80	134	84	57	298	154	1776	1930
12:00 PM	12	132	36	12	180	22	37	11	7	70	31	117	5	1	153	28	34	10	4	72	24	475	499
12:15 PM	12	146	27	12	185	24	43	14	9	81	27	102	13	5	142	33	31	25	18	89	44	497	541
12:30 PM	11	152	40	13	203	7	41	14	9	62	20	137	10	3	167	34	35	26	13	95	38	527	565
12:45 PM	16	137	38	21	191	5	31	11	5	47	28	111	10	2	149	28	33	22	12	83	40	470	510
Total	51	567	141	58	759	58	152	50	30	260	106	467	38	11	611	123	133	83	47	339	146	1969	2115
01:00 PM	11	149	34	17	194	6	31	11	9	48	28	126	6	3	160	26	34	21	15	81	44	483	527
01:15 PM	8	162	30	7	200	6	33	9	7	48	13	119	10	0	142	29	33	23	16	85	30	475	505
01:30 PM	15	144	22	8	181	8	40	7	6	55	31	96	15	3	142	32	44	25	16	101	33	479	512
01:45 PM	13	136	31	14	180	8	31	7	4	46	23	95	15	5	133	28	40	27	12	95	35	454	489
Total	47	591	117	46	755	28	135	34	26	197	95	436	46	11	577	115	151	96	59	362	142	1891	2033
Grand Total	186	2214	513	194	2913	172	570	173	120	915	390	1800	154	37	2344	411	496	335	212	1242	563	7414	7977
Apprch %	6.4	76	17.6			18.8	62.3	18.9			16.6	76.8	6.6			33.1	39.9	27					
Total %	2.5	29.9	6.9		39.3	2.3	7.7	2.3		12.3	5.3	24.3	2.1		31.6	5.5	6.7	4.5		16.8	7.1	92.9	
Passenger Vehicles	180	2159	510		3043	172	568	170		1027	387	1749	154		2327	408	493	334		1446	0	0	7843
% Passenger Vehicles	96.8	97.5	99.4	100	97.9	100	99.6	98.3	97.5	99.2	99.2	97.2	100	100	97.7	99.3	99.4	99.7	99.5	99.4	0	0	98.3
Large 2 Axle Vehicles	4	32	3		39	0	2	2		6	3	31	0		34	3	3	1		8	0	0	87
% Large 2 Axle Vehicles	2.2	1.4	0.6	0	1.3	0	0.4	1.2	1.7	0.6	0.8	1.7	0	0	1.4	0.7	0.6	0.3	0.5	0.6	0	0	1.1
3 Axle Vehicles	1	21	0		22	0	0	1		2	0	13	0		13	0	0	0		0	0	0	37
% 3 Axle Vehicles	0.5	0.9	0	0	0.7	0	0	0.6	0.8	0.2	0	0.7	0	0	0.5	0	0	0	0	0	0	0	0.5
4+ Axle Trucks	1	2	0		3	0	0	0		0	0	7	0		7	0	0	0		0	0	0	10
% 4+ Axle Trucks	0.5	0.1	0	0	0.1	0	0	0	0	0	0	0.4	0	0	0.3	0	0	0	0	0	0	0	0.1

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City of Palm Desert
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E/W: Frank Sinatra Drive
Weather: Clear

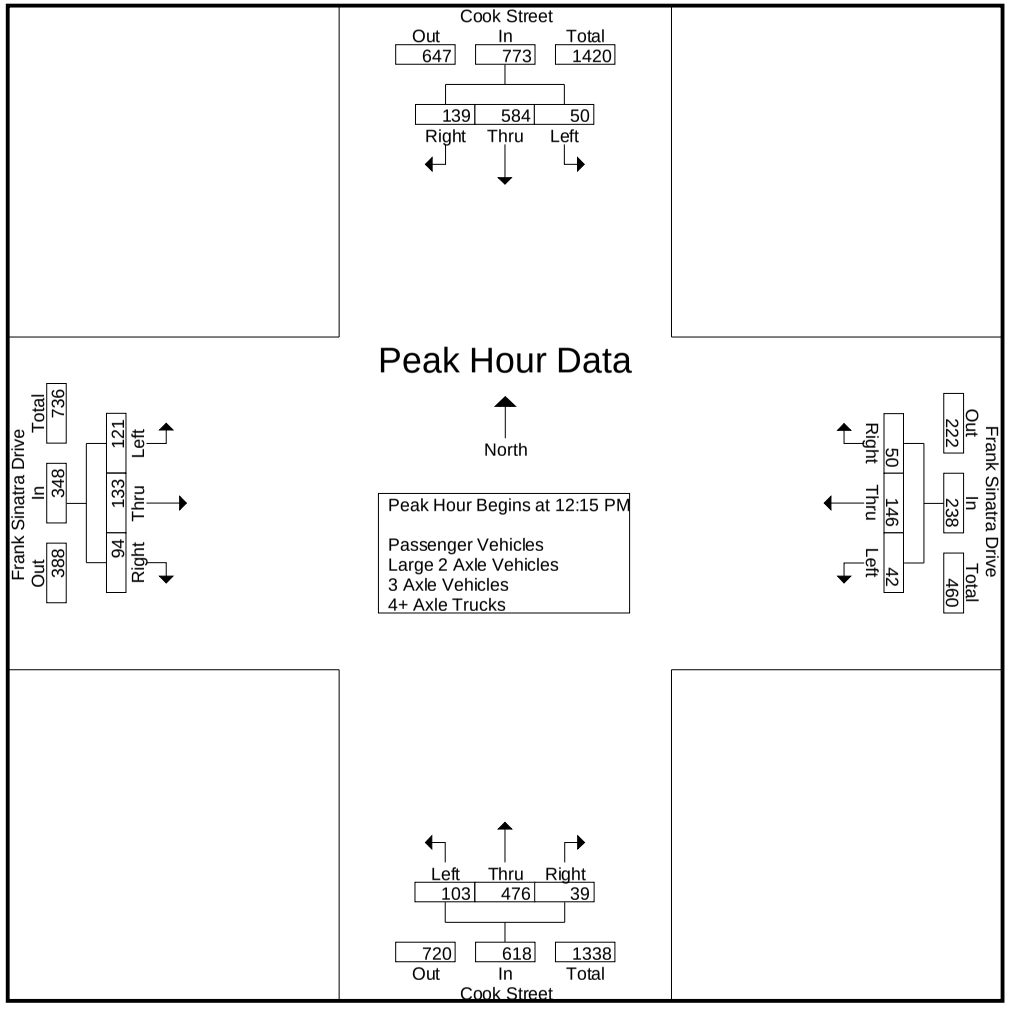
File Name : 07_PLD_Cook_Frank Sinatra Sat
Site Code : 05118939
Start Date : 1/12/2019
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	Cook Street Southbound				Frank Sinatra Drive Westbound				Cook Street Northbound				Frank Sinatra Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	12	146	27	185	**24**	**43**	**14**	**81**	27	102	**13**	142	33	31	25	89	497
12:30 PM	11	**152**	**40**	**203**	7	41	14	62	20	**137**	10	**167**	**34**	**35**	**26**	**95**	**527**
12:45 PM	**16**	137	38	191	5	31	11	47	**28**	111	10	149	28	33	22	83	470
01:00 PM	11	149	34	194	6	31	11	48	28	126	6	160	26	34	21	81	483
Total Volume	50	584	139	773	42	146	50	238	103	476	39	618	121	133	94	348	1977
% App. Total	6.5	75.5	18		17.6	61.3	21		16.7	77	6.3		34.8	38.2	27		
PHF	.781	.961	.869	.952	.438	.849	.893	.735	.920	.869	.750	.925	.890	.950	.904	.916	.938

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City of Palm Desert
N/S: Cook Street
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Weather: Clear

File Name : 07_PLD_Cook_Frank Sinatra Sat
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N/S: Cook Street
E/W: Frank Sinatra Drive
Weather: Clear

File Name : 07_PLD_Cook_Frank Sinatra Sat
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	Cook Street Southbound				Frank Sinatra Drive Westbound				Cook Street Northbound				Frank Sinatra Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	12:30 PM				11:45 AM				12:15 PM				01:00 PM				
+0 mins.	11	152	**40**	**203**	13	**43**	**15**	71	27	102	**13**	142	26	34	21	81	
+15 mins.	**16**	137	38	191	22	37	11	70	20	**137**	10	**167**	29	33	23	85	
+30 mins.	11	149	34	194	**24**	43	14	**81**	**28**	111	10	149	**32**	**44**	25	**101**	
+45 mins.	8	**162**	30	200	7	41	14	62	28	126	6	160	28	40	**27**	95	
Total Volume	46	600	142	788	66	164	54	284	103	476	39	618	115	151	96	362	
% App. Total	5.8	76.1	18		23.2	57.7	19		16.7	77	6.3		31.8	41.7	26.5		
PHF	.719	.926	.888	.970	.688	.953	.900	.877	.920	.869	.750	.925	.898	.858	.889	.896	

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City of Palm Desert
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Weather: Clear

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Groups Printed- Passenger Vehicles

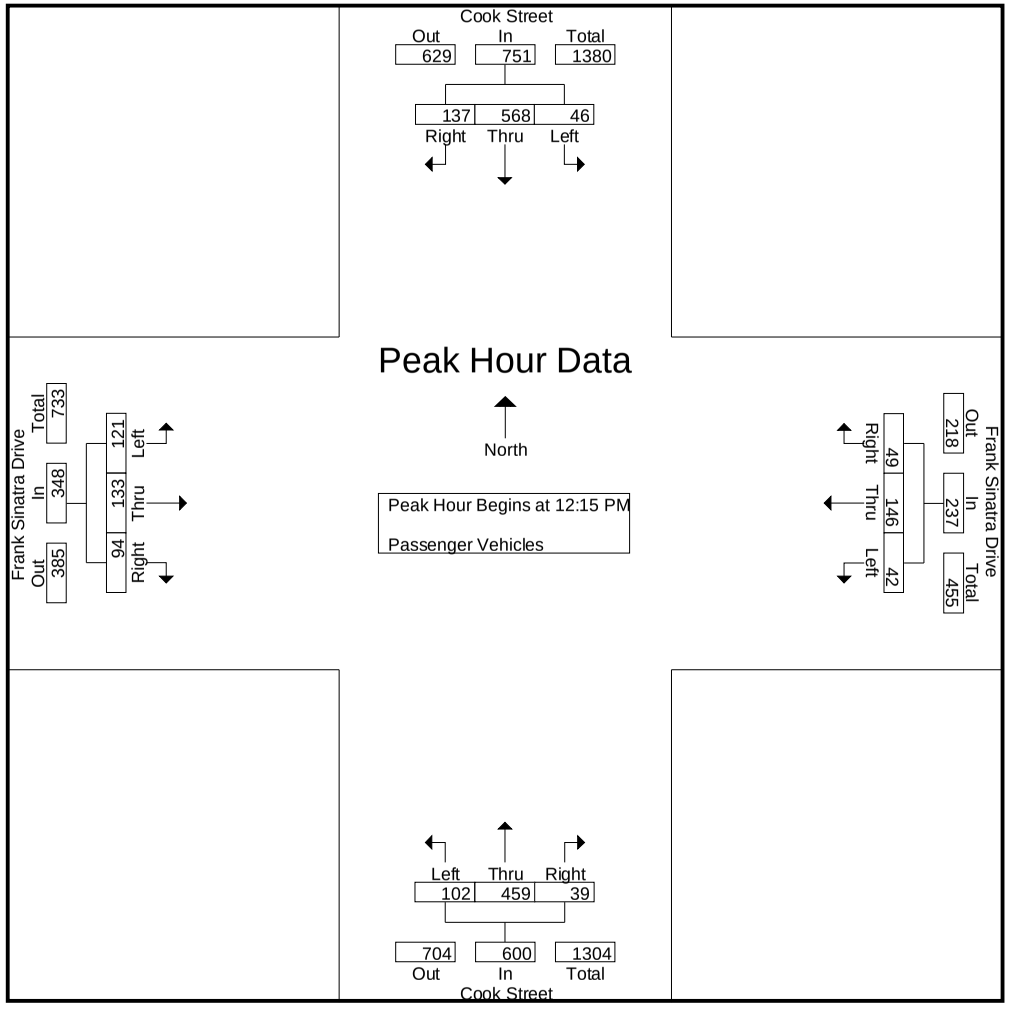
	Cook Street Southbound					Frank Sinatra Drive Westbound					Cook Street Northbound					Frank Sinatra Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	11	113	23	10	147	7	30	8	2	45	31	114	9	1	154	29	17	14	9	60	22	406	428
10:15 AM	12	117	23	6	152	7	51	11	7	69	20	116	7	0	143	23	17	20	12	60	25	424	449
10:30 AM	9	131	34	13	174	21	33	11	10	65	23	136	7	4	166	23	16	14	12	53	39	458	497
10:45 AM	17	137	37	8	191	11	37	12	7	60	29	103	7	2	139	18	28	24	16	70	33	460	493
Total	49	498	117	37	664	46	151	42	26	239	103	469	30	7	602	93	78	72	49	243	119	1748	1867
11:00 AM	4	126	34	16	164	11	32	13	10	56	23	93	14	1	130	20	25	12	9	57	36	407	443
11:15 AM	7	138	36	10	181	7	29	12	9	48	15	116	8	3	139	17	36	18	13	71	35	439	474
11:30 AM	11	135	28	10	174	9	27	5	4	41	18	104	7	1	129	23	33	31	22	87	37	431	468
11:45 AM	16	133	39	17	188	13	42	15	13	70	28	94	11	3	133	18	37	22	12	77	45	468	513
Total	38	532	137	53	707	40	130	45	36	215	84	407	40	8	531	78	131	83	56	292	153	1745	1898
12:00 PM	12	127	36	12	175	22	37	11	7	70	31	111	5	1	147	28	34	10	4	72	24	464	488
12:15 PM	12	144	27	12	183	24	43	14	9	81	26	98	13	5	137	33	31	25	18	89	44	490	534
12:30 PM	11	148	39	13	198	7	41	14	9	62	20	135	10	3	165	34	35	26	13	95	38	520	558
12:45 PM	14	135	37	21	186	5	31	10	4	46	28	106	10	2	144	28	33	22	12	83	39	459	498
Total	49	554	139	58	742	58	152	49	29	259	105	450	38	11	593	123	133	83	47	339	145	1933	2078
01:00 PM	9	141	34	17	184	6	31	11	9	48	28	120	6	3	154	26	34	21	15	81	44	467	511
01:15 PM	8	156	30	7	194	6	33	9	7	48	13	118	10	0	141	29	33	23	16	85	30	468	498
01:30 PM	15	142	22	8	179	8	40	7	6	55	31	95	15	3	141	32	44	25	16	101	33	476	509
01:45 PM	12	136	31	14	179	8	31	7	4	46	23	90	15	5	128	27	40	27	12	94	35	447	482
Total	44	575	117	46	736	28	135	34	26	197	95	423	46	11	564	114	151	96	59	361	142	1858	2000
Grand Total	180	2159	510	194	2849	172	568	170	117	910	387	1749	154	37	2290	408	493	334	211	1235	559	7284	7843
Apprch %	6.3	75.8	17.9			18.9	62.4	18.7			16.9	76.4	6.7			33	39.9	27					
Total %	2.5	29.6	7		39.1	2.4	7.8	2.3		12.5	5.3	24	2.1		31.4	5.6	6.8	4.6		17	7.1	92.9	

	Cook Street Southbound				Frank Sinatra Drive Westbound				Cook Street Northbound				Frank Sinatra Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:15 PM to 01:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	12	144	27	183	**24**	**43**	**14**	**81**	26	98	**13**	137	33	31	25	89	490
12:30 PM	11	**148**	**39**	**198**	7	41	14	62	20	**135**	10	**165**	**34**	**35**	**26**	**95**	**520**
12:45 PM	**14**	135	37	186	5	31	10	46	**28**	106	10	144	28	33	22	83	459
01:00 PM	9	141	34	184	6	31	11	48	28	120	6	154	26	34	21	81	467
Total Volume	46	568	137	751	42	146	49	237	102	459	39	600	121	133	94	348	1936
% App. Total	6.1	75.6	18.2		17.7	61.6	20.7		17	76.5	6.5		34.8	38.2	27		
PHF	.821	.959	.878	.948	.438	.849	.875	.731	.911	.850	.750	.909	.890	.950	.904	.916	.931

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City of Palm Desert
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Weather: Clear

File Name : 07_PLD_Cook_Frank Sinatra Sat
Site Code : 05118939
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City of Palm Desert
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Weather: Clear

File Name : 07_PLD_Cook_Frank Sinatra Sat
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	Cook Street Southbound				Frank Sinatra Drive Westbound				Cook Street Northbound				Frank Sinatra Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:15 PM to 01:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	12:15 PM				12:15 PM				12:15 PM				12:15 PM				
+0 mins.	12	144	27	183	**24**	**43**	**14**	**81**	26	98	**13**	137	33	31	25	89	
+15 mins.	11	**148**	**39**	**198**	7	41	14	62	20	**135**	10	**165**	**34**	**35**	**26**	**95**	
+30 mins.	**14**	135	37	186	5	31	10	46	**28**	106	10	144	28	33	22	83	
+45 mins.	9	141	34	184	6	31	11	48	28	120	6	154	26	34	21	81	
Total Volume	46	568	137	751	42	146	49	237	102	459	39	600	121	133	94	348	
% App. Total	6.1	75.6	18.2		17.7	61.6	20.7		17	76.5	6.5		34.8	38.2	27		
PHF	.821	.959	.878	.948	.438	.849	.875	.731	.911	.850	.750	.909	.890	.950	.904	.916	

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City of Palm Desert
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File Name : 07_PLD_Cook_Frank Sinatra Sat
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Groups Printed- Large 2 Axle Vehicles

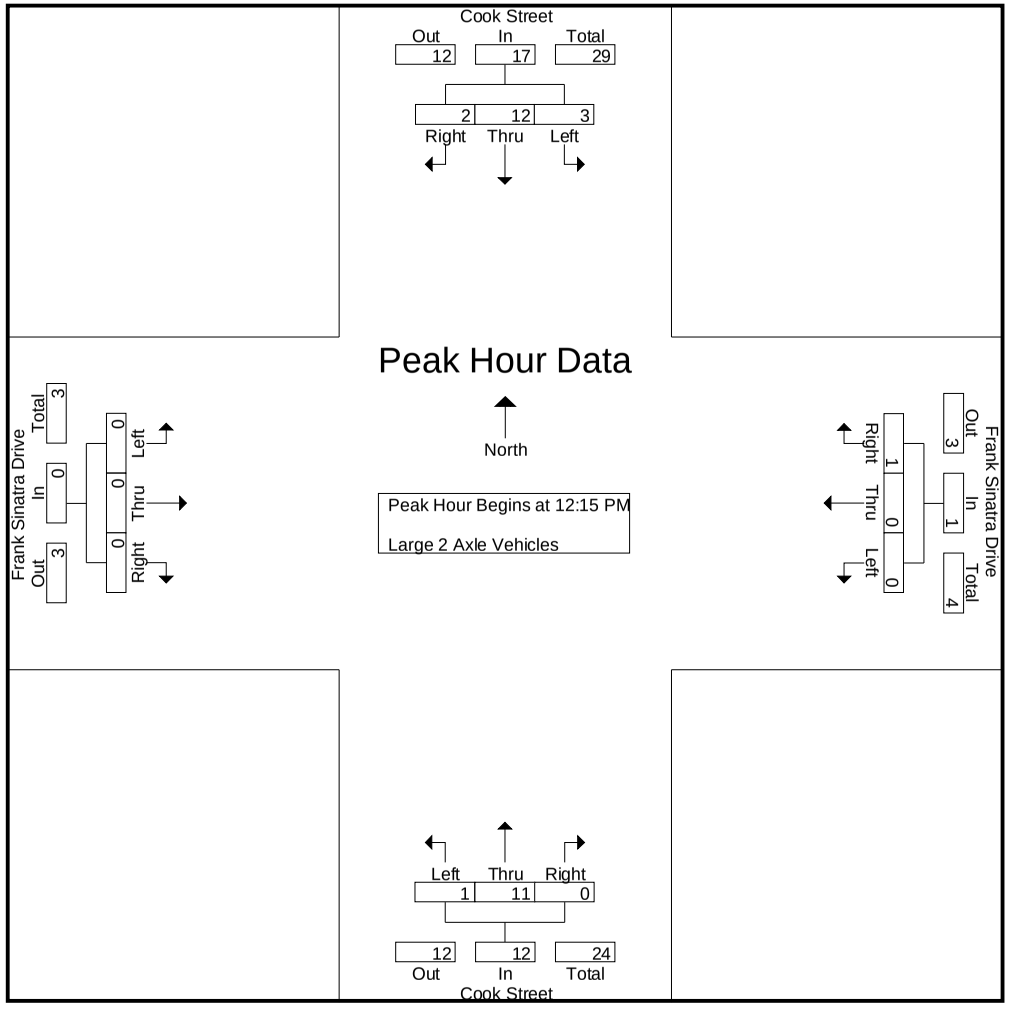
	Cook Street Southbound					Frank Sinatra Drive Westbound					Cook Street Northbound					Frank Sinatra Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	6
10:15 AM	0	1	0	0	1	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	0	5	5
10:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
10:45 AM	0	2	0	0	2	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	3	4
Total	0	6	0	0	6	0	1	1	1	2	1	7	0	0	8	0	0	0	0	0	1	16	17
11:00 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	5	5
11:15 AM	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	4	4
11:30 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	1	1	1	1	3	1	7	8
11:45 AM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	4	4
Total	0	7	1	0	8	0	1	0	0	1	1	4	0	0	5	2	3	1	1	6	1	20	21
12:00 PM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	8	8
12:15 PM	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	5	5
12:30 PM	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
12:45 PM	1	1	1	0	3	0	0	1	1	1	0	4	0	0	4	0	0	0	0	0	1	8	9
Total	1	10	2	0	13	0	0	1	1	1	1	11	0	0	12	0	0	0	0	0	1	26	27
01:00 PM	2	5	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	12	12
01:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3
01:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3
01:45 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	4	4
Total	3	9	0	0	12	0	0	0	0	0	0	9	0	0	9	1	0	0	0	1	0	22	22
Grand Total	4	32	3	0	39	0	2	2	2	4	3	31	0	0	34	3	3	1	1	7	3	84	87
Apprch %	10.3	82.1	7.7			0	50	50			8.8	91.2	0			42.9	42.9	14.3					
Total %	4.8	38.1	3.6		46.4	0	2.4	2.4		4.8	3.6	36.9	0		40.5	3.6	3.6	1.2		8.3	3.4	96.6	

	Cook Street Southbound				Frank Sinatra Drive Westbound				Cook Street Northbound				Frank Sinatra Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:15 PM to 01:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	2	0	2	0	0	0	0	**1**	2	0	3	0	0	0	0	5
12:30 PM	0	4	**1**	5	0	0	0	0	0	0	0	0	0	0	0	0	5
12:45 PM	1	1	1	3	0	0	**1**	**1**	0	4	0	4	0	0	0	0	8
01:00 PM	**2**	**5**	0	**7**	0	0	0	0	0	**5**	0	**5**	0	0	0	0	**12**
Total Volume	3	12	2	17	0	0	1	1	1	11	0	12	0	0	0	0	30
% App. Total	17.6	70.6	11.8		0	0	100		8.3	91.7	0		0	0	0		
PHF	.375	.600	.500	.607	.000	.000	.250	.250	.250	.550	.000	.600	.000	.000	.000	.000	.625

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Weather: Clear

File Name : 07_PLD_Cook_Frank Sinatra Sat
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N/S: Cook Street
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	Cook Street Southbound				Frank Sinatra Drive Westbound				Cook Street Northbound				Frank Sinatra Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:15 PM to 01:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	12:15 PM				12:15 PM				12:15 PM				12:15 PM				
+0 mins.	0	2	0	2	0	0	0	0	**1**	2	0	3	0	0	0	0	
+15 mins.	0	4	**1**	5	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	1	1	1	3	0	0	**1**	**1**	0	4	0	4	0	0	0	0	
+45 mins.	**2**	**5**	0	**7**	0	0	0	0	0	**5**	0	**5**	0	0	0	0	
Total Volume	3	12	2	17	0	0	1	1	1	11	0	12	0	0	0	0	
% App. Total	17.6	70.6	11.8		0	0	100		8.3	91.7	0		0	0	0		
PHF	.375	.600	.500	.607	.000	.000	.250	.250	.250	.550	.000	.600	.000	.000	.000	.000	

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File Name : 07_PLD_Cook_Frank Sinatra Sat
Site Code : 05118939
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Groups Printed- 3 Axle Vehicles

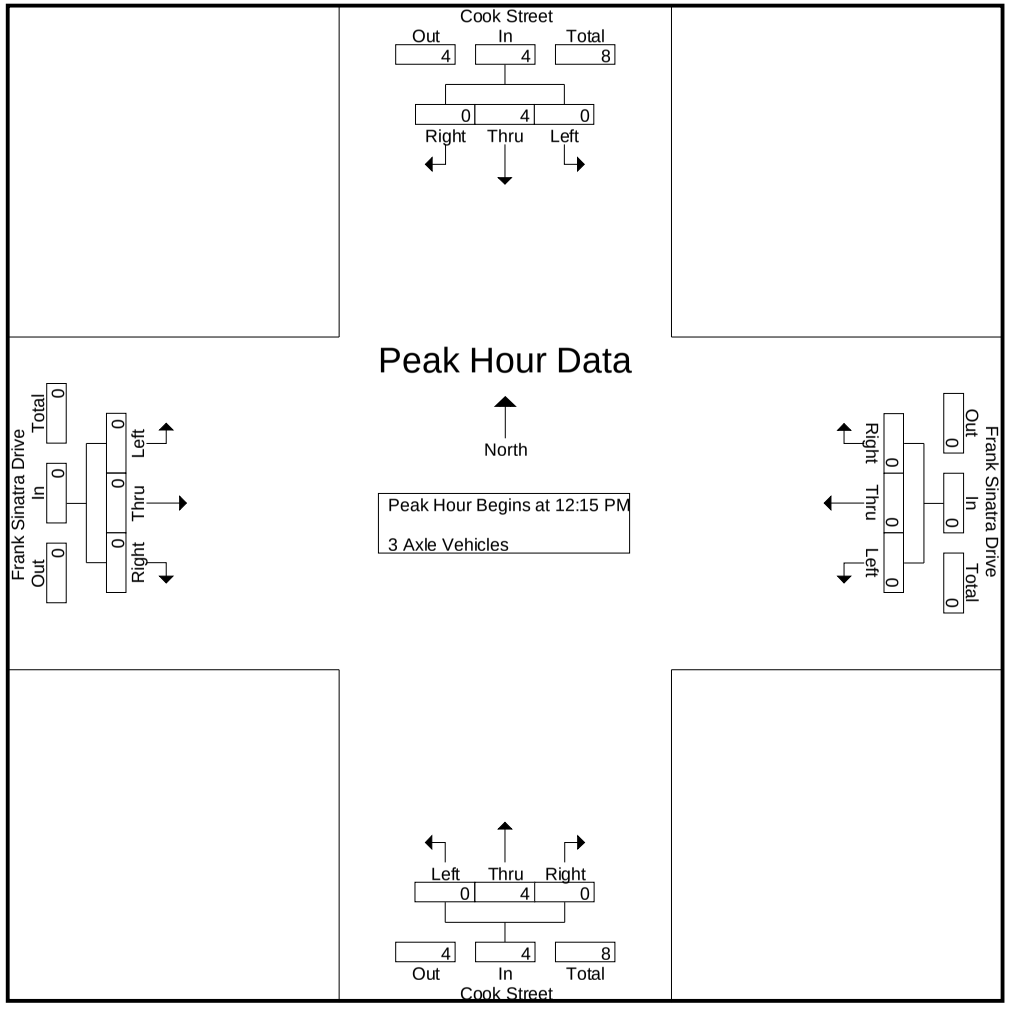
	Cook Street Southbound					Frank Sinatra Drive Westbound					Cook Street Northbound					Frank Sinatra Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	4
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
10:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
10:45 AM	1	1	0	0	2	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	3	4
Total	1	4	0	0	5	0	0	1	1	1	0	4	0	0	4	0	0	0	0	0	1	10	11
11:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
11:15 AM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
Total	0	8	0	0	8	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	9	9
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	6
01:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	4
01:15 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	3
Total	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	11	11
Grand Total	1	21	0	0	22	0	0	1	1	1	0	13	0	0	13	0	0	0	0	0	1	36	37
Apprch %	4.5	95.5	0			0	0	100			0	100	0			0	0	0					
Total %	2.8	58.3	0		61.1	0	0	2.8		2.8	0	36.1	0		36.1	0	0	0		0	2.7	97.3	

	Cook Street Southbound				Frank Sinatra Drive Westbound				Cook Street Northbound				Frank Sinatra Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:15 PM to 01:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
12:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00 PM	0	**3**	0	**3**	0	0	0	0	0	1	0	1	0	0	0	0	**4**
Total Volume	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	8
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.333	.000	.333	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.500

Counts Unlimited
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City of Palm Desert
N/S: Cook Street
E/W: Frank Sinatra Drive
Weather: Clear

File Name : 07_PLD_Cook_Frank Sinatra Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 2



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City of Palm Desert
N/S: Cook Street
E/W: Frank Sinatra Drive
Weather: Clear

File Name : 07_PLD_Cook_Frank Sinatra Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 3

	Cook Street Southbound				Frank Sinatra Drive Westbound				Cook Street Northbound				Frank Sinatra Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:15 PM to 01:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	12:15 PM				12:15 PM				12:15 PM				12:15 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	**3**	0	**3**	0	0	0	0	0	1	0	1	0	0	0	0	
Total Volume	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.333	.000	.333	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	

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City of Palm Desert
N/S: Cook Street
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File Name : 07_PLD_Cook_Frank Sinatra Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

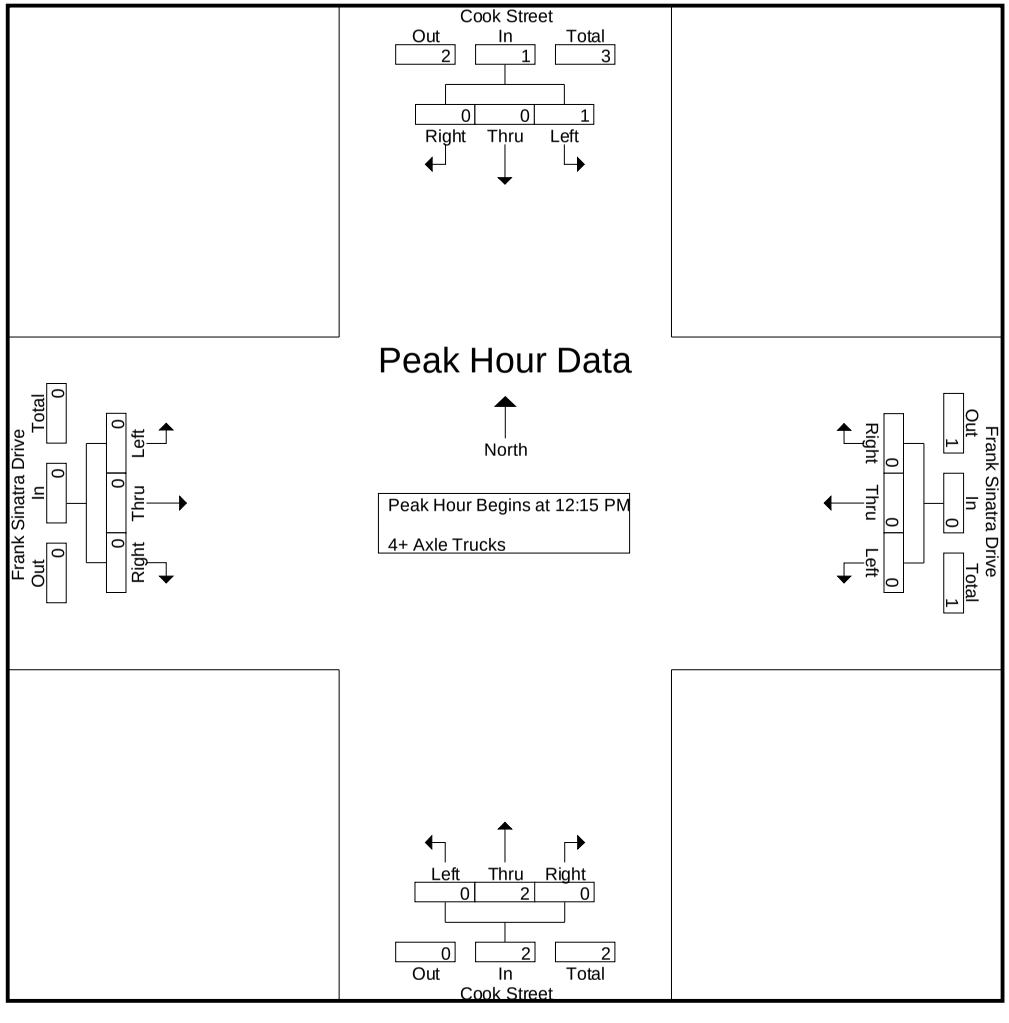
	Cook Street Southbound					Frank Sinatra Drive Westbound					Cook Street Northbound					Frank Sinatra Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
10:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	4
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
12:45 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
Total	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	4
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	2	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	10	10
Apprch %	33.3	66.7	0			0	0	0			0	100	0			0	0	0					
Total %	10	20	0		30	0	0	0		0	0	70	0		70	0	0	0		0	0	100	

	Cook Street Southbound				Frank Sinatra Drive Westbound				Cook Street Northbound				Frank Sinatra Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:15 PM to 01:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
12:45 PM	**1**	0	0	**1**	0	0	0	0	0	1	0	1	0	0	0	0	**2**
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
% App. Total	100	0	0		0	0	0		0	100	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.375

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City of Palm Desert
N/S: Cook Street
E/W: Frank Sinatra Drive
Weather: Clear

File Name : 07_PLD_Cook_Frank Sinatra Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 2



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City of Palm Desert
N/S: Cook Street
E/W: Frank Sinatra Drive
Weather: Clear

File Name : 07_PLD_Cook_Frank Sinatra Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 3

	Cook Street Southbound				Frank Sinatra Drive Westbound				Cook Street Northbound				Frank Sinatra Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:15 PM to 01:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	12:15 PM				12:15 PM				12:15 PM				12:15 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	
+30 mins.	**1**	0	0	**1**	0	0	0	0	0	1	0	1	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	1	0	0	1	0	0	0	0	0	2	0	2	0	0	0	0	
% App. Total	100	0	0		0	0	0		0	100	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	

Location: Palm Desert
N/S: Cook Street
E/W: Frank Sinatra Drive

PEDESTRIANS

Date: 1/10/2019
Day: Thursday

	North Leg Cook Street Pedestrians	East Leg Frank Sinatra Drive Pedestrians	South Leg Cook Street Pedestrians	West Leg Frank Sinatra Drive Pedestrians	
3:00 PM	0	0	0	1	1
3:15 PM	0	0	1	1	2
3:30 PM	0	0	0	0	0
3:45 PM	0	1	1	0	2
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	1	1
5:00 PM	0	0	0	1	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
6:00 PM	0	0	2	0	2
6:15 PM	0	0	0	0	0
6:30 PM	0	0	1	0	1
6:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	5	4	10

Date: 1/11/2019
Day: Friday

	North Leg Cook Street Pedestrians	East Leg Frank Sinatra Drive Pedestrians	South Leg Cook Street Pedestrians	West Leg Frank Sinatra Drive Pedestrians	
3:00 PM	1	0	0	0	1
3:15 PM	0	1	0	0	1
3:30 PM	0	0	0	0	0
3:45 PM	0	0	1	0	1
4:00 PM	0	0	0	1	1
4:15 PM	0	3	0	0	3
4:30 PM	0	0	0	4	4
4:45 PM	0	0	1	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0
6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	4	2	5	12

Date: 1/12/2019
Day: Saturday

	North Leg Cook Street Pedestrians	East Leg Frank Sinatra Drive Pedestrians	South Leg Cook Street Pedestrians	West Leg Frank Sinatra Drive Pedestrians	
10:00 AM	0	0	1	0	1
10:15 AM	0	1	0	0	1
10:30 AM	0	0	0	1	1
10:45 AM	0	1	0	0	1
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	1	1
11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	3	0	3
1:00 PM	0	0	0	0	0
1:15 PM	0	0	0	0	0
1:30 PM	0	0	2	0	2
1:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	2	6	2	10

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Location: Palm Desert
N/S: Cook Street
E/W: Frank Sinatra Drive

BICYCLES

Date: 1/10/2019
Day: Thursday

	Southbound Cook Street			Westbound Frank Sinatra Drive			Northbound Cook Street			Eastbound Frank Sinatra Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	3	0	0	0	0	0	0	0	3
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	4	0	0	0	0	0	1	2	7

Date: 1/11/2019
Day: Friday

	Southbound Cook Street			Westbound Frank Sinatra Drive			Northbound Cook Street			Eastbound Frank Sinatra Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	3	0	0	0	0	0	0	0	3
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	3	0	0	0	0	0	1	1	5

Date: 1/12/2019
Day: Saturday

	Southbound Cook Street			Westbound Frank Sinatra Drive			Northbound Cook Street			Eastbound Frank Sinatra Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
1:15 PM	0	0	0	0	0	0	0	1	0	0	1	2	4
1:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	0	2	0	0	0	1	0	1	0	0	4	2	10

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City of Palm Desert
N/S: Cook Street
E/W: Market Place Drive
Weather: Clear

File Name : 08_PLD_Cook_Market Place Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

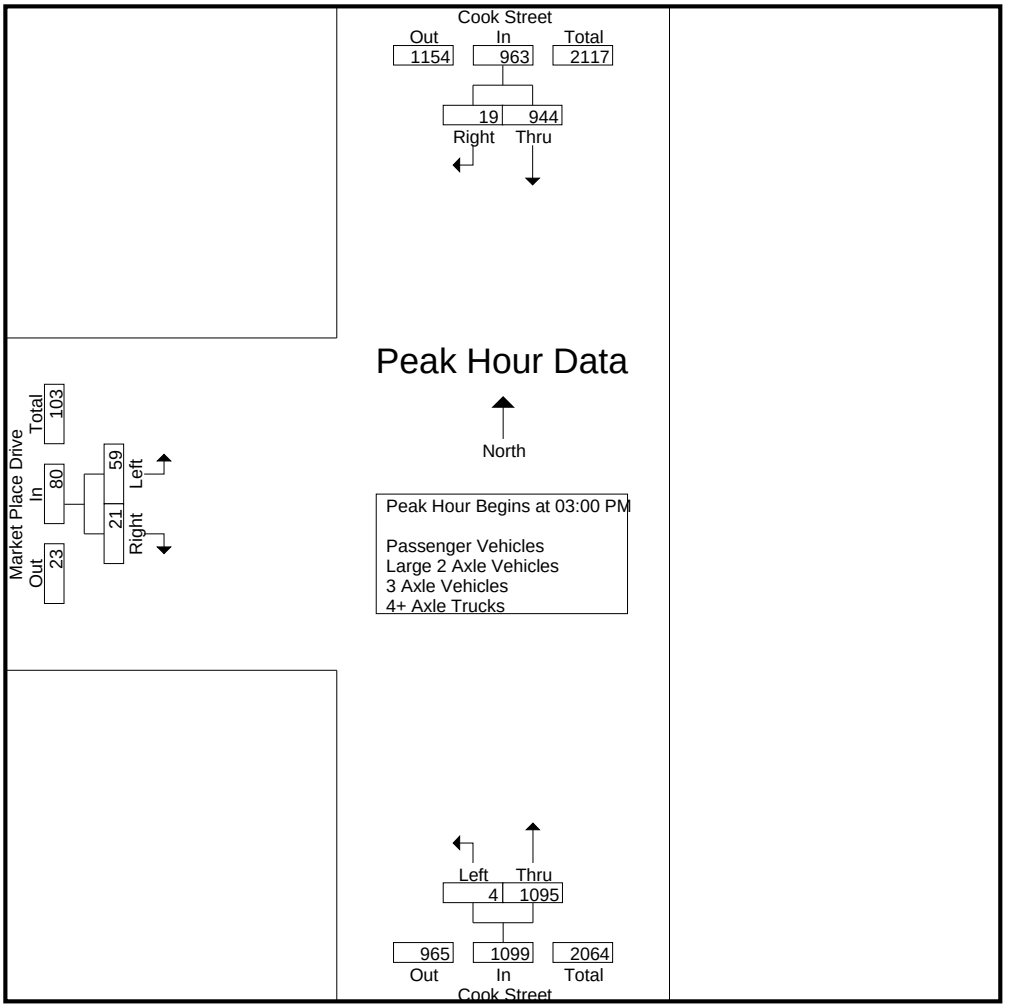
	Cook Street Southbound			Cook Street Northbound			Market Place Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
03:00 PM	246	5	251	2	283	285	19	5	24	560
03:15 PM	229	5	234	1	263	264	15	8	23	521
03:30 PM	245	3	248	0	305	305	9	4	13	566
03:45 PM	224	6	230	1	244	245	16	4	20	495
Total	944	19	963	4	1095	1099	59	21	80	2142
04:00 PM	234	5	239	2	278	280	9	6	15	534
04:15 PM	225	5	230	0	239	239	10	2	12	481
04:30 PM	191	4	195	1	219	220	8	3	11	426
04:45 PM	189	7	196	1	264	265	8	1	9	470
Total	839	21	860	4	1000	1004	35	12	47	1911
05:00 PM	219	5	224	0	282	282	9	7	16	522
05:15 PM	181	4	185	3	309	312	14	3	17	514
05:30 PM	177	9	186	2	177	179	17	3	20	385
05:45 PM	185	4	189	0	186	186	11	1	12	387
Total	762	22	784	5	954	959	51	14	65	1808
06:00 PM	128	3	131	1	159	160	7	1	8	299
06:15 PM	102	5	107	0	109	109	5	1	6	222
06:30 PM	126	1	127	0	105	105	12	0	12	244
06:45 PM	100	3	103	1	89	90	0	0	0	193
Total	456	12	468	2	462	464	24	2	26	958
Grand Total	3001	74	3075	15	3511	3526	169	49	218	6819
Apprch %	97.6	2.4		0.4	99.6		77.5	22.5		
Total %	44	1.1	45.1	0.2	51.5	51.7	2.5	0.7	3.2	
Passenger Vehicles	2876	73	2949	13	3405	3418	163	45	208	6575
% Passenger Vehicles	95.8	98.6	95.9	86.7	97	96.9	96.4	91.8	95.4	96.4
Large 2 Axle Vehicles	76	0	76	2	85	87	6	3	9	172
% Large 2 Axle Vehicles	2.5	0	2.5	13.3	2.4	2.5	3.6	6.1	4.1	2.5
3 Axle Vehicles	36	0	36	0	15	15	0	0	0	51
% 3 Axle Vehicles	1.2	0	1.2	0	0.4	0.4	0	0	0	0.7
4+ Axle Trucks	13	1	14	0	6	6	0	1	1	21
% 4+ Axle Trucks	0.4	1.4	0.5	0	0.2	0.2	0	2	0.5	0.3

	Cook Street Southbound			Cook Street Northbound			Market Place Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:00 PM										
03:00 PM	**246**	5	**251**	**2**	283	285	**19**	5	**24**	560
03:15 PM	229	5	234	1	263	264	15	**8**	23	521
03:30 PM	245	3	248	0	**305**	**305**	9	4	13	**566**
03:45 PM	224	**6**	230	1	244	245	16	4	20	495
Total Volume	944	19	963	4	1095	1099	59	21	80	2142
% App. Total	98	2		0.4	99.6		73.8	26.2		
PHF	.959	.792	.959	.500	.898	.901	.776	.656	.833	.946

Counts Unlimited
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City of Palm Desert
N/S: Cook Street
E/W: Market Place Drive
Weather: Clear

File Name : 08_PLD_Cook_Market Place Thurs
Site Code : 05118939
Start Date : 1/10/2019



Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:00 PM			03:00 PM			03:00 PM		
+0 mins.	**246**	5	**251**	**2**	283	285	**19**	5	**24**
+15 mins.	229	5	234	1	263	264	15	**8**	23
+30 mins.	245	3	248	0	**305**	**305**	9	4	13
+45 mins.	224	**6**	230	1	244	245	16	4	20
Total Volume	944	19	963	4	1095	1099	59	21	80
% App. Total	98	2		0.4	99.6		73.8	26.2	
PHF	.959	.792	.959	.500	.898	.901	.776	.656	.833

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City of Palm Desert
N/S: Cook Street
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File Name : 08_PLD_Cook_Market Place Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- Passenger Vehicles

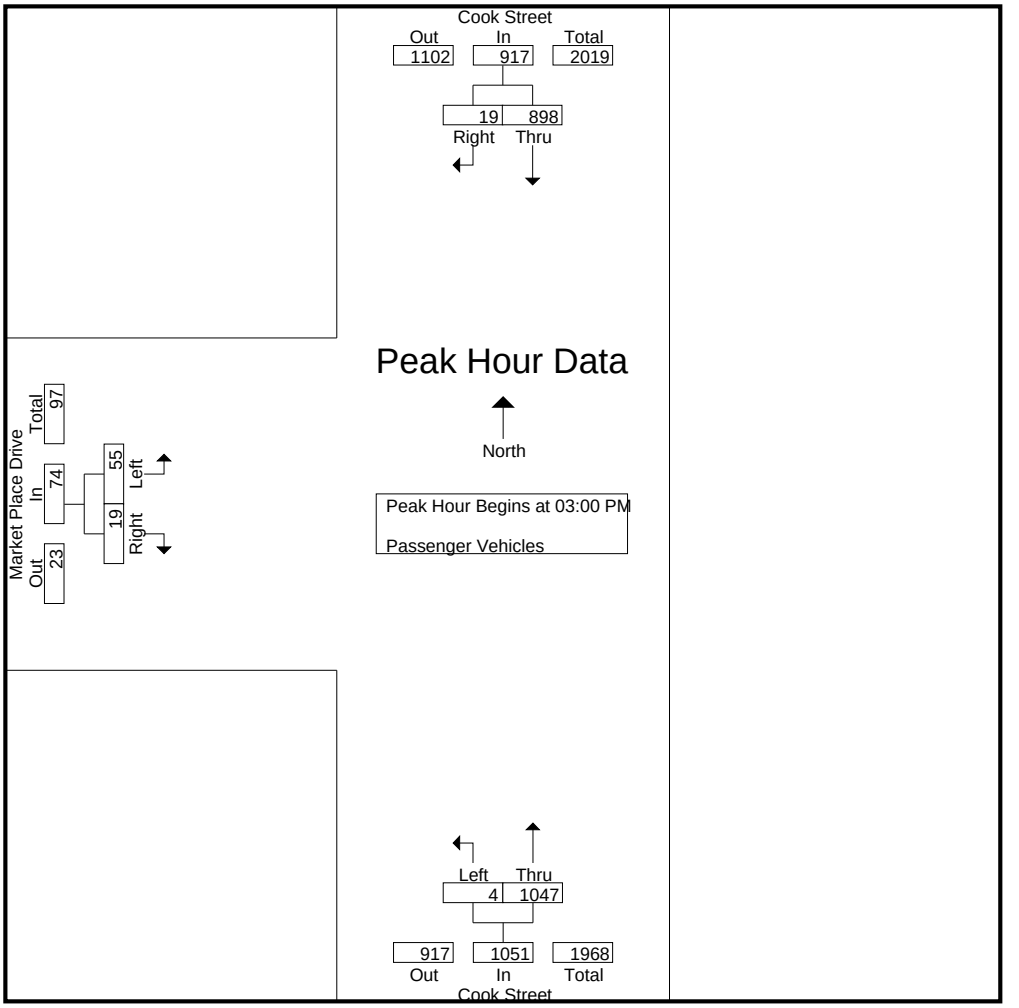
	Cook Street Southbound			Cook Street Northbound			Market Place Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
03:00 PM	230	5	235	2	276	278	17	5	22	535
03:15 PM	214	5	219	1	252	253	14	7	21	493
03:30 PM	235	3	238	0	291	291	9	3	12	541
03:45 PM	219	6	225	1	228	229	15	4	19	473
Total	898	19	917	4	1047	1051	55	19	74	2042
04:00 PM	227	4	231	1	266	267	8	6	14	512
04:15 PM	218	5	223	0	229	229	10	1	11	463
04:30 PM	180	4	184	1	212	213	8	3	11	408
04:45 PM	178	7	185	0	257	257	8	1	9	451
Total	803	20	823	2	964	966	34	11	45	1834
05:00 PM	205	5	210	0	279	279	9	6	15	504
05:15 PM	175	4	179	3	304	307	13	3	16	502
05:30 PM	171	9	180	2	175	177	17	3	20	377
05:45 PM	180	4	184	0	185	185	11	1	12	381
Total	731	22	753	5	943	948	50	13	63	1764
06:00 PM	124	3	127	1	154	155	7	1	8	290
06:15 PM	100	5	105	0	107	107	5	1	6	218
06:30 PM	122	1	123	0	104	104	12	0	12	239
06:45 PM	98	3	101	1	86	87	0	0	0	188
Total	444	12	456	2	451	453	24	2	26	935
Grand Total	2876	73	2949	13	3405	3418	163	45	208	6575
Apprch %	97.5	2.5		0.4	99.6		78.4	21.6		
Total %	43.7	1.1	44.9	0.2	51.8	52	2.5	0.7	3.2	

	Cook Street Southbound			Cook Street Northbound			Market Place Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:00 PM										
03:00 PM	230	5	235	**2**	276	278	**17**	5	**22**	535
03:15 PM	214	5	219	1	252	253	14	**7**	21	493
03:30 PM	**235**	3	**238**	0	**291**	**291**	9	3	12	**541**
03:45 PM	219	**6**	225	1	228	229	15	4	19	473
Total Volume	898	19	917	4	1047	1051	55	19	74	2042
% App. Total	97.9	2.1		0.4	99.6		74.3	25.7		
PHF	.955	.792	.963	.500	.899	.903	.809	.679	.841	.944

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Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:00 PM			03:00 PM			03:00 PM		
+0 mins.	230	5	235	**2**	276	278	**17**	5	**22**
+15 mins.	214	5	219	1	252	253	14	**7**	21
+30 mins.	**235**	3	**238**	0	**291**	**291**	9	3	12
+45 mins.	219	**6**	225	1	228	229	15	4	19
Total Volume	898	19	917	4	1047	1051	55	19	74
% App. Total	97.9	2.1		0.4	99.6		74.3	25.7	
PHF	.955	.792	.963	.500	.899	.903	.809	.679	.841

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City of Palm Desert
N/S: Cook Street
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Weather: Clear

File Name : 08_PLD_Cook_Market Place Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

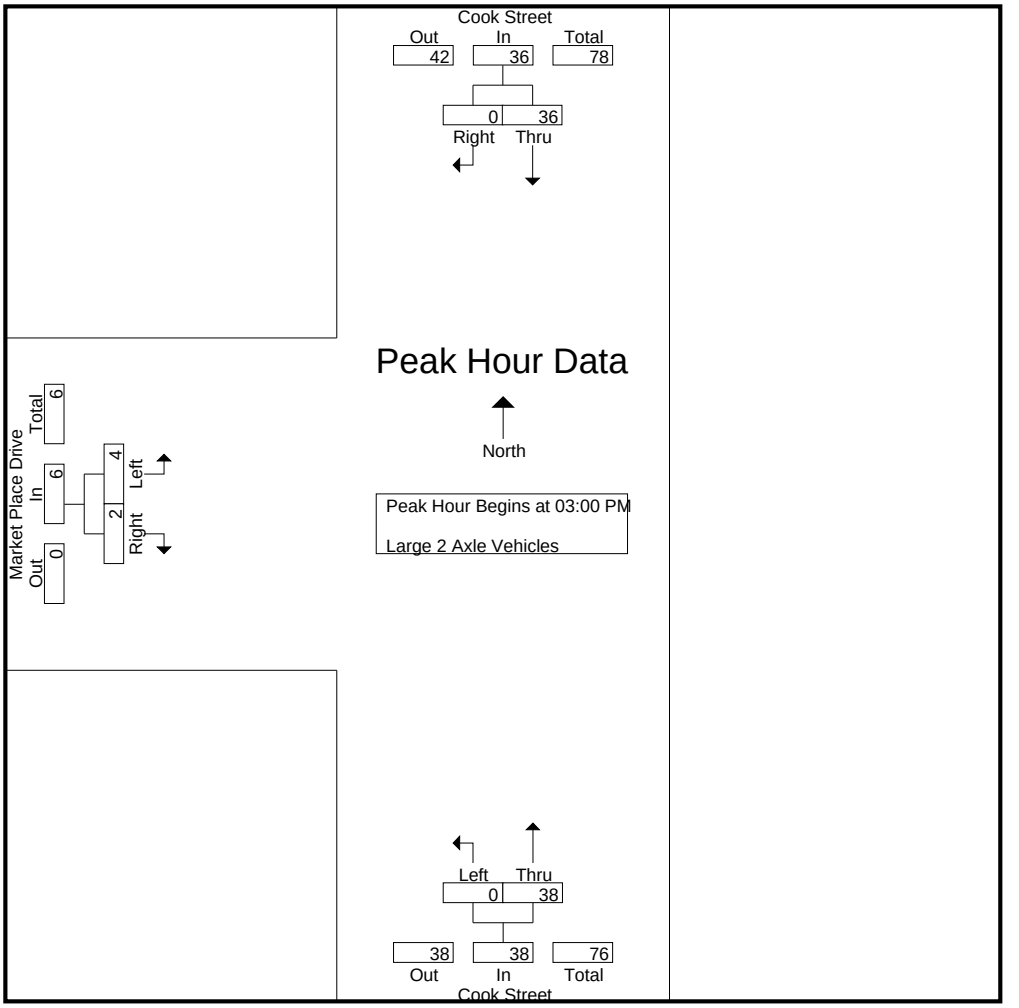
	Cook Street Southbound			Cook Street Northbound			Market Place Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
03:00 PM	13	0	13	0	6	6	2	0	2	21
03:15 PM	11	0	11	0	9	9	1	1	2	22
03:30 PM	7	0	7	0	10	10	0	1	1	18
03:45 PM	5	0	5	0	13	13	1	0	1	19
Total	36	0	36	0	38	38	4	2	6	80
04:00 PM	5	0	5	1	8	9	1	0	1	15
04:15 PM	4	0	4	0	9	9	0	1	1	14
04:30 PM	7	0	7	0	4	4	0	0	0	11
04:45 PM	4	0	4	1	7	8	0	0	0	12
Total	20	0	20	2	28	30	1	1	2	52
05:00 PM	7	0	7	0	3	3	0	0	0	10
05:15 PM	1	0	1	0	4	4	1	0	1	6
05:30 PM	5	0	5	0	1	1	0	0	0	6
05:45 PM	4	0	4	0	1	1	0	0	0	5
Total	17	0	17	0	9	9	1	0	1	27
06:00 PM	0	0	0	0	5	5	0	0	0	5
06:15 PM	1	0	1	0	2	2	0	0	0	3
06:30 PM	0	0	0	0	0	0	0	0	0	0
06:45 PM	2	0	2	0	3	3	0	0	0	5
Total	3	0	3	0	10	10	0	0	0	13
Grand Total	76	0	76	2	85	87	6	3	9	172
Apprch %	100	0		2.3	97.7		66.7	33.3		
Total %	44.2	0	44.2	1.2	49.4	50.6	3.5	1.7	5.2	

	Cook Street Southbound			Cook Street Northbound			Market Place Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:00 PM										
03:00 PM	**13**	0	**13**	0	6	6	**2**	0	**2**	21
03:15 PM	11	0	11	0	9	9	1	**1**	2	**22**
03:30 PM	7	0	7	0	10	10	0	1	1	18
03:45 PM	5	0	5	0	**13**	**13**	1	0	1	19
Total Volume	36	0	36	0	38	38	4	2	6	80
% App. Total	100	0		0	100		66.7	33.3		
PHF	.692	.000	.692	.000	.731	.731	.500	.500	.750	.909

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City of Palm Desert
N/S: Cook Street
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File Name : 08_PLD_Cook_Market Place Thurs
Site Code : 05118939
Start Date : 1/10/2019
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Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:00 PM			03:00 PM			03:00 PM		
+0 mins.	**13**	0	**13**	0	6	6	**2**	0	**2**
+15 mins.	11	0	11	0	9	9	1	**1**	2
+30 mins.	7	0	7	0	10	10	0	1	1
+45 mins.	5	0	5	0	**13**	**13**	1	0	1
Total Volume	36	0	36	0	38	38	4	2	6
% App. Total	100	0		0	100		66.7	33.3	
PHF	.692	.000	.692	.000	.731	.731	.500	.500	.750

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City of Palm Desert
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E/W: Market Place Drive
Weather: Clear

File Name : 08_PLD_Cook_Market Place Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

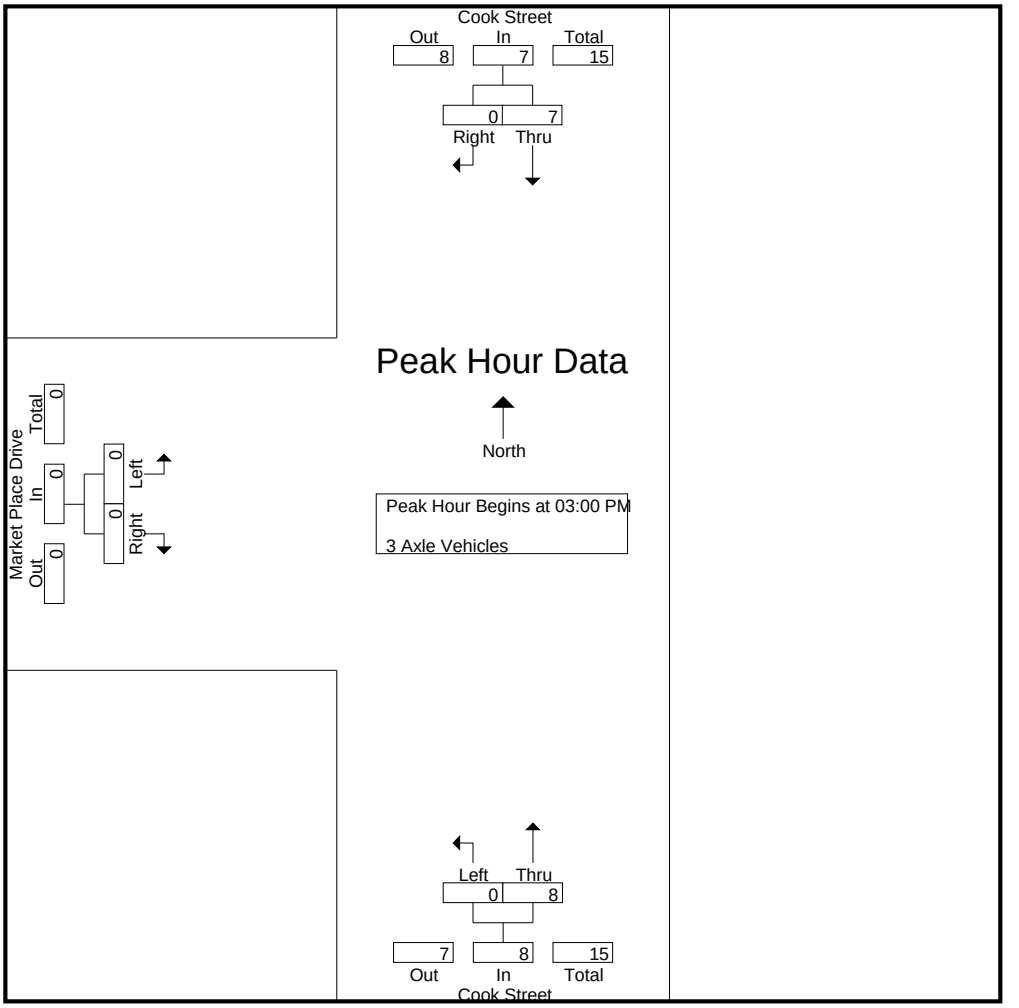
	Cook Street Southbound			Cook Street Northbound			Market Place Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
03:00 PM	2	0	2	0	1	1	0	0	0	3
03:15 PM	2	0	2	0	1	1	0	0	0	3
03:30 PM	3	0	3	0	3	3	0	0	0	6
03:45 PM	0	0	0	0	3	3	0	0	0	3
Total	7	0	7	0	8	8	0	0	0	15
04:00 PM	2	0	2	0	4	4	0	0	0	6
04:15 PM	3	0	3	0	0	0	0	0	0	3
04:30 PM	3	0	3	0	2	2	0	0	0	5
04:45 PM	7	0	7	0	0	0	0	0	0	7
Total	15	0	15	0	6	6	0	0	0	21
05:00 PM	7	0	7	0	0	0	0	0	0	7
05:15 PM	4	0	4	0	0	0	0	0	0	4
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	1	0	0	0	0	0	0	1
Total	12	0	12	0	0	0	0	0	0	12
06:00 PM	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0
06:30 PM	2	0	2	0	1	1	0	0	0	3
06:45 PM	0	0	0	0	0	0	0	0	0	0
Total	2	0	2	0	1	1	0	0	0	3
Grand Total	36	0	36	0	15	15	0	0	0	51
Apprch %	100	0		0	100		0	0		
Total %	70.6	0	70.6	0	29.4	29.4	0	0	0	

	Cook Street Southbound			Cook Street Northbound			Market Place Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:00 PM										
03:00 PM	2	0	2	0	1	1	0	0	0	3
03:15 PM	2	0	2	0	1	1	0	0	0	3
03:30 PM	**3**	0	**3**	0	**3**	**3**	0	0	0	**6**
03:45 PM	0	0	0	0	3	3	0	0	0	3
Total Volume	7	0	7	0	8	8	0	0	0	15
% App. Total	100	0		0	100		0	0		
PHF	.583	.000	.583	.000	.667	.667	.000	.000	.000	.625

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City of Palm Desert
N/S: Cook Street
E/W: Market Place Drive
Weather: Clear

File Name : 08_PLD_Cook_Market Place Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:00 PM			03:00 PM			03:00 PM		
+0 mins.	2	0	2	0	1	1	0	0	0
+15 mins.	2	0	2	0	1	1	0	0	0
+30 mins.	**3**	0	**3**	0	**3**	**3**	0	0	0
+45 mins.	0	0	0	0	3	3	0	0	0
Total Volume	7	0	7	0	8	8	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.583	.000	.583	.000	.667	.667	.000	.000	.000

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City of Palm Desert
N/S: Cook Street
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File Name : 08_PLD_Cook_Market Place Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

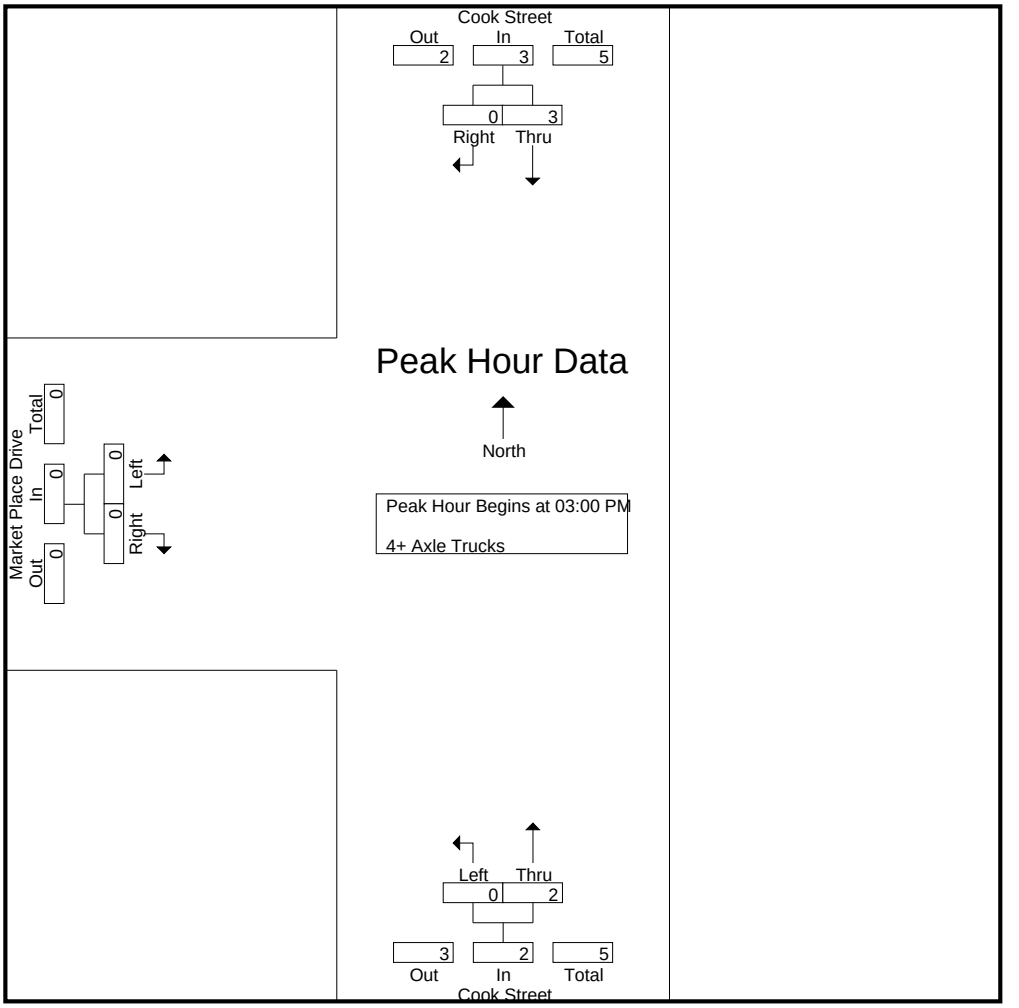
	Cook Street Southbound			Cook Street Northbound			Market Place Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
03:00 PM	1	0	1	0	0	0	0	0	0	1
03:15 PM	2	0	2	0	1	1	0	0	0	3
03:30 PM	0	0	0	0	1	1	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0
Total	3	0	3	0	2	2	0	0	0	5
04:00 PM	0	1	1	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	1	1	0	0	0	1
04:30 PM	1	0	1	0	1	1	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	1	2	0	2	2	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	1	1	1
05:15 PM	1	0	1	0	1	1	0	0	0	2
05:30 PM	1	0	1	0	1	1	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	2	0	2	0	2	2	0	1	1	5
06:00 PM	4	0	4	0	0	0	0	0	0	4
06:15 PM	1	0	1	0	0	0	0	0	0	1
06:30 PM	2	0	2	0	0	0	0	0	0	2
06:45 PM	0	0	0	0	0	0	0	0	0	0
Total	7	0	7	0	0	0	0	0	0	7
Grand Total	13	1	14	0	6	6	0	1	1	21
Apprch %	92.9	7.1		0	100		0	100		
Total %	61.9	4.8	66.7	0	28.6	28.6	0	4.8	4.8	

	Cook Street Southbound			Cook Street Northbound			Market Place Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:00 PM										
03:00 PM	1	0	1	0	0	0	0	0	0	1
03:15 PM	**2**	0	**2**	0	**1**	**1**	0	0	0	**3**
03:30 PM	0	0	0	0	1	1	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	3	0	3	0	2	2	0	0	0	5
% App. Total	100	0		0	100		0	0		
PHF	.375	.000	.375	.000	.500	.500	.000	.000	.000	.417

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Site Code : 05118939
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Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:00 PM			03:00 PM			03:00 PM		
+0 mins.	1	0	1	0	0	0	0	0	0
+15 mins.	**2**	0	**2**	0	**1**	**1**	0	0	0
+30 mins.	0	0	0	0	1	1	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	3	0	3	0	2	2	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.375	.000	.375	.000	.500	.500	.000	.000	.000

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City of Palm Desert
N/S: Cook Street
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Weather: Clear

File Name : 08_PLD_Cook_Market Place Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

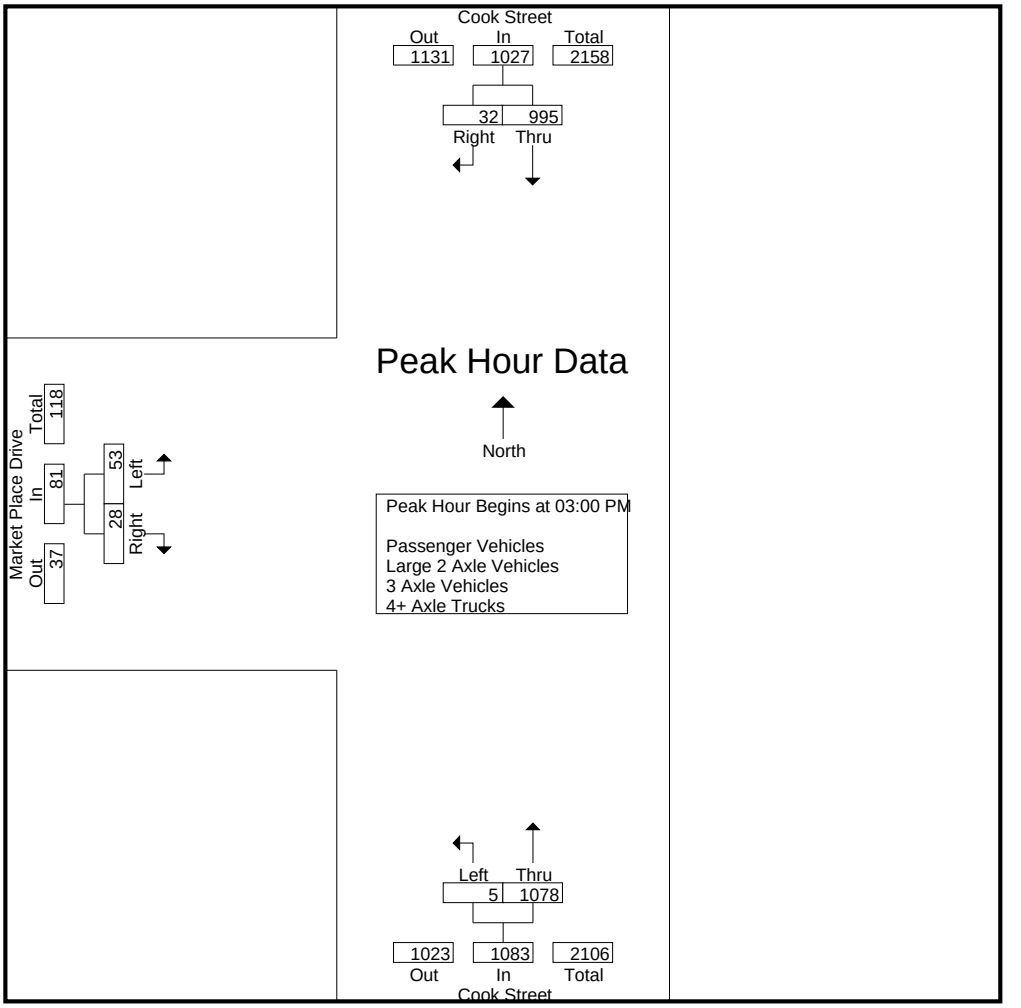
	Cook Street Southbound			Cook Street Northbound			Market Place Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
03:00 PM	257	9	266	1	273	274	18	9	27	567
03:15 PM	245	5	250	1	261	262	13	3	16	528
03:30 PM	239	10	249	1	268	269	12	10	22	540
03:45 PM	254	8	262	2	276	278	10	6	16	556
Total	995	32	1027	5	1078	1083	53	28	81	2191
04:00 PM	194	7	201	2	246	248	13	3	16	465
04:15 PM	225	5	230	0	216	216	13	4	17	463
04:30 PM	211	7	218	0	224	224	5	4	9	451
04:45 PM	209	6	215	1	221	222	23	2	25	462
Total	839	25	864	3	907	910	54	13	67	1841
05:00 PM	196	5	201	2	268	270	15	7	22	493
05:15 PM	190	8	198	1	188	189	23	7	30	417
05:30 PM	177	6	183	0	194	194	21	1	22	399
05:45 PM	180	2	182	1	154	155	17	3	20	357
Total	743	21	764	4	804	808	76	18	94	1666
06:00 PM	140	8	148	2	133	135	12	3	15	298
06:15 PM	148	6	154	0	130	130	9	1	10	294
06:30 PM	132	3	135	0	114	114	6	2	8	257
06:45 PM	132	1	133	0	130	130	7	2	9	272
Total	552	18	570	2	507	509	34	8	42	1121
Grand Total	3129	96	3225	14	3296	3310	217	67	284	6819
Apprch %	97	3		0.4	99.6		76.4	23.6		
Total %	45.9	1.4	47.3	0.2	48.3	48.5	3.2	1	4.2	
Passenger Vehicles	3041	94	3135	14	3222	3236	213	65	278	6649
% Passenger Vehicles	97.2	97.9	97.2	100	97.8	97.8	98.2	97	97.9	97.5
Large 2 Axle Vehicles	48	2	50	0	51	51	4	2	6	107
% Large 2 Axle Vehicles	1.5	2.1	1.6	0	1.5	1.5	1.8	3	2.1	1.6
3 Axle Vehicles	30	0	30	0	10	10	0	0	0	40
% 3 Axle Vehicles	1	0	0.9	0	0.3	0.3	0	0	0	0.6
4+ Axle Trucks	10	0	10	0	13	13	0	0	0	23
% 4+ Axle Trucks	0.3	0	0.3	0	0.4	0.4	0	0	0	0.3

	Cook Street Southbound			Cook Street Northbound			Market Place Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:00 PM										
03:00 PM	**257**	9	**266**	1	273	274	**18**	9	**27**	**567**
03:15 PM	245	5	250	1	261	262	13	3	16	528
03:30 PM	239	**10**	249	1	268	269	12	**10**	22	540
03:45 PM	254	8	262	**2**	**276**	**278**	10	6	16	556
Total Volume	995	32	1027	5	1078	1083	53	28	81	2191
% App. Total	96.9	3.1		0.5	99.5		65.4	34.6		
PHF	.968	.800	.965	.625	.976	.974	.736	.700	.750	.966

Counts Unlimited
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City of Palm Desert
N/S: Cook Street
E/W: Market Place Drive
Weather: Clear

File Name : 08_PLD_Cook_Market Place Fri
Site Code : 05118939
Start Date : 1/11/2019



Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:00 PM			03:00 PM			04:45 PM		
+0 mins.	**257**	9	**266**	1	273	274	**23**	2	25
+15 mins.	245	5	250	1	261	262	15	**7**	22
+30 mins.	239	**10**	249	1	268	269	23	7	**30**
+45 mins.	254	8	262	**2**	**276**	**278**	21	1	22
Total Volume	995	32	1027	5	1078	1083	82	17	99
% App. Total	96.9	3.1		0.5	99.5		82.8	17.2	
PHF	.968	.800	.965	.625	.976	.974	.891	.607	.825

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City of Palm Desert
N/S: Cook Street
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File Name : 08_PLD_Cook_Market Place Fri
Site Code : 05118939
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Page No : 1

Groups Printed- Passenger Vehicles

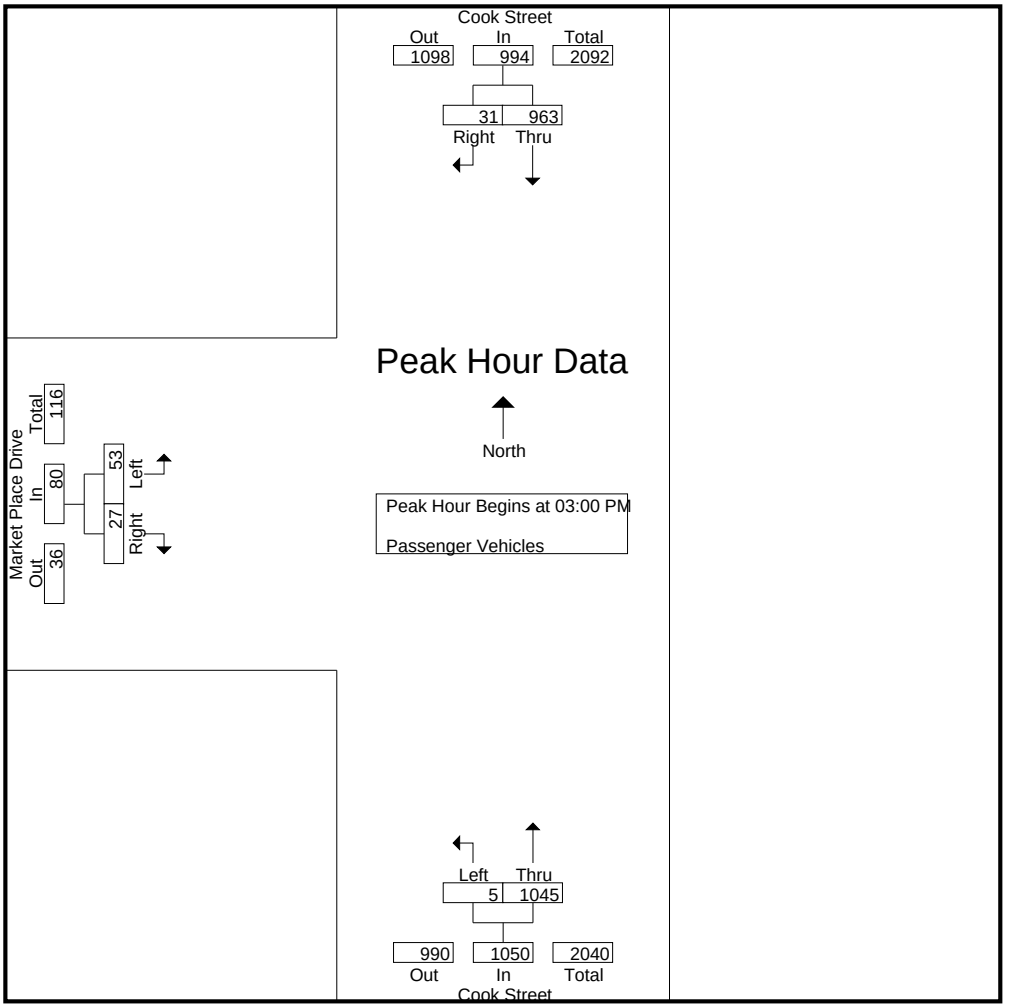
	Cook Street Southbound			Cook Street Northbound			Market Place Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
03:00 PM	248	9	257	1	264	265	18	9	27	549
03:15 PM	233	5	238	1	249	250	13	3	16	504
03:30 PM	231	10	241	1	261	262	12	9	21	524
03:45 PM	251	7	258	2	271	273	10	6	16	547
Total	963	31	994	5	1045	1050	53	27	80	2124
04:00 PM	191	7	198	2	242	244	12	2	14	456
04:15 PM	222	5	227	0	209	209	13	4	17	453
04:30 PM	202	7	209	0	219	219	5	4	9	437
04:45 PM	197	6	203	1	217	218	22	2	24	445
Total	812	25	837	3	887	890	52	12	64	1791
05:00 PM	193	5	198	2	267	269	15	7	22	489
05:15 PM	185	7	192	1	182	183	23	7	30	405
05:30 PM	166	6	172	0	192	192	20	1	21	385
05:45 PM	177	2	179	1	152	153	16	3	19	351
Total	721	20	741	4	793	797	74	18	92	1630
06:00 PM	137	8	145	2	133	135	12	3	15	295
06:15 PM	147	6	153	0	125	125	9	1	10	288
06:30 PM	131	3	134	0	111	111	6	2	8	253
06:45 PM	130	1	131	0	128	128	7	2	9	268
Total	545	18	563	2	497	499	34	8	42	1104
Grand Total	3041	94	3135	14	3222	3236	213	65	278	6649
Apprch %	97	3		0.4	99.6		76.6	23.4		
Total %	45.7	1.4	47.1	0.2	48.5	48.7	3.2	1	4.2	

	Cook Street Southbound			Cook Street Northbound			Market Place Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:00 PM										
03:00 PM	248	9	257	1	264	265	**18**	**9**	**27**	**549**
03:15 PM	233	5	238	1	249	250	13	3	16	504
03:30 PM	231	**10**	241	1	261	262	12	9	21	524
03:45 PM	**251**	7	**258**	**2**	**271**	**273**	10	6	16	547
Total Volume	963	31	994	5	1045	1050	53	27	80	2124
% App. Total	96.9	3.1		0.5	99.5		66.2	33.8		
PHF	.959	.775	.963	.625	.964	.962	.736	.750	.741	.967

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File Name : 08_PLD_Cook_Market Place Fri
Site Code : 05118939
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Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:00 PM			03:00 PM			03:00 PM		
+0 mins.	248	9	257	1	264	265	**18**	**9**	**27**
+15 mins.	233	5	238	1	249	250	13	3	16
+30 mins.	231	**10**	241	1	261	262	12	9	21
+45 mins.	**251**	7	**258**	**2**	**271**	**273**	10	6	16
Total Volume	963	31	994	5	1045	1050	53	27	80
% App. Total	96.9	3.1		0.5	99.5		66.2	33.8	
PHF	.959	.775	.963	.625	.964	.962	.736	.750	.741

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City of Palm Desert
N/S: Cook Street
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File Name : 08_PLD_Cook_Market Place Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

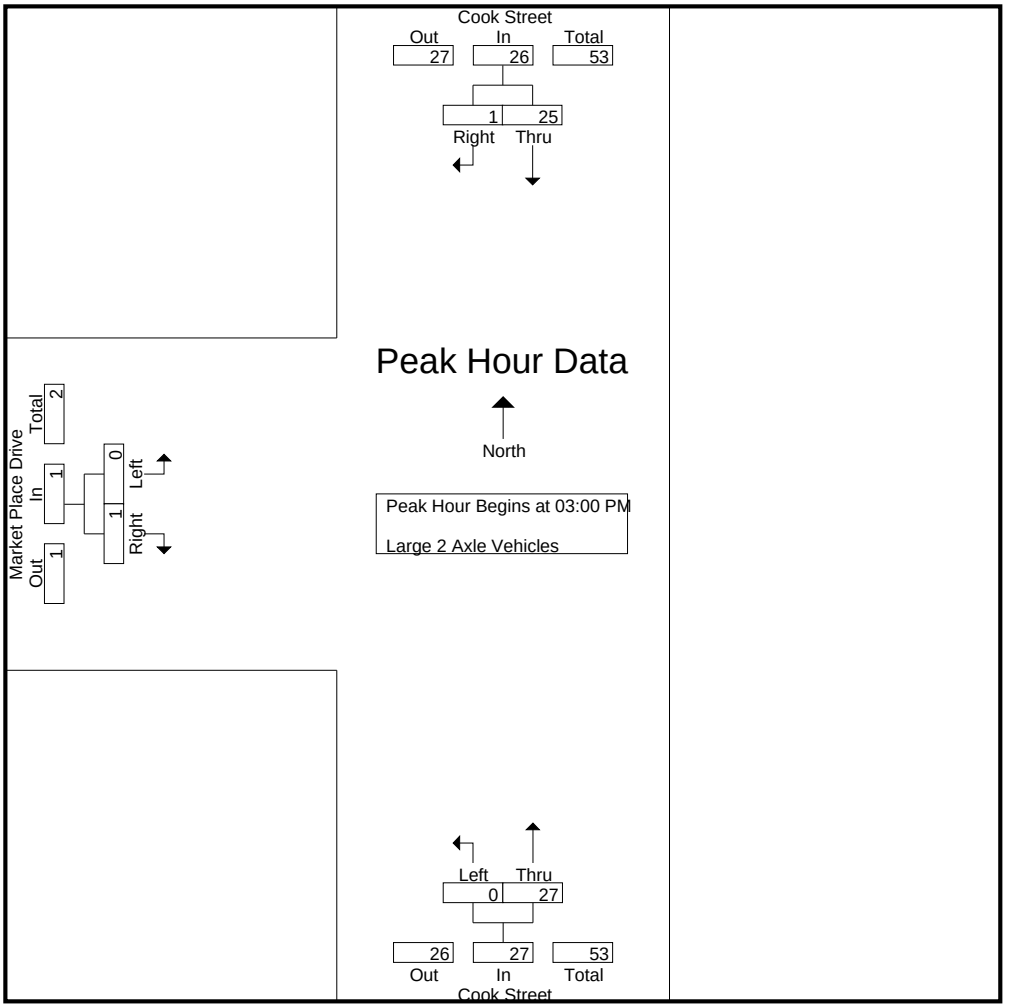
	Cook Street Southbound			Cook Street Northbound			Market Place Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
03:00 PM	4	0	4	0	9	9	0	0	0	13
03:15 PM	12	0	12	0	11	11	0	0	0	23
03:30 PM	7	0	7	0	4	4	0	1	1	12
03:45 PM	2	1	3	0	3	3	0	0	0	6
Total	25	1	26	0	27	27	0	1	1	54
04:00 PM	3	0	3	0	2	2	1	1	2	7
04:15 PM	2	0	2	0	3	3	0	0	0	5
04:30 PM	6	0	6	0	3	3	0	0	0	9
04:45 PM	4	0	4	0	3	3	1	0	1	8
Total	15	0	15	0	11	11	2	1	3	29
05:00 PM	1	0	1	0	1	1	0	0	0	2
05:15 PM	0	1	1	0	3	3	0	0	0	4
05:30 PM	2	0	2	0	0	0	1	0	1	3
05:45 PM	0	0	0	0	1	1	1	0	1	2
Total	3	1	4	0	5	5	2	0	2	11
06:00 PM	1	0	1	0	0	0	0	0	0	1
06:15 PM	1	0	1	0	3	3	0	0	0	4
06:30 PM	1	0	1	0	3	3	0	0	0	4
06:45 PM	2	0	2	0	2	2	0	0	0	4
Total	5	0	5	0	8	8	0	0	0	13
Grand Total	48	2	50	0	51	51	4	2	6	107
Apprch %	96	4		0	100		66.7	33.3		
Total %	44.9	1.9	46.7	0	47.7	47.7	3.7	1.9	5.6	

	Cook Street Southbound			Cook Street Northbound			Market Place Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:00 PM										
03:00 PM	4	0	4	0	9	9	0	0	0	13
03:15 PM	**12**	0	**12**	0	**11**	**11**	0	0	0	**23**
03:30 PM	7	0	7	0	4	4	0	**1**	**1**	12
03:45 PM	2	**1**	3	0	3	3	0	0	0	6
Total Volume	25	1	26	0	27	27	0	1	1	54
% App. Total	96.2	3.8		0	100		0	100		
PHF	.521	.250	.542	.000	.614	.614	.000	.250	.250	.587

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City of Palm Desert
N/S: Cook Street
E/W: Market Place Drive
Weather: Clear

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Site Code : 05118939
Start Date : 1/11/2019
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Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:00 PM			03:00 PM			03:00 PM		
+0 mins.	4	0	4	0	9	9	0	0	0
+15 mins.	**12**	0	**12**	0	**11**	**11**	0	0	0
+30 mins.	7	0	7	0	4	4	0	**1**	**1**
+45 mins.	2	**1**	3	0	3	3	0	0	0
Total Volume	25	1	26	0	27	27	0	1	1
% App. Total	96.2	3.8		0	100		0	100	
PHF	.521	.250	.542	.000	.614	.614	.000	.250	.250

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City of Palm Desert
N/S: Cook Street
E/W: Market Place Drive
Weather: Clear

File Name : 08_PLD_Cook_Market Place Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

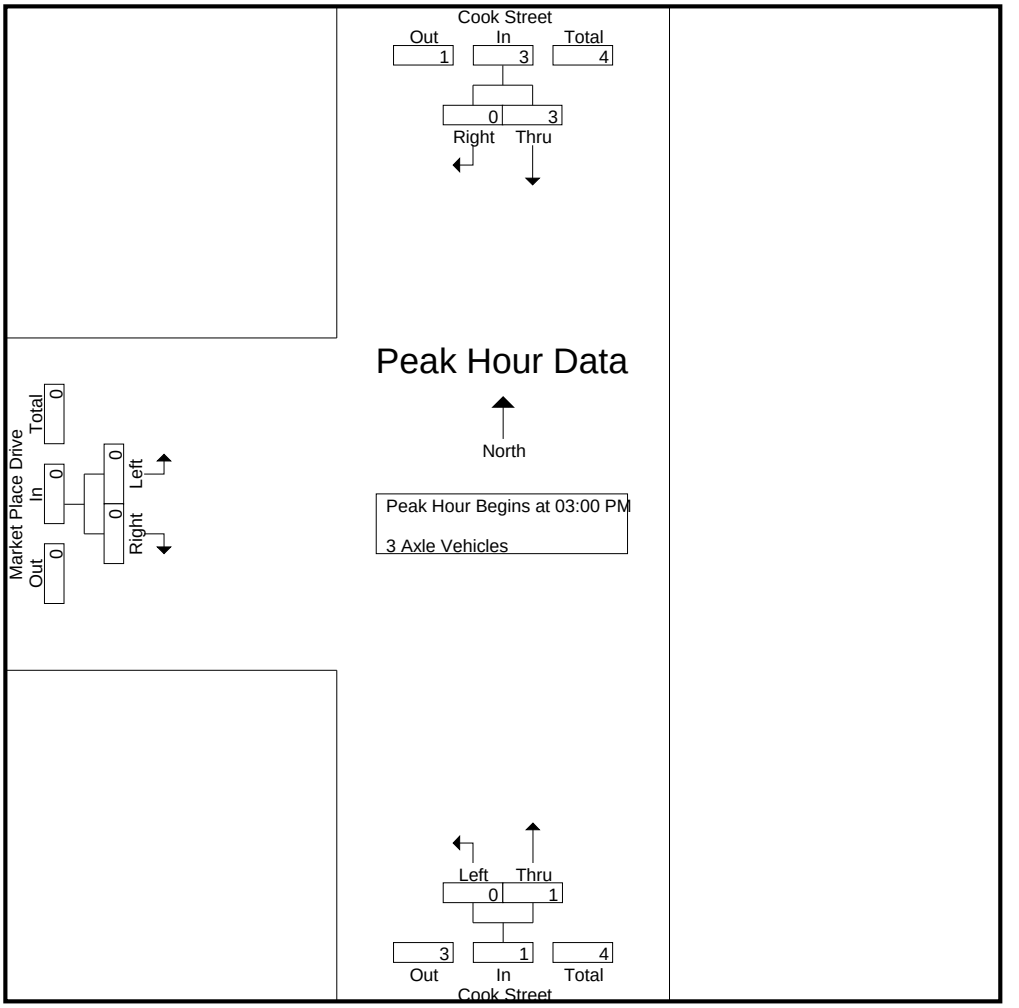
	Cook Street Southbound			Cook Street Northbound			Market Place Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
03:00 PM	2	0	2	0	0	0	0	0	0	2
03:15 PM	0	0	0	0	0	0	0	0	0	0
03:30 PM	1	0	1	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	1	1	0	0	0	1
Total	3	0	3	0	1	1	0	0	0	4
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	0	1	0	1	1	0	0	0	2
04:30 PM	3	0	3	0	2	2	0	0	0	5
04:45 PM	6	0	6	0	1	1	0	0	0	7
Total	10	0	10	0	4	4	0	0	0	14
05:00 PM	2	0	2	0	0	0	0	0	0	2
05:15 PM	5	0	5	0	2	2	0	0	0	7
05:30 PM	5	0	5	0	1	1	0	0	0	6
05:45 PM	3	0	3	0	1	1	0	0	0	4
Total	15	0	15	0	4	4	0	0	0	19
06:00 PM	2	0	2	0	0	0	0	0	0	2
06:15 PM	0	0	0	0	1	1	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0
Total	2	0	2	0	1	1	0	0	0	3
Grand Total	30	0	30	0	10	10	0	0	0	40
Apprch %	100	0		0	100		0	0		
Total %	75	0	75	0	25	25	0	0	0	

	Cook Street Southbound			Cook Street Northbound			Market Place Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:00 PM										
03:00 PM	**2**	0	**2**	0	0	0	0	0	0	**2**
03:15 PM	0	0	0	0	0	0	0	0	0	0
03:30 PM	1	0	1	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	**1**	**1**	0	0	0	1
Total Volume	3	0	3	0	1	1	0	0	0	4
% App. Total	100	0		0	100		0	0		
PHF	.375	.000	.375	.000	.250	.250	.000	.000	.000	.500

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City of Palm Desert
N/S: Cook Street
E/W: Market Place Drive
Weather: Clear

File Name : 08_PLD_Cook_Market Place Fri
Site Code : 05118939
Start Date : 1/11/2019



Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:00 PM			03:00 PM			03:00 PM		
+0 mins.	**2**	0	**2**	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	1	0	1	0	0	0	0	0	0
+45 mins.	0	0	0	0	**1**	**1**	0	0	0
Total Volume	3	0	3	0	1	1	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.375	.000	.375	.000	.250	.250	.000	.000	.000

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City of Palm Desert
N/S: Cook Street
E/W: Market Place Drive
Weather: Clear

File Name : 08_PLD_Cook_Market Place Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

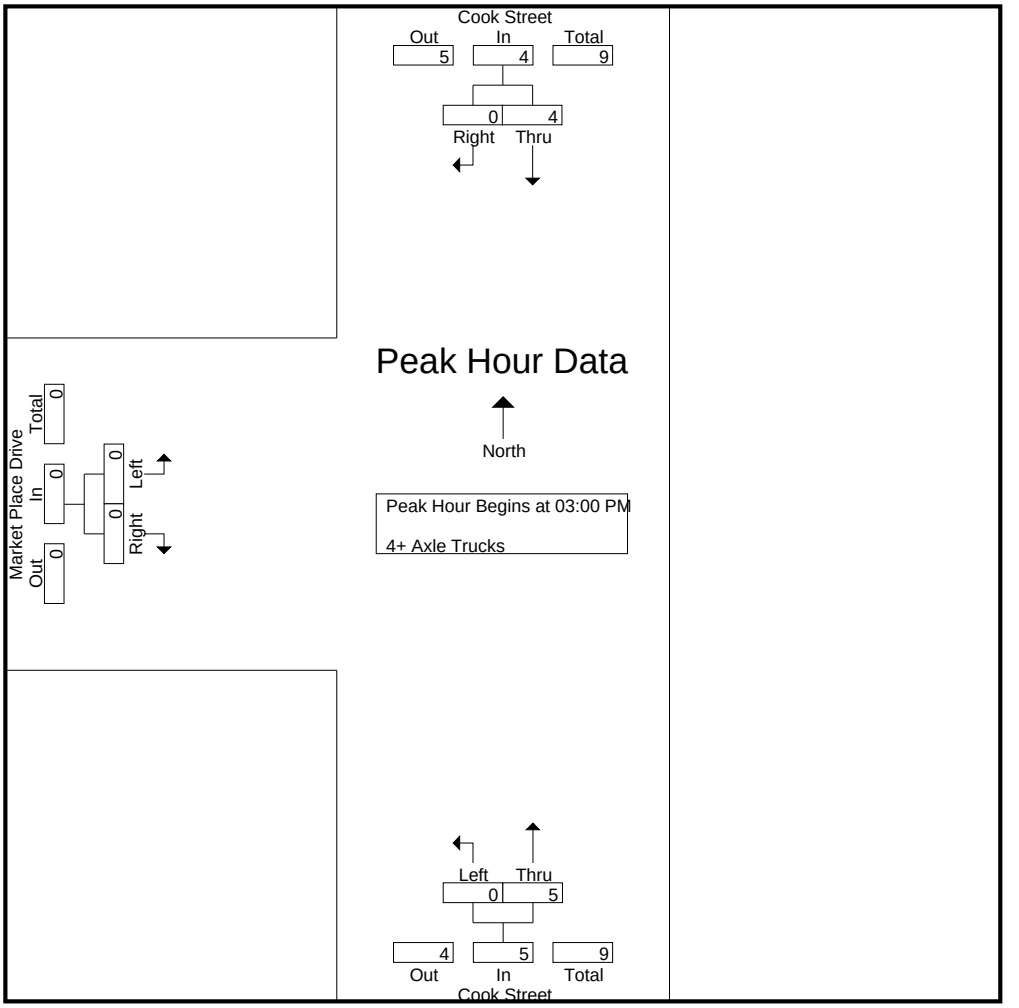
	Cook Street Southbound			Cook Street Northbound			Market Place Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
03:00 PM	3	0	3	0	0	0	0	0	0	3
03:15 PM	0	0	0	0	1	1	0	0	0	1
03:30 PM	0	0	0	0	3	3	0	0	0	3
03:45 PM	1	0	1	0	1	1	0	0	0	2
Total	4	0	4	0	5	5	0	0	0	9
04:00 PM	0	0	0	0	2	2	0	0	0	2
04:15 PM	0	0	0	0	3	3	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	2	0	2	0	0	0	0	0	0	2
Total	2	0	2	0	5	5	0	0	0	7
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	1	1	0	0	0	1
05:30 PM	4	0	4	0	1	1	0	0	0	5
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	4	0	4	0	2	2	0	0	0	6
06:00 PM	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	1	1	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	1
Grand Total	10	0	10	0	13	13	0	0	0	23
Apprch %	100	0		0	100		0	0		
Total %	43.5	0	43.5	0	56.5	56.5	0	0	0	

	Cook Street Southbound			Cook Street Northbound			Market Place Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:00 PM										
03:00 PM	**3**	0	**3**	0	0	0	0	0	0	**3**
03:15 PM	0	0	0	0	1	1	0	0	0	1
03:30 PM	0	0	0	0	**3**	**3**	0	0	0	3
03:45 PM	1	0	1	0	1	1	0	0	0	2
Total Volume	4	0	4	0	5	5	0	0	0	9
% App. Total	100	0		0	100		0	0		
PHF	.333	.000	.333	.000	.417	.417	.000	.000	.000	.750

Counts Unlimited
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N/S: Cook Street
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Weather: Clear

File Name : 08_PLD_Cook_Market Place Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 2



Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:00 PM			03:00 PM			03:00 PM		
+0 mins.	**3**	0	**3**	0	0	0	0	0	0
+15 mins.	0	0	0	0	1	1	0	0	0
+30 mins.	0	0	0	0	**3**	**3**	0	0	0
+45 mins.	1	0	1	0	1	1	0	0	0
Total Volume	4	0	4	0	5	5	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.333	.000	.333	.000	.417	.417	.000	.000	.000

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City of Palm Desert
N/S: Cook Street
E/W: Market Place Drive
Weather: Clear

File Name : 08_PLD_Cook_Market Place Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

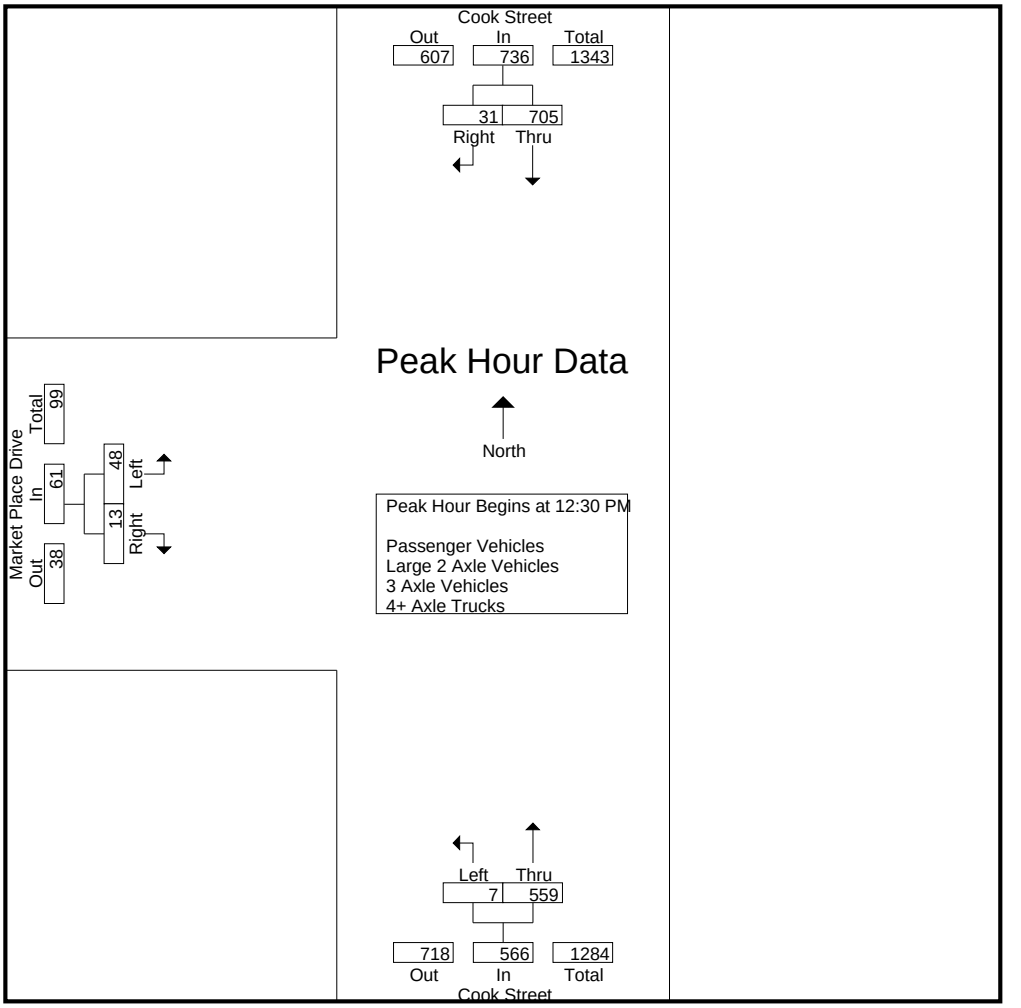
	Cook Street Southbound			Cook Street Northbound			Market Place Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
10:00 AM	141	6	147	1	140	141	10	1	11	299
10:15 AM	148	9	157	0	139	139	7	2	9	305
10:30 AM	155	5	160	2	163	165	9	3	12	337
10:45 AM	175	10	185	2	118	120	14	1	15	320
Total	619	30	649	5	560	565	40	7	47	1261
11:00 AM	142	11	153	1	120	121	10	4	14	288
11:15 AM	175	4	179	0	125	125	9	3	12	316
11:30 AM	169	4	173	1	123	124	9	7	16	313
11:45 AM	163	4	167	1	124	125	16	1	17	309
Total	649	23	672	3	492	495	44	15	59	1226
12:00 PM	166	2	168	0	143	143	9	2	11	322
12:15 PM	185	7	192	1	129	130	13	4	17	339
12:30 PM	174	7	181	0	163	163	12	5	17	361
12:45 PM	163	8	171	1	116	117	13	3	16	304
Total	688	24	712	2	551	553	47	14	61	1326
01:00 PM	176	7	183	2	143	145	10	4	14	342
01:15 PM	192	9	201	4	137	141	13	1	14	356
01:30 PM	199	5	204	0	128	128	4	0	4	336
01:45 PM	167	5	172	1	126	127	13	3	16	315
Total	734	26	760	7	534	541	40	8	48	1349
Grand Total	2690	103	2793	17	2137	2154	171	44	215	5162
Apprch %	96.3	3.7		0.8	99.2		79.5	20.5		
Total %	52.1	2	54.1	0.3	41.4	41.7	3.3	0.9	4.2	
Passenger Vehicles	2637	102	2739	17	2088	2105	168	44	212	5056
% Passenger Vehicles	98	99	98.1	100	97.7	97.7	98.2	100	98.6	97.9
Large 2 Axle Vehicles	30	1	31	0	31	31	2	0	2	64
% Large 2 Axle Vehicles	1.1	1	1.1	0	1.5	1.4	1.2	0	0.9	1.2
3 Axle Vehicles	21	0	21	0	11	11	1	0	1	33
% 3 Axle Vehicles	0.8	0	0.8	0	0.5	0.5	0.6	0	0.5	0.6
4+ Axle Trucks	2	0	2	0	7	7	0	0	0	9
% 4+ Axle Trucks	0.1	0	0.1	0	0.3	0.3	0	0	0	0.2

	Cook Street Southbound			Cook Street Northbound			Market Place Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:30 PM										
12:30 PM	174	7	181	0	**163**	**163**	12	**5**	**17**	**361**
12:45 PM	163	8	171	1	116	117	**13**	3	16	304
01:00 PM	176	7	183	2	143	145	10	4	14	342
01:15 PM	**192**	**9**	**201**	**4**	137	141	13	1	14	356
Total Volume	705	31	736	7	559	566	48	13	61	1363
% App. Total	95.8	4.2		1.2	98.8		78.7	21.3		
PHF	.918	.861	.915	.438	.857	.868	.923	.650	.897	.944

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City of Palm Desert
N/S: Cook Street
E/W: Market Place Drive
Weather: Clear

File Name : 08_PLD_Cook_Market Place Sat
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Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:00 PM			12:30 PM			12:15 PM		
+0 mins.	176	7	183	0	**163**	**163**	**13**	4	**17**
+15 mins.	192	**9**	201	1	116	117	12	**5**	17
+30 mins.	**199**	5	**204**	2	143	145	13	3	16
+45 mins.	167	5	172	**4**	137	141	10	4	14
Total Volume	734	26	760	7	559	566	48	16	64
% App. Total	96.6	3.4		1.2	98.8		75	25	
PHF	.922	.722	.931	.438	.857	.868	.923	.800	.941

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Groups Printed- Passenger Vehicles

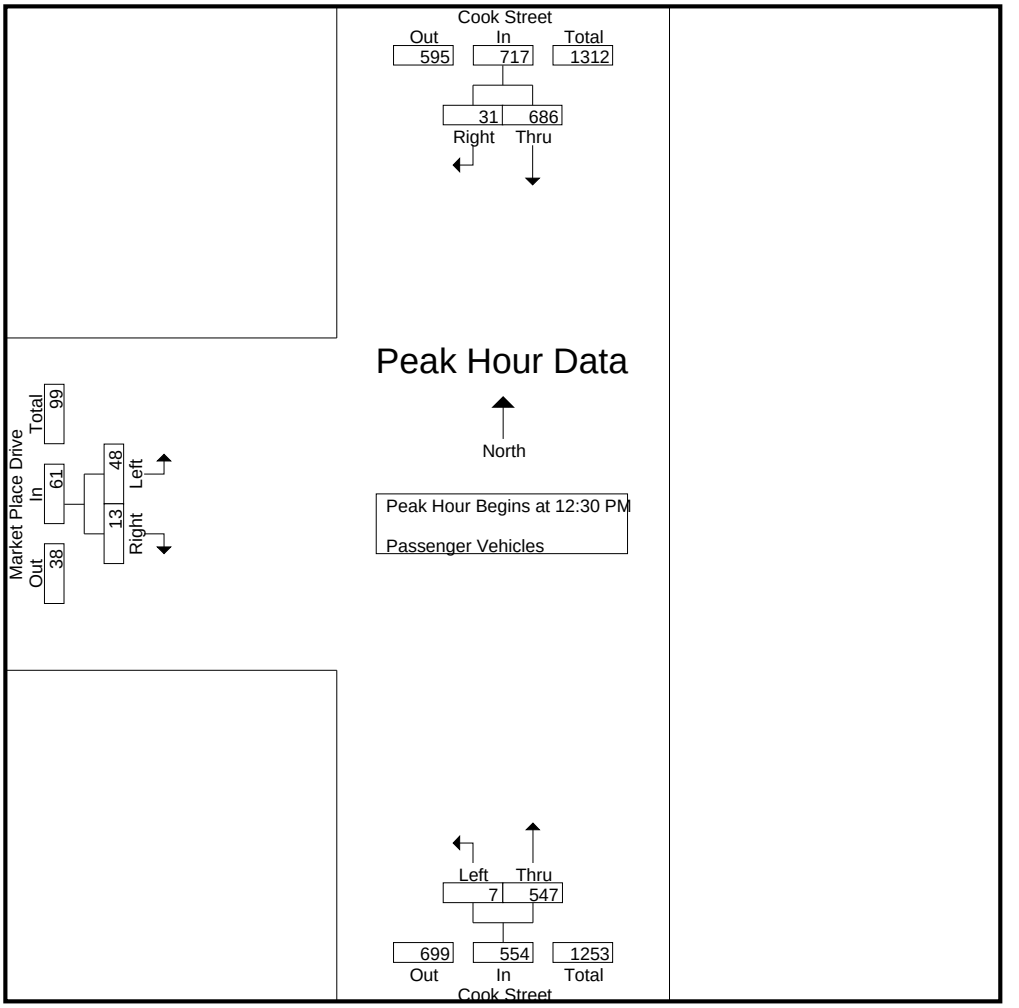
	Cook Street Southbound			Cook Street Northbound			Market Place Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
10:00 AM	139	6	145	1	134	135	9	1	10	290
10:15 AM	147	9	156	0	133	133	7	2	9	298
10:30 AM	152	5	157	2	161	163	9	3	12	332
10:45 AM	172	10	182	2	118	120	14	1	15	317
Total	610	30	640	5	546	551	39	7	46	1237
11:00 AM	137	11	148	1	118	119	10	4	14	281
11:15 AM	169	4	173	0	121	121	9	3	12	306
11:30 AM	166	4	170	1	122	123	9	7	16	309
11:45 AM	161	4	165	1	123	124	15	1	16	305
Total	633	23	656	3	484	487	43	15	58	1201
12:00 PM	161	2	163	0	138	138	9	2	11	312
12:15 PM	184	6	190	1	126	127	12	4	16	333
12:30 PM	170	7	177	0	160	160	12	5	17	354
12:45 PM	161	8	169	1	112	113	13	3	16	298
Total	676	23	699	2	536	538	46	14	60	1297
01:00 PM	169	7	176	2	139	141	10	4	14	331
01:15 PM	186	9	195	4	136	140	13	1	14	349
01:30 PM	196	5	201	0	126	126	4	0	4	331
01:45 PM	167	5	172	1	121	122	13	3	16	310
Total	718	26	744	7	522	529	40	8	48	1321
Grand Total	2637	102	2739	17	2088	2105	168	44	212	5056
Apprch %	96.3	3.7		0.8	99.2		79.2	20.8		
Total %	52.2	2	54.2	0.3	41.3	41.6	3.3	0.9	4.2	

	Cook Street Southbound			Cook Street Northbound			Market Place Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 01:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:30 PM										
12:30 PM	170	7	177	0	**160**	**160**	12	**5**	**17**	**354**
12:45 PM	161	8	169	1	112	113	**13**	3	16	298
01:00 PM	169	7	176	2	139	141	10	4	14	331
01:15 PM	**186**	**9**	**195**	**4**	136	140	13	1	14	349
Total Volume	686	31	717	7	547	554	48	13	61	1332
% App. Total	95.7	4.3		1.3	98.7		78.7	21.3		
PHF	.922	.861	.919	.438	.855	.866	.923	.650	.897	.941

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Peak Hour Analysis From 12:30 PM to 01:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:45 PM			12:30 PM			12:30 PM		
+0 mins.	161	8	169	0	**160**	**160**	12	**5**	**17**
+15 mins.	169	7	176	1	112	113	**13**	3	16
+30 mins.	186	**9**	195	2	139	141	10	4	14
+45 mins.	**196**	5	**201**	**4**	136	140	13	1	14
Total Volume	712	29	741	7	547	554	48	13	61
% App. Total	96.1	3.9		1.3	98.7		78.7	21.3	
PHF	.908	.806	.922	.438	.855	.866	.923	.650	.897

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Groups Printed- Large 2 Axle Vehicles

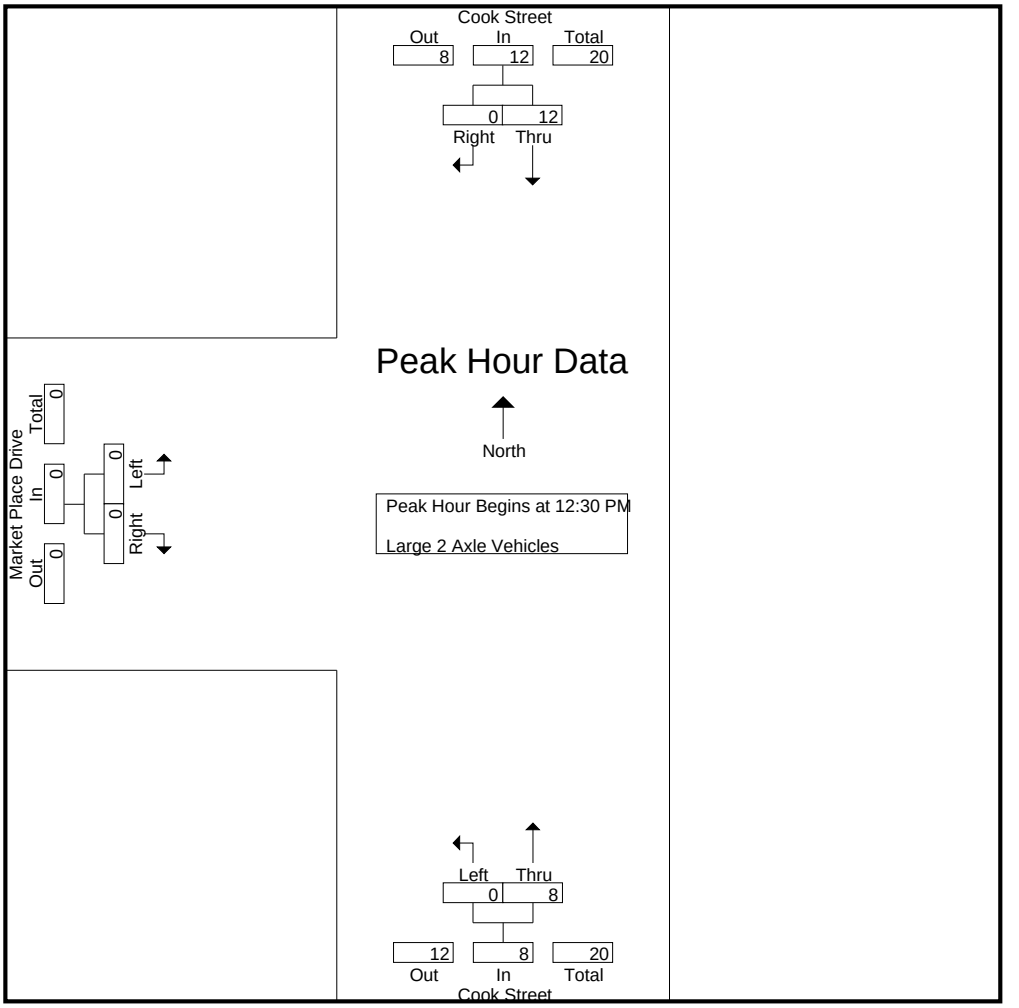
	Cook Street Southbound			Cook Street Northbound			Market Place Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
10:00 AM	1	0	1	0	3	3	1	0	1	5
10:15 AM	1	0	1	0	3	3	0	0	0	4
10:30 AM	1	0	1	0	1	1	0	0	0	2
10:45 AM	2	0	2	0	0	0	0	0	0	2
Total	5	0	5	0	7	7	1	0	1	13
11:00 AM	2	0	2	0	1	1	0	0	0	3
11:15 AM	1	0	1	0	3	3	0	0	0	4
11:30 AM	2	0	2	0	1	1	0	0	0	3
11:45 AM	2	0	2	0	0	0	0	0	0	2
Total	7	0	7	0	5	5	0	0	0	12
12:00 PM	3	0	3	0	5	5	0	0	0	8
12:15 PM	1	1	2	0	2	2	1	0	1	5
12:30 PM	4	0	4	0	1	1	0	0	0	5
12:45 PM	1	0	1	0	3	3	0	0	0	4
Total	9	1	10	0	11	11	1	0	1	22
01:00 PM	5	0	5	0	3	3	0	0	0	8
01:15 PM	2	0	2	0	1	1	0	0	0	3
01:30 PM	2	0	2	0	2	2	0	0	0	4
01:45 PM	0	0	0	0	2	2	0	0	0	2
Total	9	0	9	0	8	8	0	0	0	17
Grand Total	30	1	31	0	31	31	2	0	2	64
Apprch %	96.8	3.2		0	100		100	0		
Total %	46.9	1.6	48.4	0	48.4	48.4	3.1	0	3.1	

	Cook Street Southbound			Cook Street Northbound			Market Place Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 01:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:30 PM										
12:30 PM	4	0	4	0	1	1	0	0	0	5
12:45 PM	1	0	1	0	**3**	**3**	0	0	0	4
01:00 PM	**5**	0	**5**	0	3	3	0	0	0	**8**
01:15 PM	2	0	2	0	1	1	0	0	0	3
Total Volume	12	0	12	0	8	8	0	0	0	20
% App. Total	100	0		0	100		0	0		
PHF	.600	.000	.600	.000	.667	.667	.000	.000	.000	.625

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Peak Hour Analysis From 12:30 PM to 01:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:30 PM			12:45 PM			12:30 PM		
+0 mins.	4	0	4	0	**3**	**3**	0	0	0
+15 mins.	1	0	1	0	3	3	0	0	0
+30 mins.	**5**	0	**5**	0	1	1	0	0	0
+45 mins.	2	0	2	0	2	2	0	0	0
Total Volume	12	0	12	0	9	9	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.600	.000	.600	.000	.750	.750	.000	.000	.000

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Groups Printed- 3 Axle Vehicles

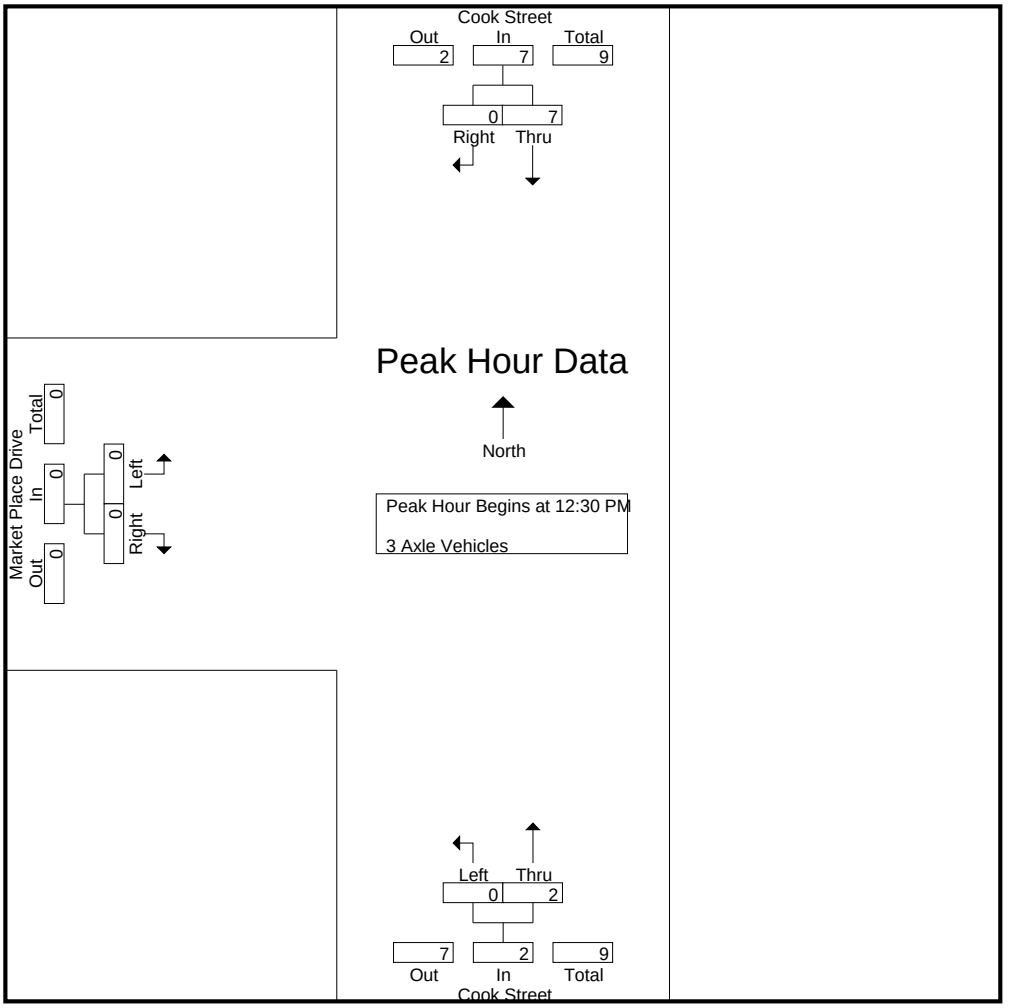
	Cook Street Southbound			Cook Street Northbound			Market Place Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
10:00 AM	1	0	1	0	3	3	0	0	0	4
10:15 AM	0	0	0	0	1	1	0	0	0	1
10:30 AM	2	0	2	0	0	0	0	0	0	2
10:45 AM	1	0	1	0	0	0	0	0	0	1
Total	4	0	4	0	4	4	0	0	0	8
11:00 AM	2	0	2	0	0	0	0	0	0	2
11:15 AM	5	0	5	0	0	0	0	0	0	5
11:30 AM	1	0	1	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	1	1	1	0	1	2
Total	8	0	8	0	1	1	1	0	1	10
12:00 PM	1	0	1	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	1	1	0	0	0	1
12:30 PM	0	0	0	0	1	1	0	0	0	1
12:45 PM	1	0	1	0	0	0	0	0	0	1
Total	2	0	2	0	2	2	0	0	0	4
01:00 PM	2	0	2	0	1	1	0	0	0	3
01:15 PM	4	0	4	0	0	0	0	0	0	4
01:30 PM	1	0	1	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	3	3	0	0	0	3
Total	7	0	7	0	4	4	0	0	0	11
Grand Total	21	0	21	0	11	11	1	0	1	33
Apprch %	100	0		0	100		100	0		
Total %	63.6	0	63.6	0	33.3	33.3	3	0	3	

	Cook Street Southbound			Cook Street Northbound			Market Place Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 01:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:30 PM										
12:30 PM	0	0	0	0	**1**	**1**	0	0	0	1
12:45 PM	1	0	1	0	0	0	0	0	0	1
01:00 PM	2	0	2	0	1	1	0	0	0	3
01:15 PM	**4**	0	**4**	0	0	0	0	0	0	**4**
Total Volume	7	0	7	0	2	2	0	0	0	9
% App. Total	100	0		0	100		0	0		
PHF	.438	.000	.438	.000	.500	.500	.000	.000	.000	.563

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Site Code : 05118939
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Peak Hour Analysis From 12:30 PM to 01:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:45 PM			12:30 PM			12:30 PM		
+0 mins.	1	0	1	0	**1**	**1**	0	0	0
+15 mins.	2	0	2	0	0	0	0	0	0
+30 mins.	**4**	0	**4**	0	1	1	0	0	0
+45 mins.	1	0	1	0	0	0	0	0	0
Total Volume	8	0	8	0	2	2	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.500	.000	.500	.000	.500	.500	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

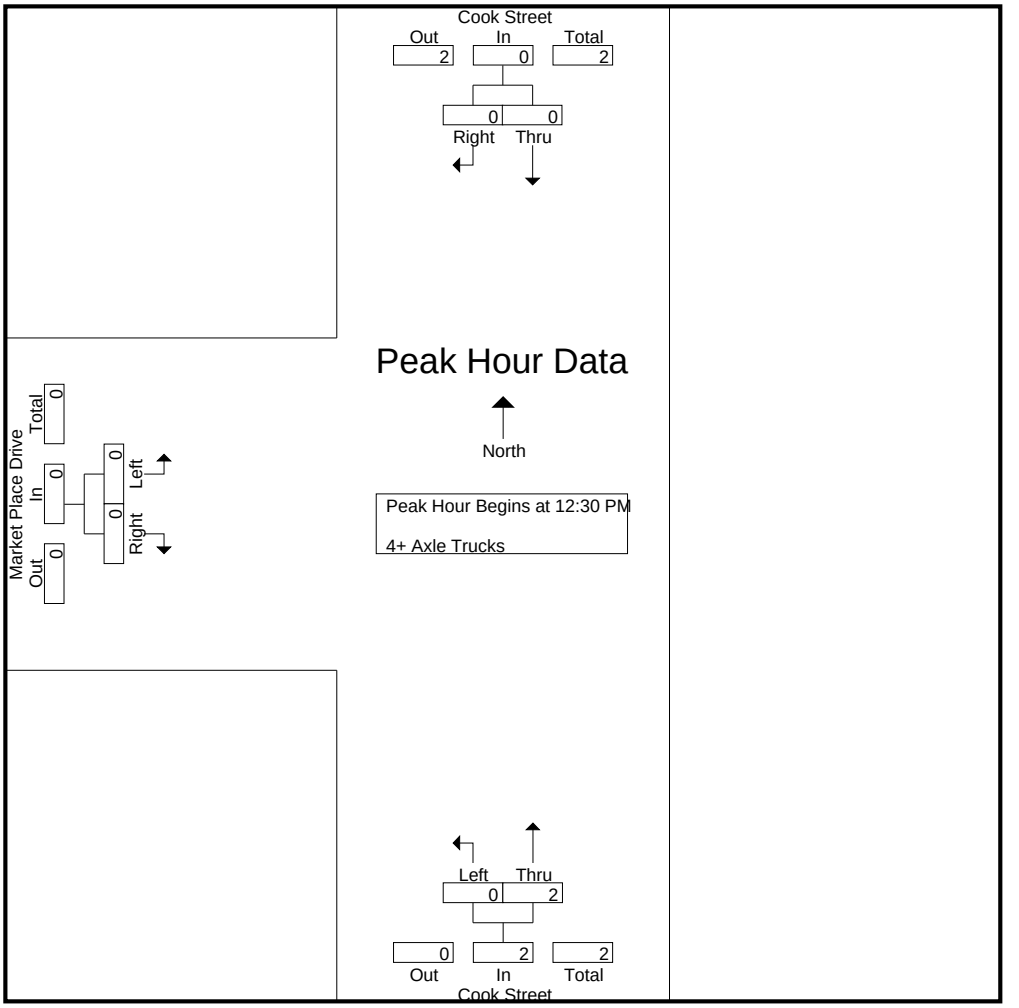
	Cook Street Southbound			Cook Street Northbound			Market Place Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
10:00 AM	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	2	2	0	0	0	2
10:30 AM	0	0	0	0	1	1	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	3	0	0	0	3
11:00 AM	1	0	1	0	1	1	0	0	0	2
11:15 AM	0	0	0	0	1	1	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	2	2	0	0	0	3
12:00 PM	1	0	1	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	1	1	0	0	0	1
12:45 PM	0	0	0	0	1	1	0	0	0	1
Total	1	0	1	0	2	2	0	0	0	3
01:00 PM	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	2	0	2	0	7	7	0	0	0	9
Apprch %	100	0		0	100		0	0		
Total %	22.2	0	22.2	0	77.8	77.8	0	0	0	

	Cook Street Southbound			Cook Street Northbound			Market Place Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 01:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:30 PM										
12:30 PM	0	0	0	0	**1**	**1**	0	0	0	**1**
12:45 PM	0	0	0	0	1	1	0	0	0	1
01:00 PM	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	2	2	0	0	0	2
% App. Total	0	0		0	100		0	0		
PHF	.000	.000	.000	.000	.500	.500	.000	.000	.000	.500

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Peak Hour Analysis From 12:30 PM to 01:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:30 PM			12:30 PM			12:30 PM		
+0 mins.	0	0	0	0	**1**	**1**	0	0	0
+15 mins.	0	0	0	0	1	1	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	2	2	0	0	0
% App. Total	0	0		0	100		0	0	
PHF	.000	.000	.000	.000	.500	.500	.000	.000	.000

Location: Palm Desert
N/S: Cook Street
E/W: Market Place Drive

PEDESTRIANS

Date: 1/10/2019
Day: Thursday

	North Leg Cook Street Pedestrians	East Leg Dead End Pedestrians	South Leg Cook Street Pedestrians	West Leg Market Place Drive Pedestrians	
3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	2	2
3:45 PM	0	0	0	1	1
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	1	1
5:00 PM	0	0	0	2	2
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	2	2
6:00 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0
6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	8	8

Date: 1/11/2019
Day: Friday

	North Leg Cook Street Pedestrians	East Leg Dead End Pedestrians	South Leg Cook Street Pedestrians	West Leg Market Place Drive Pedestrians	
3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	1	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	4	4
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0
6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	5	5

Date: 1/12/2019
Day: Saturday

	North Leg Cook Street Pedestrians	East Leg Dead End Pedestrians	South Leg Cook Street Pedestrians	West Leg Market Place Drive Pedestrians	
10:00 AM	0	0	0	2	2
10:15 AM	0	0	0	2	2
10:30 AM	0	0	0	2	2
10:45 AM	0	0	0	6	6
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	1	1
11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	2	2
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	2	2
12:30 PM	0	0	0	1	1
12:45 PM	0	0	0	0	0
1:00 PM	0	0	0	0	0
1:15 PM	0	0	0	0	0
1:30 PM	0	0	0	2	2
1:45 PM	0	0	0	4	4
TOTAL VOLUMES:	0	0	0	24	24

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Location: Palm Desert
N/S: Cook Street
E/W: Market Place Drive

BICYCLES

Date: 1/10/2019
Day: Thursday

	Southbound Cook Street			Westbound Dead End			Northbound Cook Street			Eastbound Market Place Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	4
4:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	5	2	0	0	0	0	1	0	2	0	2	12

Date: 1/11/2019
Day: Friday

	Southbound Cook Street			Westbound Dead End			Northbound Cook Street			Eastbound Market Place Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	1	0	0	0	0	1	0	0	0	0	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	2	0	0	0	0	0	1	0	2	0	0	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	3	2	0	0	0	0	2	0	2	0	0	9

Date: 1/12/2019
Day: Saturday

	Southbound Cook Street			Westbound Dead End			Northbound Cook Street			Eastbound Market Place Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
1:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
1:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	7	0	0	0	0	0	2	0	0	0	0	9

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City of Palm Desert
N/S: Cook Street
E/W: Country Club Drive
Weather: Clear

File Name : 09_PLD_Cook_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Cook Street Southbound					Country Club Drive Westbound					Cook Street Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	63	195	27	15	285	25	104	41	14	170	82	248	42	13	372	37	172	53	18	262	60	1089	1149
03:15 PM	68	180	28	11	276	35	128	39	14	202	56	202	35	10	293	38	180	59	23	277	58	1048	1106
03:30 PM	62	193	36	20	291	29	140	46	13	215	63	245	49	10	357	45	180	47	19	272	62	1135	1197
03:45 PM	55	183	28	18	266	34	104	36	16	174	47	210	44	20	301	33	178	69	20	280	74	1021	1095
Total	248	751	119	64	1118	123	476	162	57	761	248	905	170	53	1323	153	710	228	80	1091	254	4293	4547
04:00 PM	56	200	27	16	283	29	113	36	17	178	58	243	39	15	340	38	140	41	21	219	69	1020	1089
04:15 PM	56	183	28	13	267	32	118	28	12	178	51	208	28	11	287	18	143	38	12	199	48	931	979
04:30 PM	55	144	28	12	227	33	111	28	19	172	45	180	41	18	266	38	150	65	31	253	80	918	998
04:45 PM	48	155	28	10	231	26	100	31	10	157	58	226	43	14	327	41	160	45	23	246	57	961	1018
Total	215	682	111	51	1008	120	442	123	58	685	212	857	151	58	1220	135	593	189	87	917	254	3830	4084
05:00 PM	61	166	36	14	263	39	91	26	16	156	54	230	40	23	324	34	167	50	23	251	76	994	1070
05:15 PM	52	145	28	9	225	33	110	33	11	176	63	261	51	22	375	37	177	61	28	275	70	1051	1121
05:30 PM	56	135	31	14	222	28	97	18	11	143	53	131	22	9	206	33	146	43	15	222	49	793	842
05:45 PM	31	159	38	18	228	30	77	28	14	135	44	150	22	15	216	32	102	40	15	174	62	753	815
Total	200	605	133	55	938	130	375	105	52	610	214	772	135	69	1121	136	592	194	81	922	257	3591	3848
06:00 PM	38	107	18	6	163	17	77	23	14	117	24	131	28	8	183	25	101	36	24	162	52	625	677
06:15 PM	23	92	18	10	133	24	74	20	7	118	41	81	15	7	137	18	97	33	18	148	42	536	578
06:30 PM	27	103	9	6	139	23	83	22	9	128	35	91	13	8	139	16	77	24	16	117	39	523	562
06:45 PM	31	84	23	14	138	14	47	11	4	72	23	78	26	9	127	17	82	24	15	123	42	460	502
Total	119	386	68	36	573	78	281	76	34	435	123	381	82	32	586	76	357	117	73	550	175	2144	2319
Grand Total	782	2424	431	206	3637	451	1574	466	201	2491	797	2915	538	212	4250	500	2252	728	321	3480	940	13858	14798
Apprch %	21.5	66.6	11.9			18.1	63.2	18.7			18.8	68.6	12.7			14.4	64.7	20.9					
Total %	5.6	17.5	3.1		26.2	3.3	11.4	3.4		18	5.8	21	3.9		30.7	3.6	16.3	5.3		25.1	6.4	93.6	
Passenger Vehicles	774	2329	427		3736	447	1565	459		2671	783	2830	530		4352	495	2203	719		3737	0	0	14496
% Passenger Vehicles	99	96.1	99.1	100	97.2	99.1	99.4	98.5	99.5	99.2	98.2	97.1	98.5	98.6	97.5	99	97.8	98.8	99.7	98.3	0	0	98
Large 2 Axle Vehicles	7	50	1		58	3	9	7		20	12	59	6		79	4	40	6		51	0	0	208
% Large 2 Axle Vehicles	0.9	2.1	0.2	0	1.5	0.7	0.6	1.5	0.5	0.7	1.5	2	1.1	0.9	1.8	0.8	1.8	0.8	0.3	1.3	0	0	1.4
3 Axle Vehicles	1	38	2		41	1	0	0		1	1	12	0		13	1	0	3		4	0	0	59
% 3 Axle Vehicles	0.1	1.6	0.5	0	1.1	0.2	0	0	0	0	0.1	0.4	0	0	0.3	0.2	0	0.4	0	0.1	0	0	0.4
4+ Axle Trucks	0	7	1		8	0	0	0		0	1	14	2		18	0	9	0		9	0	0	35
% 4+ Axle Trucks	0	0.3	0.2	0	0.2	0	0	0	0	0	0.1	0.5	0.4	0.5	0.4	0	0.4	0	0	0.2	0	0	0.2

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Weather: Clear

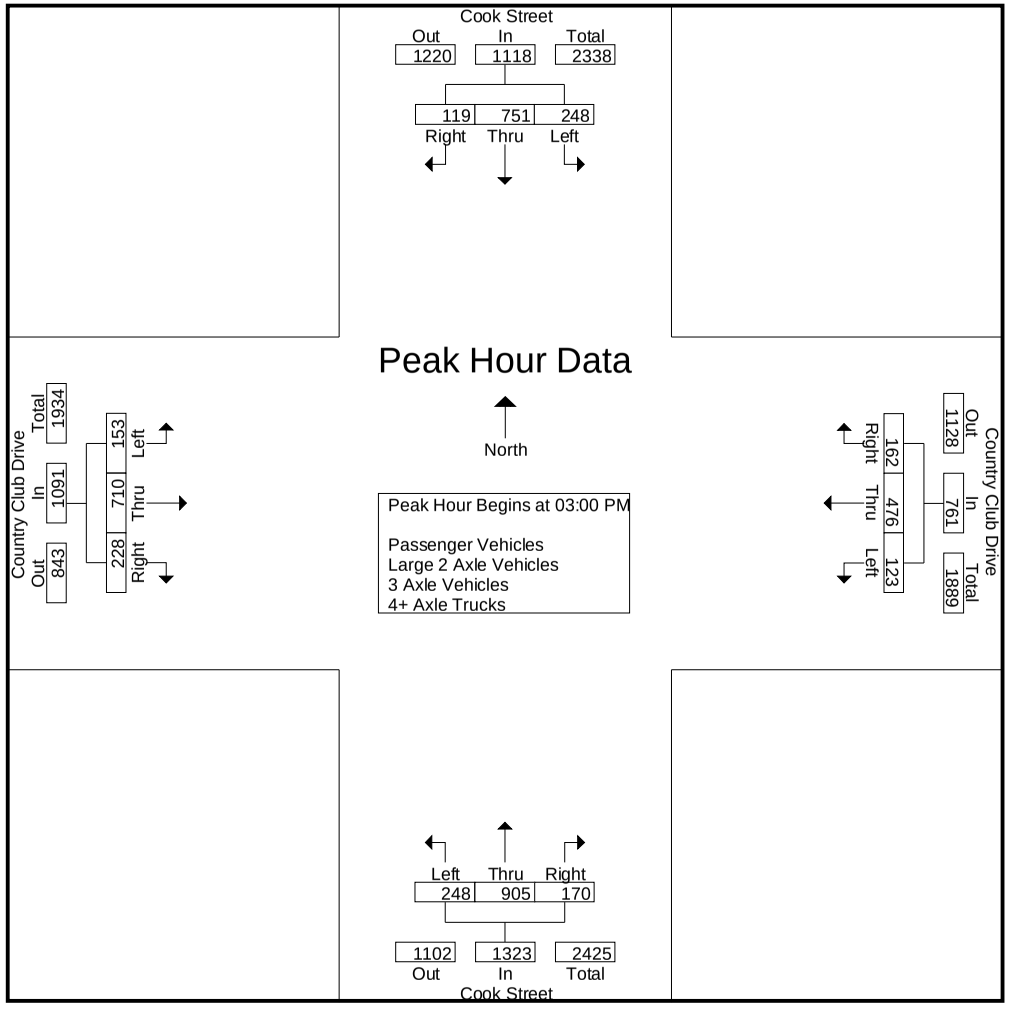
File Name : 09_PLD_Cook_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 2

	Cook Street Southbound				Country Club Drive Westbound				Cook Street Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	63	**195**	27	285	25	104	41	170	**82**	**248**	42	**372**	37	172	53	262	1089
03:15 PM	**68**	180	28	276	**35**	128	39	202	56	202	35	293	38	**180**	59	277	1048
03:30 PM	62	193	**36**	**291**	29	**140**	**46**	**215**	63	245	**49**	357	**45**	180	47	272	**1135**
03:45 PM	55	183	28	266	34	104	36	174	47	210	44	301	33	178	**69**	**280**	1021
Total Volume	248	751	119	1118	123	476	162	761	248	905	170	1323	153	710	228	1091	4293
% App. Total	22.2	67.2	10.6		16.2	62.5	21.3		18.7	68.4	12.8		14	65.1	20.9		
PHF	.912	.963	.826	.960	.879	.850	.880	.885	.756	.912	.867	.889	.850	.986	.826	.974	.946

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File Name : 09_PLD_Cook_Country Club Thurs
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City of Palm Desert
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Weather: Clear

File Name : 09_PLD_Cook_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
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	Cook Street Southbound				Country Club Drive Westbound				Cook Street Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:15 PM				03:00 PM				03:00 PM				
+0 mins.	63	**195**	27	285	**35**	128	39	202	**82**	**248**	42	**372**	37	172	53	262	
+15 mins.	**68**	180	28	276	29	**140**	**46**	**215**	56	202	35	293	38	**180**	59	277	
+30 mins.	62	193	**36**	**291**	34	104	36	174	63	245	**49**	357	**45**	180	47	272	
+45 mins.	55	183	28	266	29	113	36	178	47	210	44	301	33	178	**69**	**280**	
Total Volume	248	751	119	1118	127	485	157	769	248	905	170	1323	153	710	228	1091	
% App. Total	22.2	67.2	10.6		16.5	63.1	20.4		18.7	68.4	12.8		14	65.1	20.9		
PHF	.912	.963	.826	.960	.907	.866	.853	.894	.756	.912	.867	.889	.850	.986	.826	.974	

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File Name : 09_PLD_Cook_Country Club Thurs
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Groups Printed- Passenger Vehicles

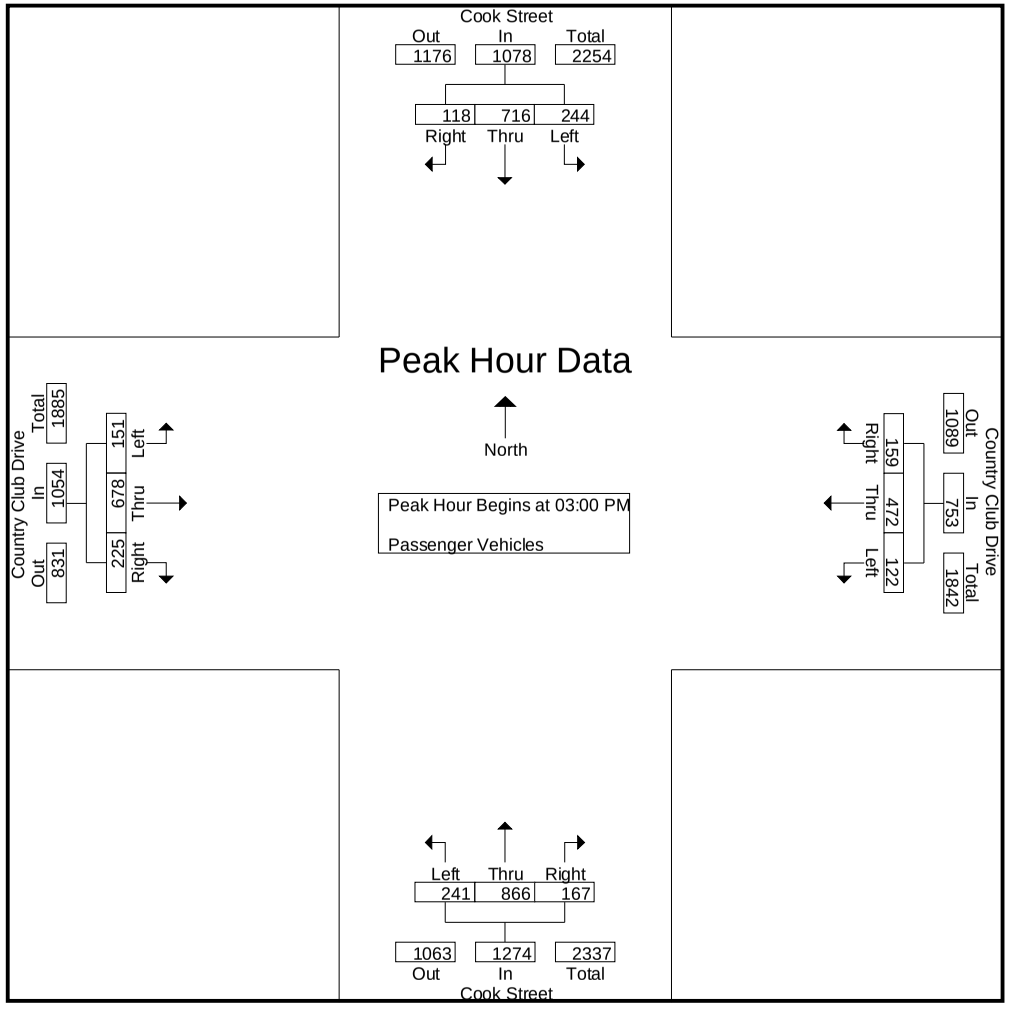
	Cook Street Southbound					Country Club Drive Westbound					Cook Street Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	62	184	27	15	273	25	101	41	14	167	80	242	41	13	363	37	161	51	18	249	60	1052	1112
03:15 PM	67	170	27	11	264	34	128	39	14	201	56	193	34	10	283	37	171	58	22	266	57	1014	1071
03:30 PM	61	183	36	20	280	29	139	44	13	212	58	233	48	10	339	44	173	47	19	264	62	1095	1157
03:45 PM	54	179	28	18	261	34	104	35	16	173	47	198	44	20	289	33	173	69	20	275	74	998	1072
Total	244	716	118	64	1078	122	472	159	57	753	241	866	167	53	1274	151	678	225	79	1054	253	4159	4412
04:00 PM	54	195	27	16	276	29	112	36	17	177	56	232	38	15	326	37	134	41	21	212	69	991	1060
04:15 PM	55	180	28	13	263	31	117	27	12	175	49	199	28	11	276	18	141	38	12	197	48	911	959
04:30 PM	54	138	28	12	220	33	111	27	19	171	44	175	39	16	258	38	147	62	31	247	78	896	974
04:45 PM	48	143	28	10	219	26	100	30	10	156	57	221	42	14	320	39	157	44	23	240	57	935	992
Total	211	656	111	51	978	119	440	120	58	679	206	827	147	56	1180	132	579	185	87	896	252	3733	3985
05:00 PM	61	159	34	14	254	39	90	26	16	155	53	227	40	23	320	34	166	50	23	250	76	979	1055
05:15 PM	52	138	28	9	218	32	110	32	10	174	63	256	50	21	369	37	177	61	28	275	68	1036	1104
05:30 PM	56	130	31	14	217	28	96	18	11	142	53	129	22	9	204	33	145	42	15	220	49	783	832
05:45 PM	31	154	38	18	223	29	76	28	14	133	44	150	22	15	216	32	102	39	15	173	62	745	807
Total	200	581	131	55	912	128	372	104	51	604	213	762	134	68	1109	136	590	192	81	918	255	3543	3798
06:00 PM	38	103	17	6	158	17	77	23	14	117	24	129	28	8	181	25	100	36	24	161	52	617	669
06:15 PM	23	91	18	10	132	24	74	20	7	118	41	80	15	7	136	18	97	33	18	148	42	534	576
06:30 PM	27	100	9	6	136	23	83	22	9	128	35	90	13	8	138	16	77	24	16	117	39	519	558
06:45 PM	31	82	23	14	136	14	47	11	4	72	23	76	26	9	125	17	82	24	15	123	42	456	498
Total	119	376	67	36	562	78	281	76	34	435	123	375	82	32	580	76	356	117	73	549	175	2126	2301
Grand Total	774	2329	427	206	3530	447	1565	459	200	2471	783	2830	530	209	4143	495	2203	719	320	3417	935	13561	14496
Apprch %	21.9	66	12.1			18.1	63.3	18.6			18.9	68.3	12.8			14.5	64.5	21					
Total %	5.7	17.2	3.1		26	3.3	11.5	3.4		18.2	5.8	20.9	3.9		30.6	3.7	16.2	5.3		25.2	6.5	93.5	

	Cook Street Southbound				Country Club Drive Westbound				Cook Street Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	62	**184**	27	273	25	101	41	167	**80**	**242**	41	**363**	37	161	51	249	1052
03:15 PM	**67**	170	27	264	**34**	128	39	201	56	193	34	283	37	171	58	266	1014
03:30 PM	61	183	**36**	**280**	29	**139**	**44**	**212**	58	233	**48**	339	**44**	**173**	47	264	**1095**
03:45 PM	54	179	28	261	34	104	35	173	47	198	44	289	33	173	**69**	**275**	998
Total Volume	244	716	118	1078	122	472	159	753	241	866	167	1274	151	678	225	1054	4159
% App. Total	22.6	66.4	10.9		16.2	62.7	21.1		18.9	68	13.1		14.3	64.3	21.3		
PHF	.910	.973	.819	.963	.897	.849	.903	.888	.753	.895	.870	.877	.858	.980	.815	.958	.950

Counts Unlimited
PO Box 1178
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(951) 268-6268

City of Palm Desert
N/S: Cook Street
E/W: Country Club Drive
Weather: Clear

File Name : 09_PLD_Cook_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 2



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City of Palm Desert
N/S: Cook Street
E/W: Country Club Drive
Weather: Clear

File Name : 09_PLD_Cook_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 3

	Cook Street Southbound				Country Club Drive Westbound				Cook Street Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	62	**184**	27	273	25	101	41	167	**80**	**242**	41	**363**	37	161	51	249	
+15 mins.	**67**	170	27	264	**34**	128	39	201	56	193	34	283	37	171	58	266	
+30 mins.	61	183	**36**	**280**	29	**139**	**44**	**212**	58	233	**48**	339	**44**	**173**	47	264	
+45 mins.	54	179	28	261	34	104	35	173	47	198	44	289	33	173	**69**	**275**	
Total Volume	244	716	118	1078	122	472	159	753	241	866	167	1274	151	678	225	1054	
% App. Total	22.6	66.4	10.9		16.2	62.7	21.1		18.9	68	13.1		14.3	64.3	21.3		
PHF	.910	.973	.819	.963	.897	.849	.903	.888	.753	.895	.870	.877	.858	.980	.815	.958	

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City of Palm Desert
N/S: Cook Street
E/W: Country Club Drive
Weather: Clear

File Name : 09_PLD_Cook_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

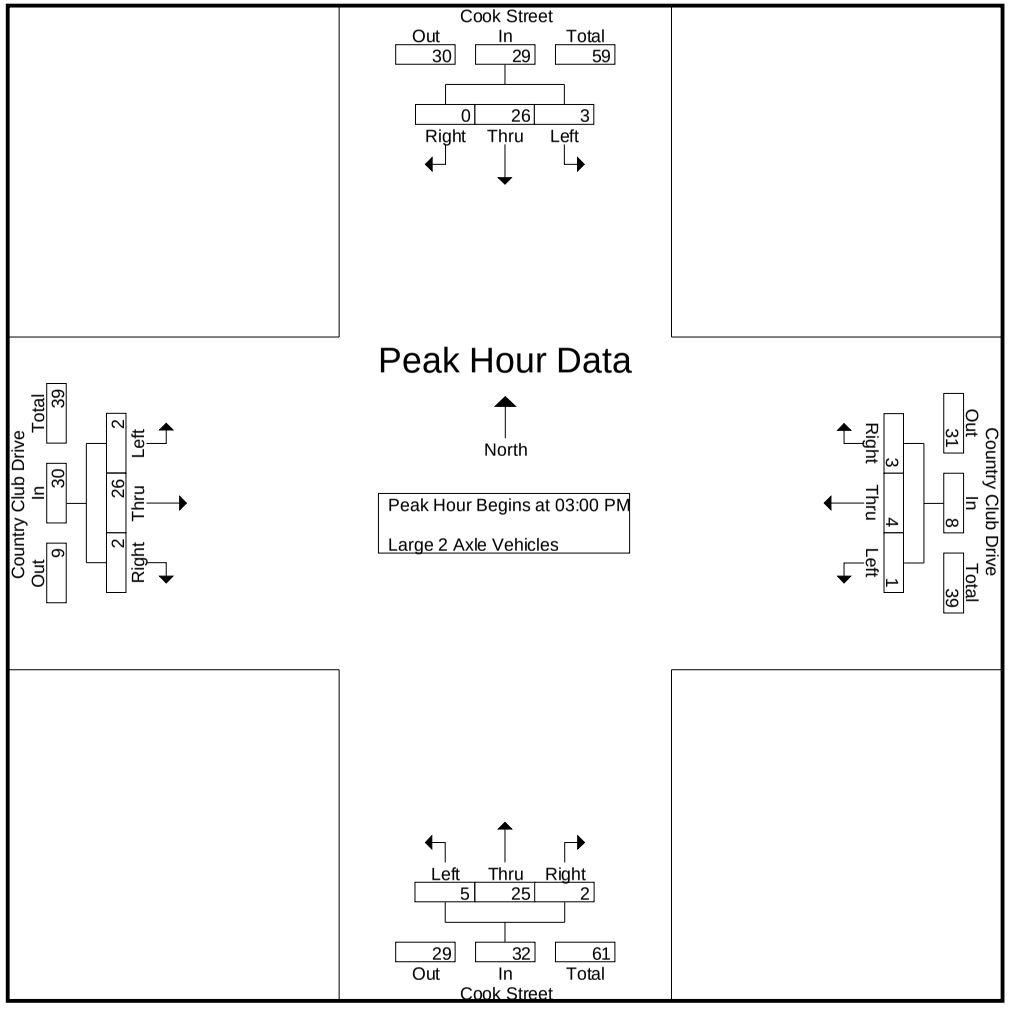
	Cook Street Southbound					Country Club Drive Westbound					Cook Street Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	1	8	0	0	9	0	3	0	0	3	1	5	1	0	7	0	10	1	0	11	0	30	30
03:15 PM	1	8	0	0	9	1	0	0	0	1	0	6	0	0	6	1	8	1	1	10	1	26	27
03:30 PM	1	6	0	0	7	0	1	2	0	3	4	6	1	0	11	1	4	0	0	5	0	26	26
03:45 PM	0	4	0	0	4	0	0	1	0	1	0	8	0	0	8	0	4	0	0	4	0	17	17
Total	3	26	0	0	29	1	4	3	0	8	5	25	2	0	32	2	26	2	1	30	1	99	100
04:00 PM	2	3	0	0	5	0	1	0	0	1	2	8	1	0	11	0	5	0	0	5	0	22	22
04:15 PM	1	0	0	0	1	1	1	1	0	3	2	8	0	0	10	0	2	0	0	2	0	16	16
04:30 PM	1	3	0	0	4	0	0	1	0	1	1	2	1	1	4	0	3	3	0	6	1	15	16
04:45 PM	0	5	0	0	5	0	0	1	0	1	1	3	1	0	5	2	2	1	0	5	0	16	16
Total	4	11	0	0	15	1	2	3	0	6	6	21	3	1	30	2	12	4	0	18	1	69	70
05:00 PM	0	2	0	0	2	0	1	0	0	1	1	3	0	0	4	0	1	0	0	1	0	8	8
05:15 PM	0	0	0	0	0	1	0	1	1	2	0	4	1	1	5	0	0	0	0	0	2	7	9
05:30 PM	0	4	0	0	4	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	6	6
05:45 PM	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	5
Total	0	10	0	0	10	1	3	1	1	5	1	8	1	1	10	0	1	0	0	1	2	26	28
06:00 PM	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	5	5
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
Total	0	3	1	0	4	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	0	10	10
Grand Total	7	50	1	0	58	3	9	7	1	19	12	59	6	2	77	4	40	6	1	50	4	204	208
Apprch %	12.1	86.2	1.7			15.8	47.4	36.8			15.6	76.6	7.8			8	80	12					
Total %	3.4	24.5	0.5		28.4	1.5	4.4	3.4		9.3	5.9	28.9	2.9		37.7	2	19.6	2.9		24.5	1.9	98.1	

	Cook Street Southbound				Country Club Drive Westbound				Cook Street Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**1**	**8**	0	**9**	0	**3**	0	**3**	1	5	**1**	7	0	**10**	**1**	**11**	**30**
03:15 PM	1	8	0	9	**1**	0	0	1	0	6	0	6	**1**	8	1	10	26
03:30 PM	1	6	0	7	0	1	**2**	3	**4**	6	1	**11**	1	4	0	5	26
03:45 PM	0	4	0	4	0	0	1	1	0	**8**	0	8	0	4	0	4	17
Total Volume	3	26	0	29	1	4	3	8	5	25	2	32	2	26	2	30	99
% App. Total	10.3	89.7	0		12.5	50	37.5		15.6	78.1	6.2		6.7	86.7	6.7		
PHF	.750	.813	.000	.806	.250	.333	.375	.667	.313	.781	.500	.727	.500	.650	.500	.682	.825

Counts Unlimited
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City of Palm Desert
N/S: Cook Street
E/W: Country Club Drive
Weather: Clear

File Name : 09_PLD_Cook_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 2



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City of Palm Desert
N/S: Cook Street
E/W: Country Club Drive
Weather: Clear

File Name : 09_PLD_Cook_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 3

	Cook Street Southbound				Country Club Drive Westbound				Cook Street Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	**1**	**8**	0	**9**	0	**3**	0	**3**	1	5	**1**	7	0	**10**	**1**	**11**	
+15 mins.	1	8	0	9	**1**	0	0	1	0	6	0	6	**1**	8	1	10	
+30 mins.	1	6	0	7	0	1	**2**	3	**4**	6	1	**11**	1	4	0	5	
+45 mins.	0	4	0	4	0	0	1	1	0	**8**	0	8	0	4	0	4	
Total Volume	3	26	0	29	1	4	3	8	5	25	2	32	2	26	2	30	
% App. Total	10.3	89.7	0		12.5	50	37.5		15.6	78.1	6.2		6.7	86.7	6.7		
PHF	.750	.813	.000	.806	.250	.333	.375	.667	.313	.781	.500	.727	.500	.650	.500	.682	

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City of Palm Desert
N/S: Cook Street
E/W: Country Club Drive
Weather: Clear

File Name : 09_PLD_Cook_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

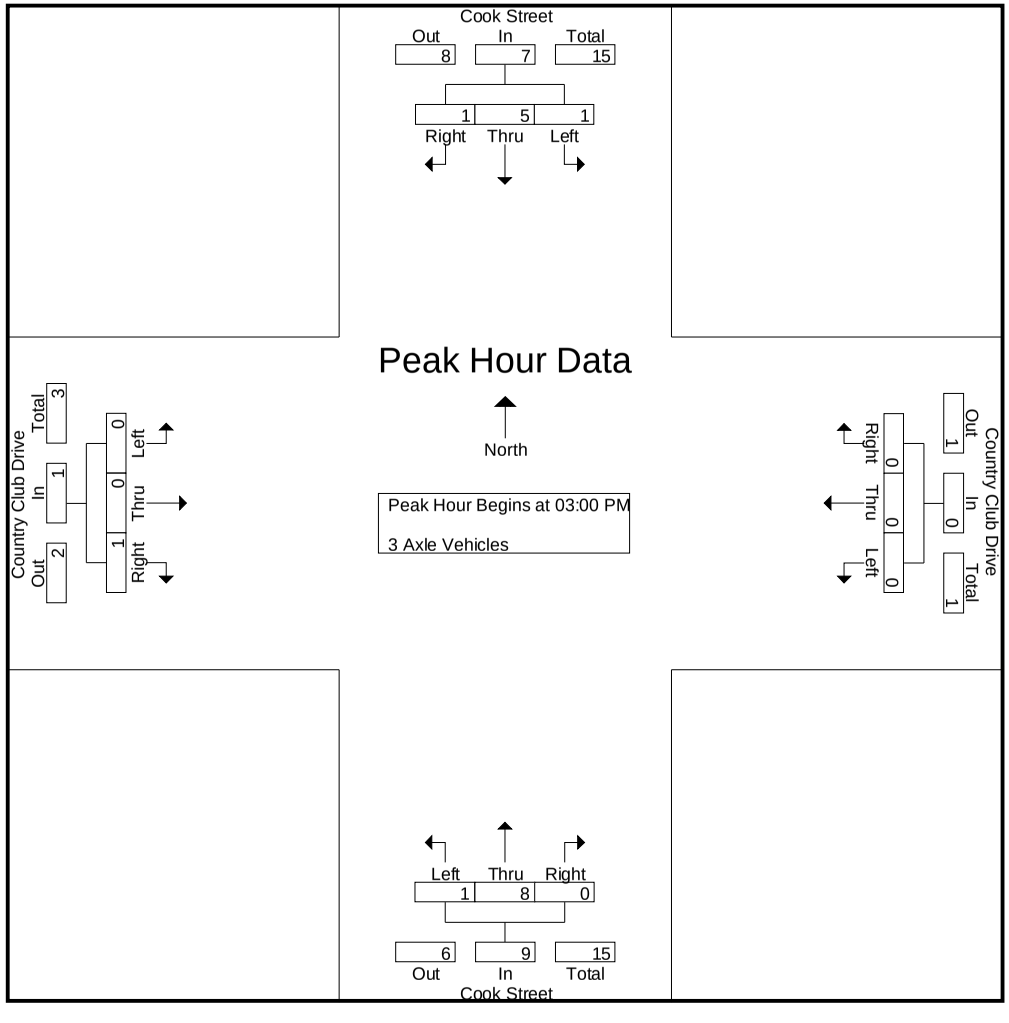
	Cook Street Southbound					Country Club Drive Westbound					Cook Street Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	0	5	5
03:15 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
03:30 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	5
03:45 PM	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	5
Total	1	5	1	0	7	0	0	0	0	0	1	8	0	0	9	0	0	1	0	1	0	17	17
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	5	5
04:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	4
04:45 PM	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
Total	0	14	0	0	14	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	0	19	19
05:00 PM	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
05:15 PM	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
05:45 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	3	3
Total	0	13	1	0	14	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	0	17	17
06:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
06:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Grand Total	1	38	2	0	41	1	0	0	0	1	1	12	0	0	13	1	0	3	0	4	0	59	59
Apprch %	2.4	92.7	4.9			100	0	0			7.7	92.3	0			25	0	75					
Total %	1.7	64.4	3.4		69.5	1.7	0	0		1.7	1.7	20.3	0		22	1.7	0	5.1		6.8	0	100	

	Cook Street Southbound				Country Club Drive Westbound				Cook Street Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	2	0	2	0	0	0	0	**1**	1	0	2	0	0	**1**	**1**	**5**
03:15 PM	0	0	**1**	1	0	0	0	0	0	1	0	1	0	0	0	0	2
03:30 PM	0	**3**	0	**3**	0	0	0	0	0	2	0	2	0	0	0	0	5
03:45 PM	**1**	0	0	1	0	0	0	0	0	**4**	0	**4**	0	0	0	0	5
Total Volume	1	5	1	7	0	0	0	0	1	8	0	9	0	0	1	1	17
% App. Total	14.3	71.4	14.3		0	0	0		11.1	88.9	0		0	0	100		
PHF	.250	.417	.250	.583	.000	.000	.000	.000	.250	.500	.000	.563	.000	.000	.250	.250	.850

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City of Palm Desert
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Weather: Clear

File Name : 09_PLD_Cook_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 2



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City of Palm Desert
N/S: Cook Street
E/W: Country Club Drive
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File Name : 09_PLD_Cook_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 3

	Cook Street Southbound				Country Club Drive Westbound				Cook Street Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	2	0	2	0	0	0	0	**1**	1	0	2	0	0	**1**	**1**	
+15 mins.	0	0	**1**	1	0	0	0	0	0	1	0	1	0	0	0	0	
+30 mins.	0	**3**	0	**3**	0	0	0	0	0	2	0	2	0	0	0	0	
+45 mins.	**1**	0	0	1	0	0	0	0	0	**4**	0	**4**	0	0	0	0	
Total Volume	1	5	1	7	0	0	0	0	1	8	0	9	0	0	1	1	
% App. Total	14.3	71.4	14.3		0	0	0		11.1	88.9	0		0	0	100		
PHF	.250	.417	.250	.583	.000	.000	.000	.000	.250	.500	.000	.563	.000	.000	.250	.250	

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City of Palm Desert
N/S: Cook Street
E/W: Country Club Drive
Weather: Clear

File Name : 09_PLD_Cook_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

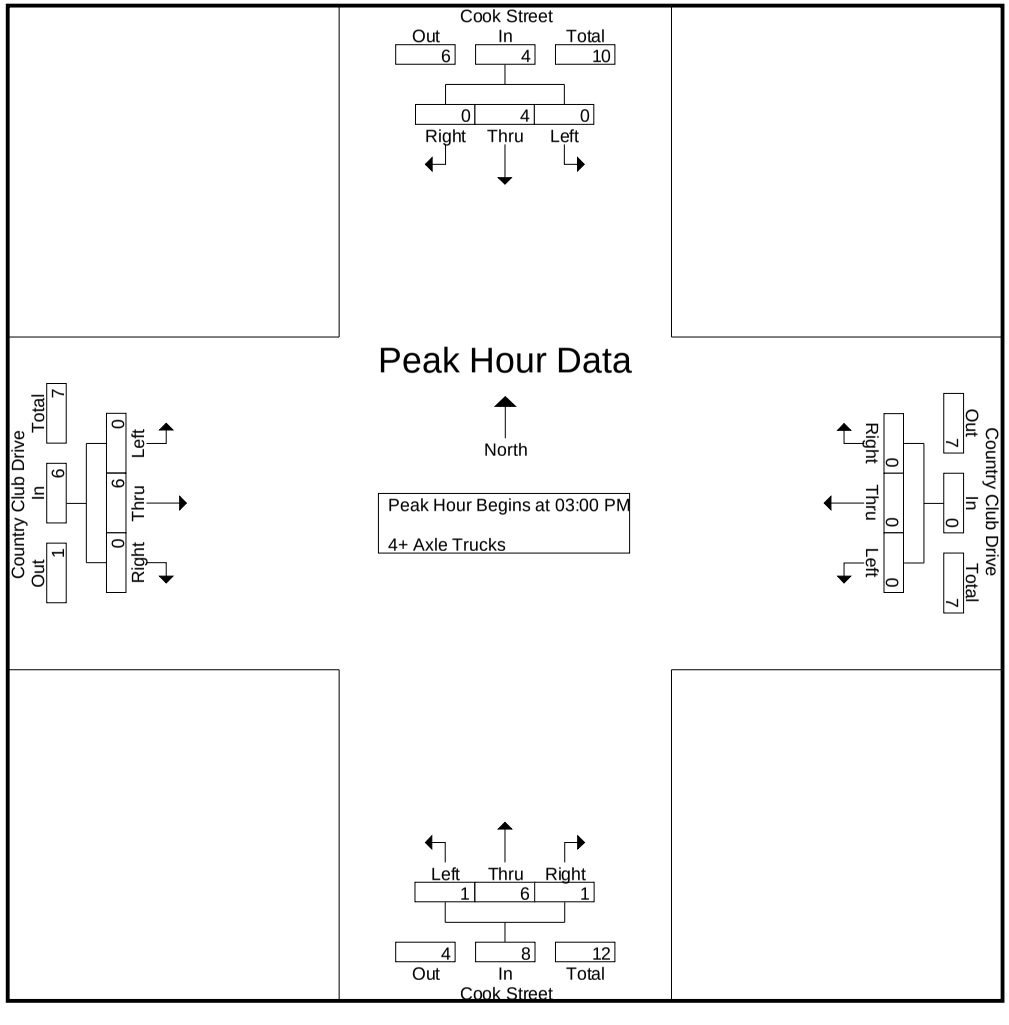
	Cook Street Southbound					Country Club Drive Westbound					Cook Street Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	2
03:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	0	1	0	0	1	0	6	6
03:30 PM	0	1	0	0	1	0	0	0	0	0	1	4	0	0	5	0	3	0	0	3	0	9	9
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
Total	0	4	0	0	4	0	0	0	0	0	1	6	1	0	8	0	6	0	0	6	0	18	18
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	1	2	0	0	0	0	0	1	3	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	3	3
Total	0	1	0	0	1	0	0	0	0	0	0	5	1	1	6	0	2	0	0	2	1	9	10
05:00 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	2	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	5	5
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
Grand Total	0	7	1	0	8	0	0	0	0	0	1	14	2	1	17	0	9	0	0	9	1	34	35
Apprch %	0	87.5	12.5			0	0	0			5.9	82.4	11.8			0	100	0					
Total %	0	20.6	2.9		23.5	0	0	0		0	2.9	41.2	5.9		50	0	26.5	0		26.5	2.9	97.1	

	Cook Street Southbound				Country Club Drive Westbound				Cook Street Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
03:15 PM	0	**2**	0	**2**	0	0	0	0	0	2	**1**	3	0	1	0	1	6
03:30 PM	0	1	0	1	0	0	0	0	**1**	**4**	0	**5**	0	**3**	0	**3**	**9**
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	4	0	4	0	0	0	0	1	6	1	8	0	6	0	6	18
% App. Total	0	100	0		0	0	0		12.5	75	12.5		0	100	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.250	.375	.250	.400	.000	.500	.000	.500	.500

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Palm Desert
N/S: Cook Street
E/W: Country Club Drive
Weather: Clear

File Name : 09_PLD_Cook_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 2



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City of Palm Desert
N/S: Cook Street
E/W: Country Club Drive
Weather: Clear

File Name : 09_PLD_Cook_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 3

	Cook Street Southbound				Country Club Drive Westbound				Cook Street Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	
+15 mins.	0	**2**	0	**2**	0	0	0	0	0	2	**1**	3	0	1	0	1	
+30 mins.	0	1	0	1	0	0	0	0	**1**	**4**	0	**5**	0	**3**	0	**3**	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
Total Volume	0	4	0	4	0	0	0	0	1	6	1	8	0	6	0	6	
% App. Total	0	100	0		0	0	0		12.5	75	12.5		0	100	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.250	.375	.250	.400	.000	.500	.000	.500	

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City of Palm Desert
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File Name : 09_PLD_Cook_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Cook Street Southbound					Country Club Drive Westbound					Cook Street Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	69	214	35	19	318	37	112	41	16	190	77	229	40	17	346	40	147	61	21	248	73	1102	1175
03:15 PM	57	187	41	23	285	36	128	35	16	199	71	206	48	21	325	44	162	66	28	272	88	1081	1169
03:30 PM	64	196	26	16	286	44	137	39	18	220	43	204	37	14	284	41	179	52	16	272	64	1062	1126
03:45 PM	57	213	36	18	306	24	97	23	14	144	82	243	46	16	371	30	182	46	21	258	69	1079	1148
Total	247	810	138	76	1195	141	474	138	64	753	273	882	171	68	1326	155	670	225	86	1050	294	4324	4618
04:00 PM	63	164	22	11	249	30	108	38	24	176	31	207	45	17	283	36	149	46	17	231	69	939	1008
04:15 PM	47	191	33	15	271	21	119	45	16	185	45	177	30	10	252	30	150	58	17	238	58	946	1004
04:30 PM	46	179	26	16	251	44	111	23	9	178	52	173	29	10	254	40	136	55	23	231	58	914	972
04:45 PM	55	165	26	13	246	27	110	34	19	171	64	177	33	22	274	39	170	56	29	265	83	956	1039
Total	211	699	107	55	1017	122	448	140	68	710	192	734	137	59	1063	145	605	215	86	965	268	3755	4023
05:00 PM	51	173	19	9	243	28	100	28	15	156	51	241	35	10	327	31	141	47	28	219	62	945	1007
05:15 PM	46	144	36	20	226	28	133	23	9	184	41	159	34	15	234	41	195	52	10	288	54	932	986
05:30 PM	49	148	20	12	217	30	110	23	14	163	47	147	27	19	221	40	132	36	15	208	60	809	869
05:45 PM	42	149	27	6	218	21	90	17	10	128	41	141	34	14	216	30	100	36	20	166	50	728	778
Total	188	614	102	47	904	107	433	91	48	631	180	688	130	58	998	142	568	171	73	881	226	3414	3640
06:00 PM	40	118	17	4	175	18	68	18	8	104	26	119	27	5	172	15	87	30	15	132	32	583	615
06:15 PM	32	100	36	19	168	20	86	26	14	132	29	94	15	6	138	21	98	41	20	160	59	598	657
06:30 PM	37	110	23	6	170	11	85	16	10	112	24	89	13	5	126	22	86	23	8	131	29	539	568
06:45 PM	31	104	21	12	156	21	68	23	16	112	19	100	23	9	142	23	75	16	8	114	45	524	569
Total	140	432	97	41	669	70	307	83	48	460	98	402	78	25	578	81	346	110	51	537	165	2244	2409
Grand Total	786	2555	444	219	3785	440	1662	452	228	2554	743	2706	516	210	3965	523	2189	721	296	3433	953	13737	14690
Apprch %	20.8	67.5	11.7			17.2	65.1	17.7			18.7	68.2	13			15.2	63.8	21					
Total %	5.7	18.6	3.2		27.6	3.2	12.1	3.3		18.6	5.4	19.7	3.8		28.9	3.8	15.9	5.2		25	6.5	93.5	
Passenger Vehicles	782	2468	438		3904	432	1646	448		2754	737	2637	508		4088	510	2164	711		3678	0	0	14424
% Passenger Vehicles	99.5	96.6	98.6	98.6	97.5	98.2	99	99.1	100	99	99.2	97.5	98.4	98.1	97.9	97.5	98.9	98.6	99	98.6	0	0	98.2
Large 2 Axle Vehicles	2	45	5		54	6	15	4		25	4	47	7		62	11	21	8		42	0	0	183
% Large 2 Axle Vehicles	0.3	1.8	1.1	0.9	1.3	1.4	0.9	0.9	0	0.9	0.5	1.7	1.4	1.9	1.5	2.1	1	1.1	0.7	1.1	0	0	1.2
3 Axle Vehicles	1	33	0		34	0	0	0		0	2	6	0		8	0	0	1		2	0	0	44
% 3 Axle Vehicles	0.1	1.3	0	0	0.8	0	0	0	0	0	0.3	0.2	0	0	0.2	0	0	0.1	0.3	0.1	0	0	0.3
4+ Axle Trucks	1	9	1		12	2	1	0		3	0	16	1		17	2	4	1		7	0	0	39
% 4+ Axle Trucks	0.1	0.4	0.2	0.5	0.3	0.5	0.1	0	0	0.1	0	0.6	0.2	0	0.4	0.4	0.2	0.1	0	0.2	0	0	0.3

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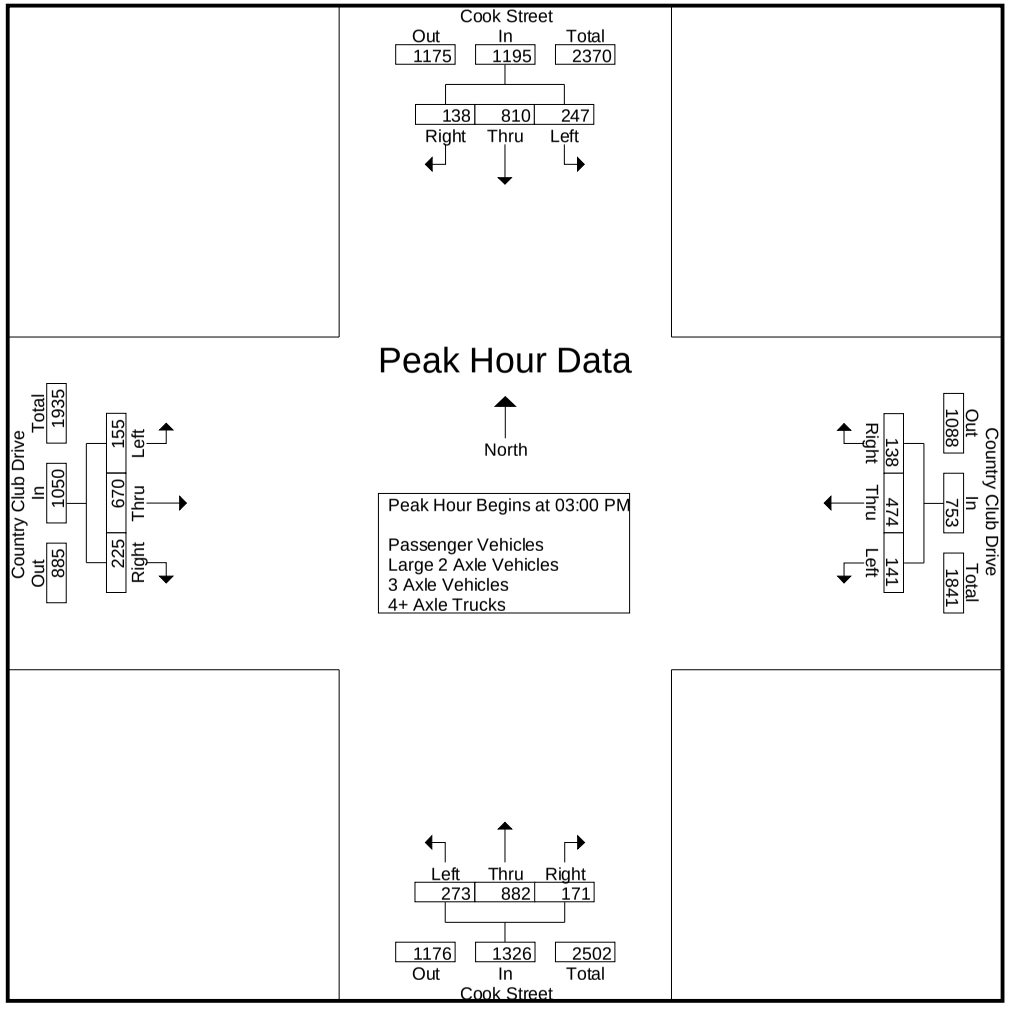
File Name : 09_PLD_Cook_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 2

	Cook Street Southbound				Country Club Drive Westbound				Cook Street Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**69**	**214**	35	**318**	37	112	**41**	190	77	229	40	346	40	147	61	248	**1102**
03:15 PM	57	187	**41**	285	36	128	35	199	71	206	**48**	325	**44**	162	**66**	**272**	1081
03:30 PM	64	196	26	286	**44**	**137**	39	**220**	43	204	37	284	41	179	52	272	1062
03:45 PM	57	213	36	306	24	97	23	144	**82**	**243**	46	**371**	30	**182**	46	258	1079
Total Volume	247	810	138	1195	141	474	138	753	273	882	171	1326	155	670	225	1050	4324
% App. Total	20.7	67.8	11.5		18.7	62.9	18.3		20.6	66.5	12.9		14.8	63.8	21.4		
PHF	.895	.946	.841	.939	.801	.865	.841	.856	.832	.907	.891	.894	.881	.920	.852	.965	.981

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Weather: Clear

File Name : 09_PLD_Cook_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
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	Cook Street Southbound				Country Club Drive Westbound				Cook Street Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	**69**	**214**	35	**318**	37	112	**41**	190	77	229	40	346	40	147	61	248	
+15 mins.	57	187	**41**	285	36	128	35	199	71	206	**48**	325	**44**	162	**66**	**272**	
+30 mins.	64	196	26	286	**44**	**137**	39	**220**	43	204	37	284	41	179	52	272	
+45 mins.	57	213	36	306	24	97	23	144	**82**	**243**	46	**371**	30	**182**	46	258	
Total Volume	247	810	138	1195	141	474	138	753	273	882	171	1326	155	670	225	1050	
% App. Total	20.7	67.8	11.5		18.7	62.9	18.3		20.6	66.5	12.9		14.8	63.8	21.4		
PHF	.895	.946	.841	.939	.801	.865	.841	.856	.832	.907	.891	.894	.881	.920	.852	.965	

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File Name : 09_PLD_Cook_Country Club Fri
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Groups Printed- Passenger Vehicles

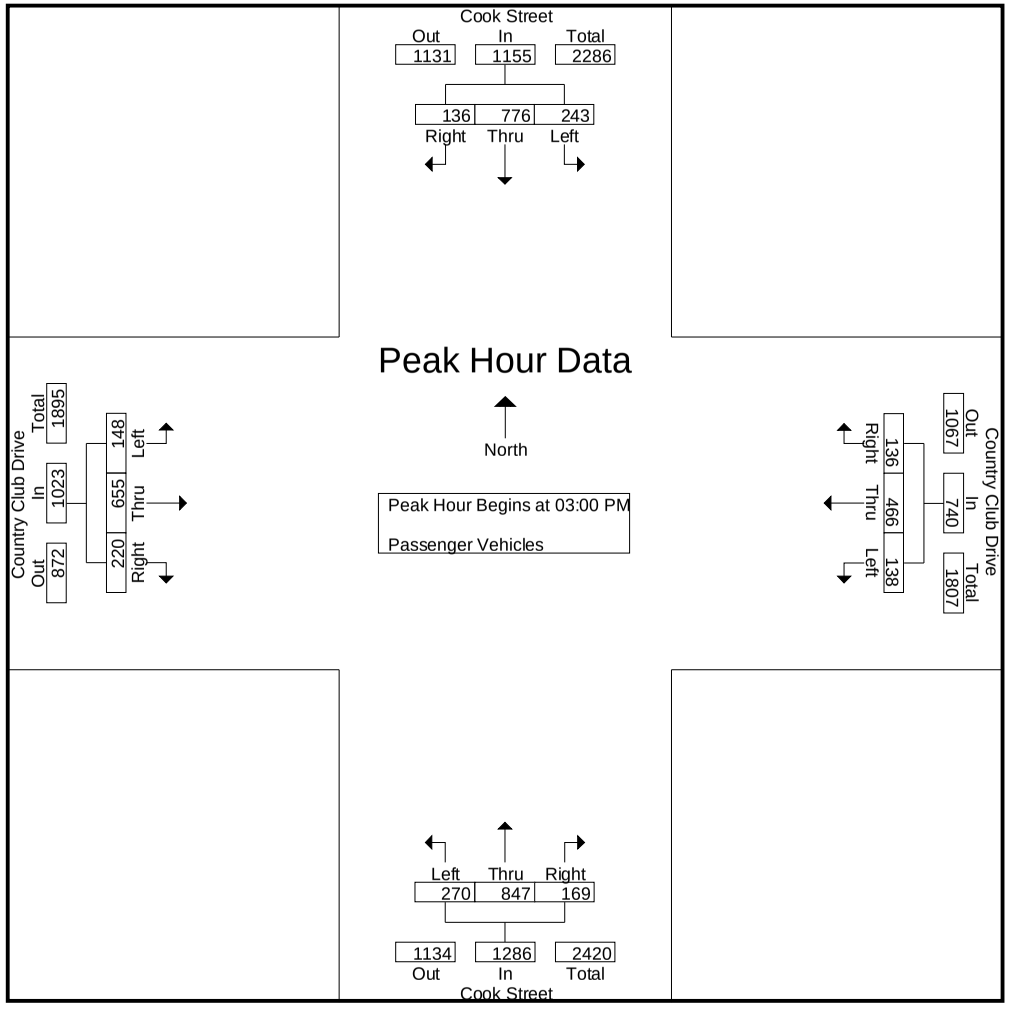
	Cook Street Southbound					Country Club Drive Westbound					Cook Street Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	66	203	34	18	303	36	108	40	16	184	77	221	40	17	338	36	142	60	21	238	72	1063	1135
03:15 PM	57	178	41	23	276	36	125	35	16	196	69	193	47	20	309	42	158	64	27	264	86	1045	1131
03:30 PM	63	188	25	16	276	42	136	38	18	216	42	199	37	14	278	40	176	52	16	268	64	1038	1102
03:45 PM	57	207	36	18	300	24	97	23	14	144	82	234	45	15	361	30	179	44	21	253	68	1058	1126
Total	243	776	136	75	1155	138	466	136	64	740	270	847	169	66	1286	148	655	220	85	1023	290	4204	4494
04:00 PM	63	160	22	11	245	30	108	37	24	175	30	205	45	17	280	35	147	45	16	227	68	927	995
04:15 PM	47	190	32	15	269	20	119	45	16	184	45	170	29	10	244	30	149	56	16	235	57	932	989
04:30 PM	46	171	26	16	243	43	110	23	9	176	51	169	28	10	248	39	134	55	23	228	58	895	953
04:45 PM	55	154	26	13	235	26	108	34	19	168	64	174	30	20	268	38	170	56	29	264	81	935	1016
Total	211	675	106	55	992	119	445	139	68	703	190	718	132	57	1040	142	600	212	84	954	264	3689	3953
05:00 PM	51	170	18	9	239	28	99	28	15	155	51	239	35	10	325	31	141	47	28	219	62	938	1000
05:15 PM	46	140	36	20	222	27	132	23	9	182	41	156	34	15	231	40	193	51	10	284	54	919	973
05:30 PM	49	136	20	12	205	30	108	23	14	161	47	145	27	19	219	39	132	36	15	207	60	792	852
05:45 PM	42	146	27	6	215	21	90	17	10	128	41	139	33	14	213	29	99	36	20	164	50	720	770
Total	188	592	101	47	881	106	429	91	48	626	180	679	129	58	988	139	565	170	73	874	226	3369	3595
06:00 PM	40	115	17	4	172	18	68	18	8	104	26	118	27	5	171	15	86	30	15	131	32	578	610
06:15 PM	32	100	36	19	168	19	86	26	14	131	28	90	15	6	133	21	97	40	20	158	59	590	649
06:30 PM	37	109	21	4	167	11	85	15	10	111	24	85	13	5	122	22	86	23	8	131	27	531	558
06:45 PM	31	101	21	12	153	21	67	23	16	111	19	100	23	9	142	23	75	16	8	114	45	520	565
Total	140	425	95	39	660	69	306	82	48	457	97	393	78	25	568	81	344	109	51	534	163	2219	2382
Grand Total	782	2468	438	216	3688	432	1646	448	228	2526	737	2637	508	206	3882	510	2164	711	293	3385	943	13481	14424
Apprch %	21.2	66.9	11.9			17.1	65.2	17.7			19	67.9	13.1			15.1	63.9	21					
Total %	5.8	18.3	3.2		27.4	3.2	12.2	3.3		18.7	5.5	19.6	3.8		28.8	3.8	16.1	5.3		25.1	6.5	93.5	

	Cook Street Southbound				Country Club Drive Westbound				Cook Street Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**66**	203	34	**303**	36	108	**40**	184	77	221	40	338	36	142	60	238	**1063**
03:15 PM	57	178	**41**	276	36	125	35	196	69	193	**47**	309	**42**	158	**64**	264	1045
03:30 PM	63	188	25	276	**42**	**136**	38	**216**	42	199	37	278	40	176	52	**268**	1038
03:45 PM	57	**207**	36	300	24	97	23	144	**82**	**234**	45	**361**	30	**179**	44	253	1058
Total Volume	243	776	136	1155	138	466	136	740	270	847	169	1286	148	655	220	1023	4204
% App. Total	21	67.2	11.8		18.6	63	18.4		21	65.9	13.1		14.5	64	21.5		
PHF	.920	.937	.829	.953	.821	.857	.850	.856	.823	.905	.899	.891	.881	.915	.859	.954	.989

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Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	**66**	203	34	**303**	36	108	**40**	184	77	221	40	338	36	142	60	238	
+15 mins.	57	178	**41**	276	36	125	35	196	69	193	**47**	309	**42**	158	**64**	264	
+30 mins.	63	188	25	276	**42**	**136**	38	**216**	42	199	37	278	40	176	52	**268**	
+45 mins.	57	**207**	36	300	24	97	23	144	**82**	**234**	45	**361**	30	**179**	44	253	
Total Volume	243	776	136	1155	138	466	136	740	270	847	169	1286	148	655	220	1023	
% App. Total	21	67.2	11.8		18.6	63	18.4		21	65.9	13.1		14.5	64	21.5		
PHF	.920	.937	.829	.953	.821	.857	.850	.856	.823	.905	.899	.891	.881	.915	.859	.954	

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Groups Printed- Large 2 Axle Vehicles

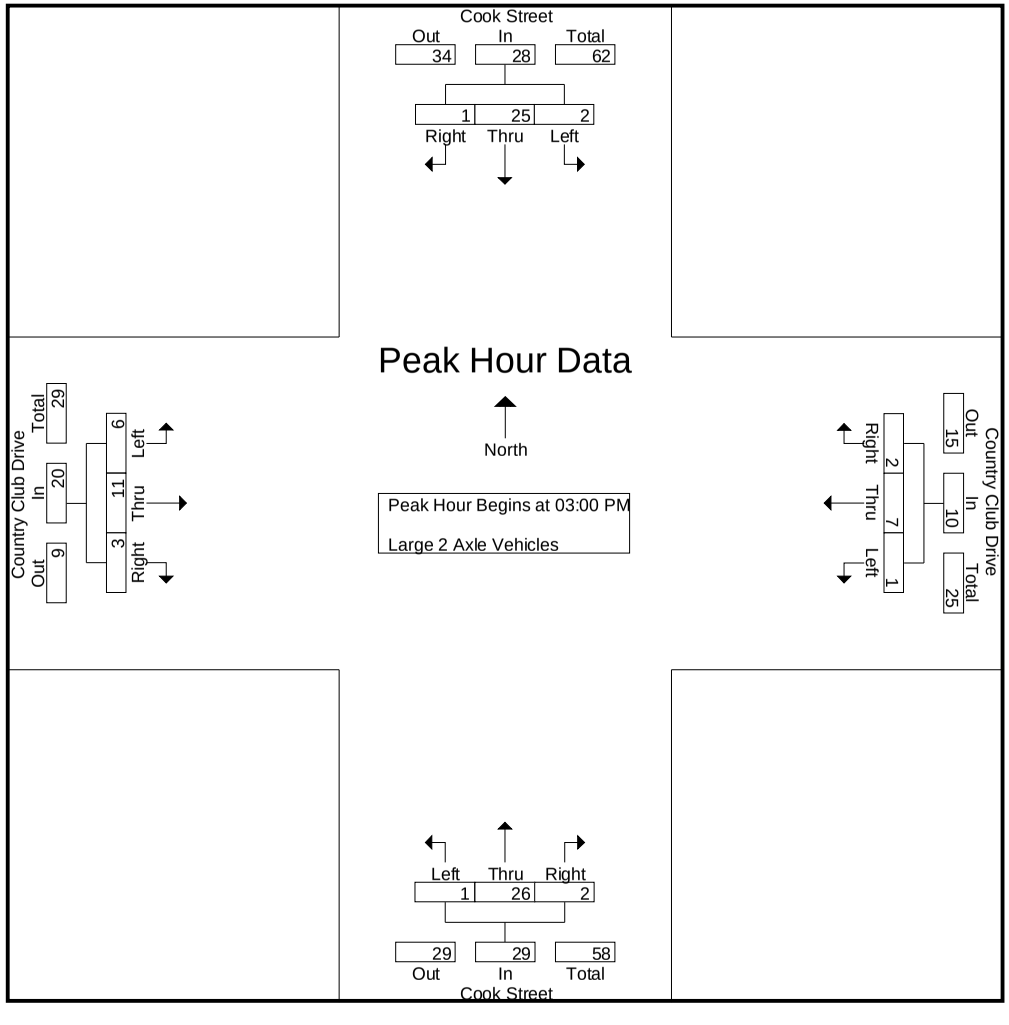
	Cook Street Southbound					Country Club Drive Westbound					Cook Street Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	2	5	0	0	7	1	3	1	0	5	0	8	0	0	8	3	3	1	0	7	0	27	27
03:15 PM	0	8	0	0	8	0	3	0	0	3	1	10	1	1	12	2	3	0	0	5	1	28	29
03:30 PM	0	7	1	0	8	0	1	1	0	2	0	2	0	0	2	1	2	0	0	3	0	15	15
03:45 PM	0	5	0	0	5	0	0	0	0	0	0	6	1	1	7	0	3	2	0	5	1	17	18
Total	2	25	1	0	28	1	7	2	0	10	1	26	2	2	29	6	11	3	0	20	2	87	89
04:00 PM	0	4	0	0	4	0	0	1	0	1	1	1	0	0	2	0	2	1	1	3	1	10	11
04:15 PM	0	0	1	0	1	1	0	0	0	1	0	3	1	0	4	0	1	2	1	3	1	9	10
04:30 PM	0	5	0	0	5	1	1	0	0	2	1	2	0	0	3	1	2	0	0	3	0	13	13
04:45 PM	0	4	0	0	4	1	2	0	0	3	0	2	3	2	5	1	0	0	0	1	2	13	15
Total	0	13	1	0	14	3	3	1	0	7	2	8	4	2	14	2	5	3	2	10	4	45	49
05:00 PM	0	1	1	0	2	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	5	5
05:15 PM	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	1	2	1	0	4	0	7	7
05:30 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	5	5
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	1	1	0	0	2	0	5	5
Total	0	3	1	0	4	1	4	0	0	5	0	5	1	0	6	3	3	1	0	7	0	22	22
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	2	2
06:15 PM	0	0	0	0	0	1	0	0	0	1	1	3	0	0	4	0	1	1	0	2	0	7	7
06:30 PM	0	1	2	2	3	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	2	8	10
06:45 PM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	4
Total	0	4	2	2	6	1	1	1	0	3	1	8	0	0	9	0	2	1	0	3	2	21	23
Grand Total	2	45	5	2	52	6	15	4	0	25	4	47	7	4	58	11	21	8	2	40	8	175	183
Apprch %	3.8	86.5	9.6			24	60	16			6.9	81	12.1			27.5	52.5	20					
Total %	1.1	25.7	2.9		29.7	3.4	8.6	2.3		14.3	2.3	26.9	4		33.1	6.3	12	4.6		22.9	4.4	95.6	

	Cook Street Southbound				Country Club Drive Westbound				Cook Street Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**2**	5	0	7	**1**	**3**	**1**	**5**	0	8	0	8	**3**	**3**	1	**7**	27
03:15 PM	0	**8**	0	**8**	0	3	0	3	**1**	**10**	**1**	**12**	2	3	0	5	**28**
03:30 PM	0	7	**1**	8	0	1	1	2	0	2	0	2	1	2	0	3	15
03:45 PM	0	5	0	5	0	0	0	0	0	6	1	7	0	3	**2**	5	17
Total Volume	2	25	1	28	1	7	2	10	1	26	2	29	6	11	3	20	87
% App. Total	7.1	89.3	3.6		10	70	20		3.4	89.7	6.9		30	55	15		
PHF	.250	.781	.250	.875	.250	.583	.500	.500	.250	.650	.500	.604	.500	.917	.375	.714	.777

Counts Unlimited
PO Box 1178
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City of Palm Desert
N/S: Cook Street
E/W: Country Club Drive
Weather: Clear

File Name : 09_PLD_Cook_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 2



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(951) 268-6268

City of Palm Desert
N/S: Cook Street
E/W: Country Club Drive
Weather: Clear

File Name : 09_PLD_Cook_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 3

	Cook Street Southbound				Country Club Drive Westbound				Cook Street Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	**2**	5	0	7	**1**	**3**	**1**	**5**	0	8	0	8	**3**	**3**	1	**7**	
+15 mins.	0	**8**	0	**8**	0	3	0	3	**1**	**10**	**1**	**12**	2	3	0	5	
+30 mins.	0	7	**1**	8	0	1	1	2	0	2	0	2	1	2	0	3	
+45 mins.	0	5	0	5	0	0	0	0	0	6	1	7	0	3	**2**	5	
Total Volume	2	25	1	28	1	7	2	10	1	26	2	29	6	11	3	20	
% App. Total	7.1	89.3	3.6		10	70	20		3.4	89.7	6.9		30	55	15		
PHF	.250	.781	.250	.875	.250	.583	.500	.500	.250	.650	.500	.604	.500	.917	.375	.714	

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City of Palm Desert
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Weather: Clear

File Name : 09_PLD_Cook_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

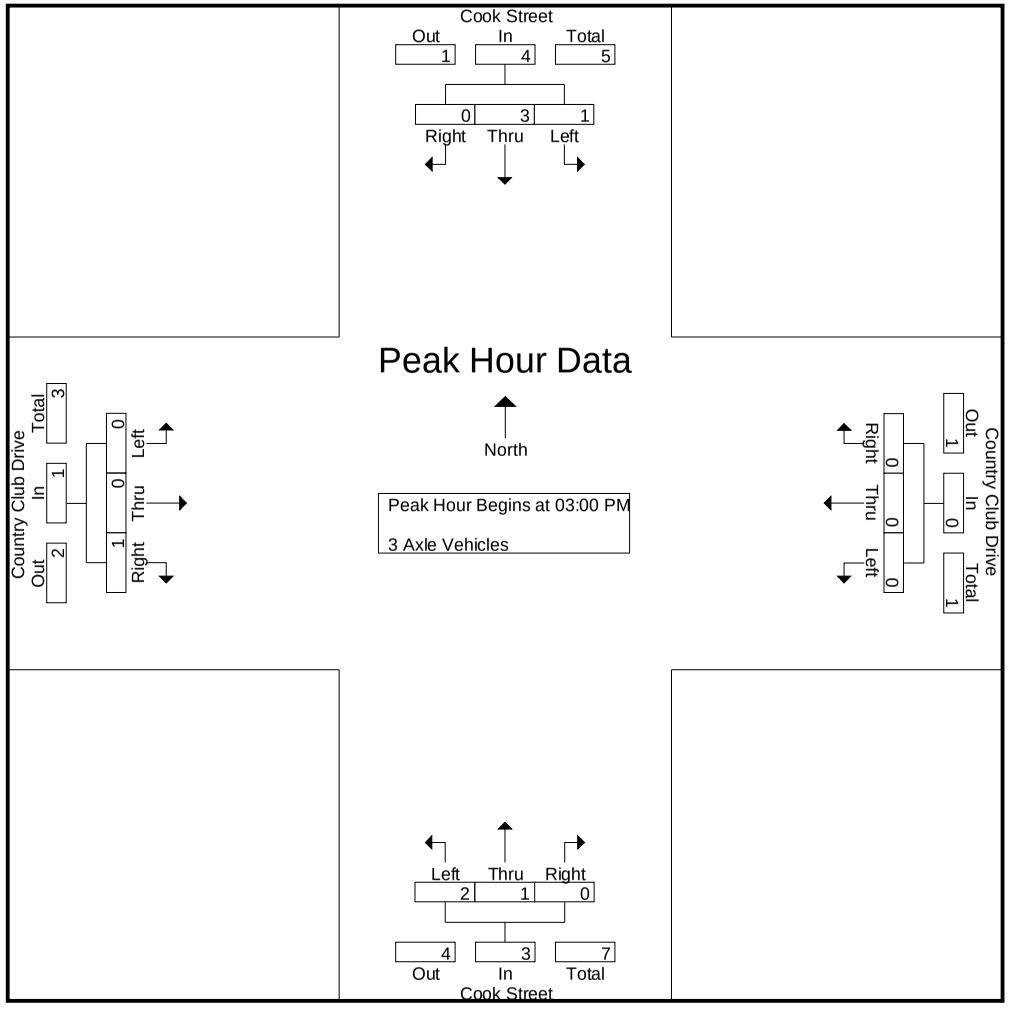
	Cook Street Southbound					Country Club Drive Westbound					Cook Street Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
03:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	1	1	1	2	3
03:30 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	2
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
Total	1	3	0	0	4	0	0	0	0	0	2	1	0	0	3	0	0	1	1	1	1	8	9
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
04:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	4
04:45 PM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	6
Total	0	9	0	0	9	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	12	12
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
05:15 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	5
05:30 PM	0	9	0	0	9	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	10	10
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	0	18	0	0	18	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	20	20
06:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Grand Total	1	33	0	0	34	0	0	0	0	0	2	6	0	0	8	0	0	1	1	1	1	43	44
Apprch %	2.9	97.1	0			0	0	0			25	75	0			0	0	100					
Total %	2.3	76.7	0		79.1	0	0	0		0	4.7	14	0		18.6	0	0	2.3		2.3	2.3	97.7	

	Cook Street Southbound				Country Club Drive Westbound				Cook Street Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	**3**
03:15 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	**1**	**1**	2
03:30 PM	**1**	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
03:45 PM	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	1
Total Volume	1	3	0	4	0	0	0	0	2	1	0	3	0	0	1	1	8
% App. Total	25	75	0		0	0	0		66.7	33.3	0		0	0	100		
PHF	.250	.250	.000	.333	.000	.000	.000	.000	.500	.250	.000	.750	.000	.000	.250	.250	.667

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City of Palm Desert
N/S: Cook Street
E/W: Country Club Drive
Weather: Clear

File Name : 09_PLD_Cook_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 2



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City of Palm Desert
N/S: Cook Street
E/W: Country Club Drive
Weather: Clear

File Name : 09_PLD_Cook_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 3

	Cook Street Southbound				Country Club Drive Westbound				Cook Street Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	**1**	**1**	
+30 mins.	**1**	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	
Total Volume	1	3	0	4	0	0	0	0	2	1	0	3	0	0	1	1	
% App. Total	25	75	0		0	0	0		66.7	33.3	0		0	0	100		
PHF	.250	.250	.000	.333	.000	.000	.000	.000	.500	.250	.000	.750	.000	.000	.250	.250	

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City of Palm Desert
N/S: Cook Street
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Weather: Clear

File Name : 09_PLD_Cook_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

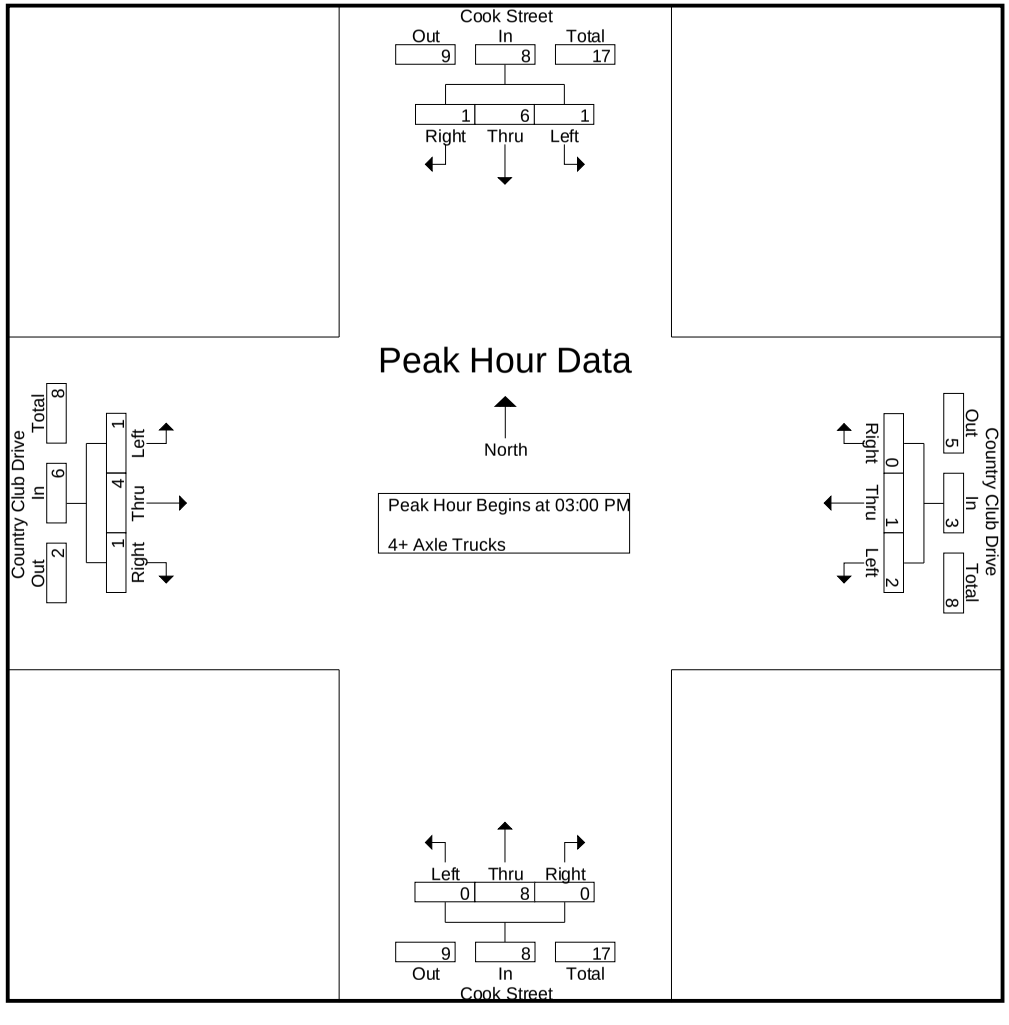
	Cook Street Southbound					Country Club Drive Westbound					Cook Street Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	1	3	1	1	5	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	1	9	10
03:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	1	1	0	2	0	6	6
03:30 PM	0	1	0	0	1	2	0	0	0	2	0	3	0	0	3	0	1	0	0	1	0	7	7
03:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
Total	1	6	1	1	8	2	1	0	0	3	0	8	0	0	8	1	4	1	0	6	1	25	26
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	2
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	2	0	0	2	0	0	0	0	0	0	5	1	0	6	1	0	0	0	1	0	9	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
Grand Total	1	9	1	1	11	2	1	0	0	3	0	16	1	0	17	2	4	1	0	7	1	38	39
Apprch %	9.1	81.8	9.1			66.7	33.3	0			0	94.1	5.9			28.6	57.1	14.3					
Total %	2.6	23.7	2.6		28.9	5.3	2.6	0		7.9	0	42.1	2.6		44.7	5.3	10.5	2.6		18.4	2.6	97.4	

	Cook Street Southbound				Country Club Drive Westbound				Cook Street Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**1**	**3**	**1**	**5**	0	**1**	0	1	0	0	0	0	**1**	**2**	0	**3**	**9**
03:15 PM	0	1	0	1	0	0	0	0	0	**3**	0	**3**	0	1	**1**	2	6
03:30 PM	0	1	0	1	**2**	0	0	**2**	0	3	0	3	0	1	0	1	7
03:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total Volume	1	6	1	8	2	1	0	3	0	8	0	8	1	4	1	6	25
% App. Total	12.5	75	12.5		66.7	33.3	0		0	100	0		16.7	66.7	16.7		
PHF	.250	.500	.250	.400	.250	.250	.000	.375	.000	.667	.000	.667	.250	.500	.250	.500	.694

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City of Palm Desert
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Weather: Clear

File Name : 09_PLD_Cook_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 2



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City of Palm Desert
N/S: Cook Street
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Weather: Clear

File Name : 09_PLD_Cook_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 3

	Cook Street Southbound				Country Club Drive Westbound				Cook Street Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	**1**	**3**	**1**	**5**	0	**1**	0	1	0	0	0	0	**1**	**2**	0	**3**	
+15 mins.	0	1	0	1	0	0	0	0	0	**3**	0	**3**	0	1	**1**	2	
+30 mins.	0	1	0	1	**2**	0	0	**2**	0	3	0	3	0	1	0	1	
+45 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	
Total Volume	1	6	1	8	2	1	0	3	0	8	0	8	1	4	1	6	
% App. Total	12.5	75	12.5		66.7	33.3	0		0	100	0		16.7	66.7	16.7		
PHF	.250	.500	.250	.400	.250	.250	.000	.375	.000	.667	.000	.667	.250	.500	.250	.500	

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City of Palm Desert
N/S: Cook Street
E/W: Country Club Drive
Weather: Clear

File Name : 09_PLD_Cook_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Cook Street Southbound					Country Club Drive Westbound					Cook Street Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	21	111	17	13	149	17	104	28	20	149	25	112	12	4	149	15	67	18	10	100	47	547	594
10:15 AM	37	104	24	18	165	15	105	26	13	146	41	122	23	7	186	24	68	24	17	116	55	613	668
10:30 AM	42	98	33	15	173	20	91	27	16	138	29	126	28	13	183	16	82	25	10	123	54	617	671
10:45 AM	47	122	33	15	202	26	128	34	19	188	40	99	16	9	155	17	56	22	9	95	52	640	692
Total	147	435	107	61	689	78	428	115	68	621	135	459	79	33	673	72	273	89	46	434	208	2417	2625
11:00 AM	42	114	17	12	173	21	104	34	13	159	45	91	13	7	149	17	64	19	11	100	43	581	624
11:15 AM	38	117	35	22	190	20	75	21	11	116	43	108	27	14	178	29	83	35	16	147	63	631	694
11:30 AM	55	134	21	12	210	32	110	30	14	172	32	99	31	17	162	24	71	28	15	123	58	667	725
11:45 AM	40	134	25	7	199	26	116	36	22	178	40	95	13	9	148	19	81	30	17	130	55	655	710
Total	175	499	98	53	772	99	405	121	60	625	160	393	84	47	637	89	299	112	59	500	219	2534	2753
12:00 PM	47	131	26	11	204	23	106	30	15	159	38	122	22	12	182	21	98	32	23	151	61	696	757
12:15 PM	40	131	29	11	200	33	126	37	18	196	30	97	36	16	163	34	92	38	20	164	65	723	788
12:30 PM	48	144	32	17	224	27	107	33	20	167	44	137	34	18	215	25	74	42	20	141	75	747	822
12:45 PM	58	123	22	14	203	26	99	26	12	151	41	104	13	7	158	20	96	44	17	160	50	672	722
Total	193	529	109	53	831	109	438	126	65	673	153	460	105	53	718	100	360	156	80	616	251	2838	3089
01:00 PM	58	126	27	12	211	19	106	32	18	157	32	113	25	8	170	22	98	27	15	147	53	685	738
01:15 PM	54	128	42	20	224	25	79	26	13	130	45	118	46	31	209	22	113	28	17	163	81	726	807
01:30 PM	70	124	32	10	226	34	92	36	17	162	43	102	29	11	174	15	113	35	15	163	53	725	778
01:45 PM	40	128	30	17	198	47	111	24	15	182	41	94	24	12	159	34	106	30	7	170	51	709	760
Total	222	506	131	59	859	125	388	118	63	631	161	427	124	62	712	93	430	120	54	643	238	2845	3083
Grand Total	737	1969	445	226	3151	411	1659	480	256	2550	609	1739	392	195	2740	354	1362	477	239	2193	916	10634	11550
Apprch %	23.4	62.5	14.1			16.1	65.1	18.8			22.2	63.5	14.3			16.1	62.1	21.8					
Total %	6.9	18.5	4.2		29.6	3.9	15.6	4.5		24	5.7	16.4	3.7		25.8	3.3	12.8	4.5		20.6	7.9	92.1	
Passenger Vehicles	732	1923	438		3315	408	1644	477		2784	604	1698	384		2879	345	1343	472		2398	0	0	11376
% Passenger Vehicles	99.3	97.7	98.4	98.2	98.2	99.3	99.1	99.4	99.6	99.2	99.2	97.6	98	99	98.1	97.5	98.6	99	99.6	98.6	0	0	98.5
Large 2 Axle Vehicles	5	26	3		35	3	13	2		18	4	25	7		38	3	17	4		25	0	0	116
% Large 2 Axle Vehicles	0.7	1.3	0.7	0.4	1	0.7	0.8	0.4	0	0.6	0.7	1.4	1.8	1	1.3	0.8	1.2	0.8	0.4	1	0	0	1
3 Axle Vehicles	0	19	2		22	0	1	0		1	1	9	1		11	3	0	1		4	0	0	38
% 3 Axle Vehicles	0	1	0.4	0.4	0.7	0	0.1	0	0	0	0.2	0.5	0.3	0	0.4	0.8	0	0.2	0	0.2	0	0	0.3
4+ Axle Trucks	0	1	2		5	0	1	1		3	0	7	0		7	3	2	0		5	0	0	20
% 4+ Axle Trucks	0	0.1	0.4	0.9	0.1	0	0.1	0.2	0.4	0.1	0	0.4	0	0	0.2	0.8	0.1	0	0	0.2	0	0	0.2

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City of Palm Desert
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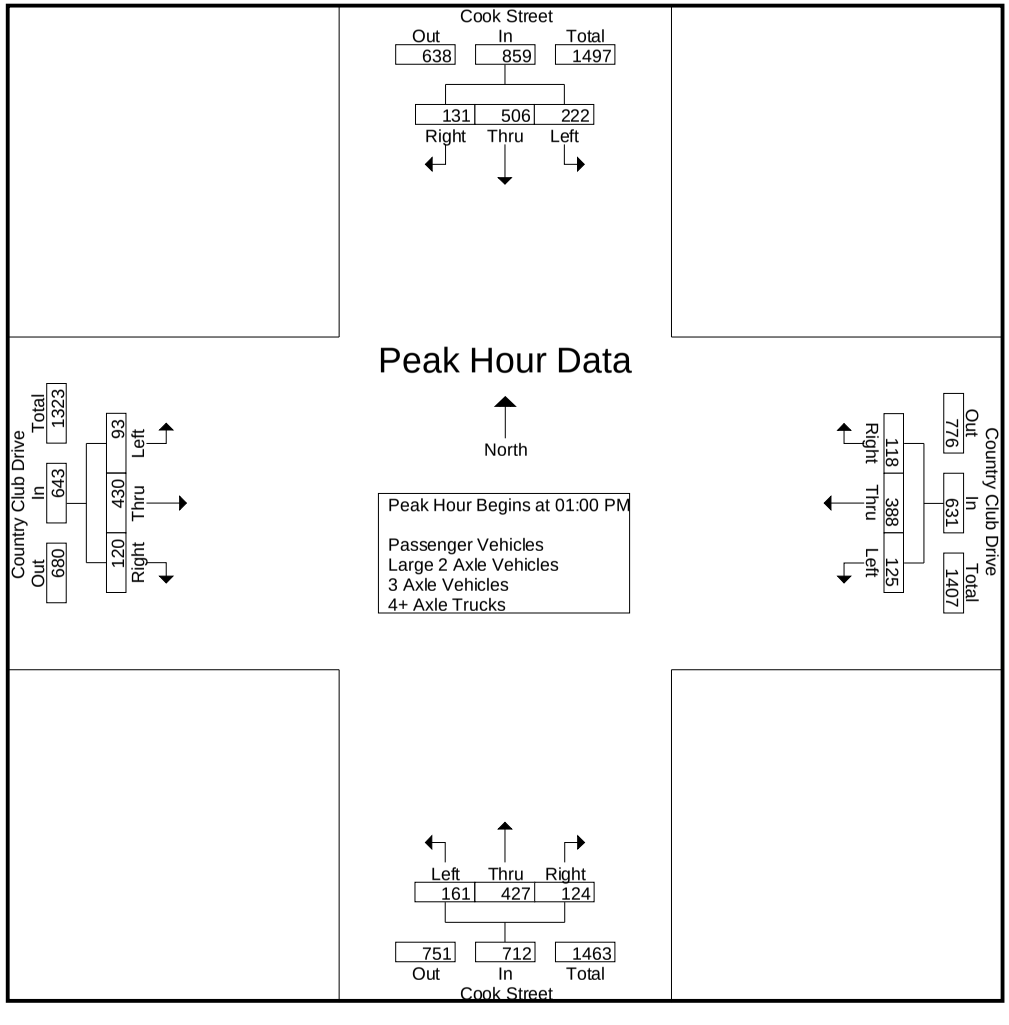
File Name : 09_PLD_Cook_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
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	Cook Street Southbound				Country Club Drive Westbound				Cook Street Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	58	126	27	211	19	106	32	157	32	113	25	170	22	98	27	147	685
01:15 PM	54	**128**	**42**	224	25	79	26	130	**45**	**118**	**46**	**209**	22	**113**	28	163	**726**
01:30 PM	**70**	124	32	**226**	34	92	**36**	162	43	102	29	174	15	113	**35**	163	725
01:45 PM	40	128	30	198	**47**	**111**	24	**182**	41	94	24	159	**34**	106	30	**170**	709
Total Volume	222	506	131	859	125	388	118	631	161	427	124	712	93	430	120	643	2845
% App. Total	25.8	58.9	15.3		19.8	61.5	18.7		22.6	60	17.4		14.5	66.9	18.7		
PHF	.793	.988	.780	.950	.665	.874	.819	.867	.894	.905	.674	.852	.684	.951	.857	.946	.980

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	Cook Street Southbound				Country Club Drive Westbound				Cook Street Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	12:45 PM				11:30 AM				12:30 PM				01:00 PM				
+0 mins.	58	123	22	203	32	110	30	172	44	**137**	34	**215**	22	98	27	147	
+15 mins.	58	126	27	211	26	116	36	178	41	104	13	158	22	**113**	28	163	
+30 mins.	54	**128**	**42**	224	23	106	30	159	32	113	25	170	15	113	**35**	163	
+45 mins.	**70**	124	32	**226**	**33**	**126**	**37**	**196**	**45**	118	**46**	209	**34**	106	30	**170**	
Total Volume	240	501	123	864	114	458	133	705	162	472	118	752	93	430	120	643	
% App. Total	27.8	58	14.2		16.2	65	18.9		21.5	62.8	15.7		14.5	66.9	18.7		
PHF	.857	.979	.732	.956	.864	.909	.899	.899	.900	.861	.641	.874	.684	.951	.857	.946	

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File Name : 09_PLD_Cook_Country Club Sat
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Groups Printed- Passenger Vehicles

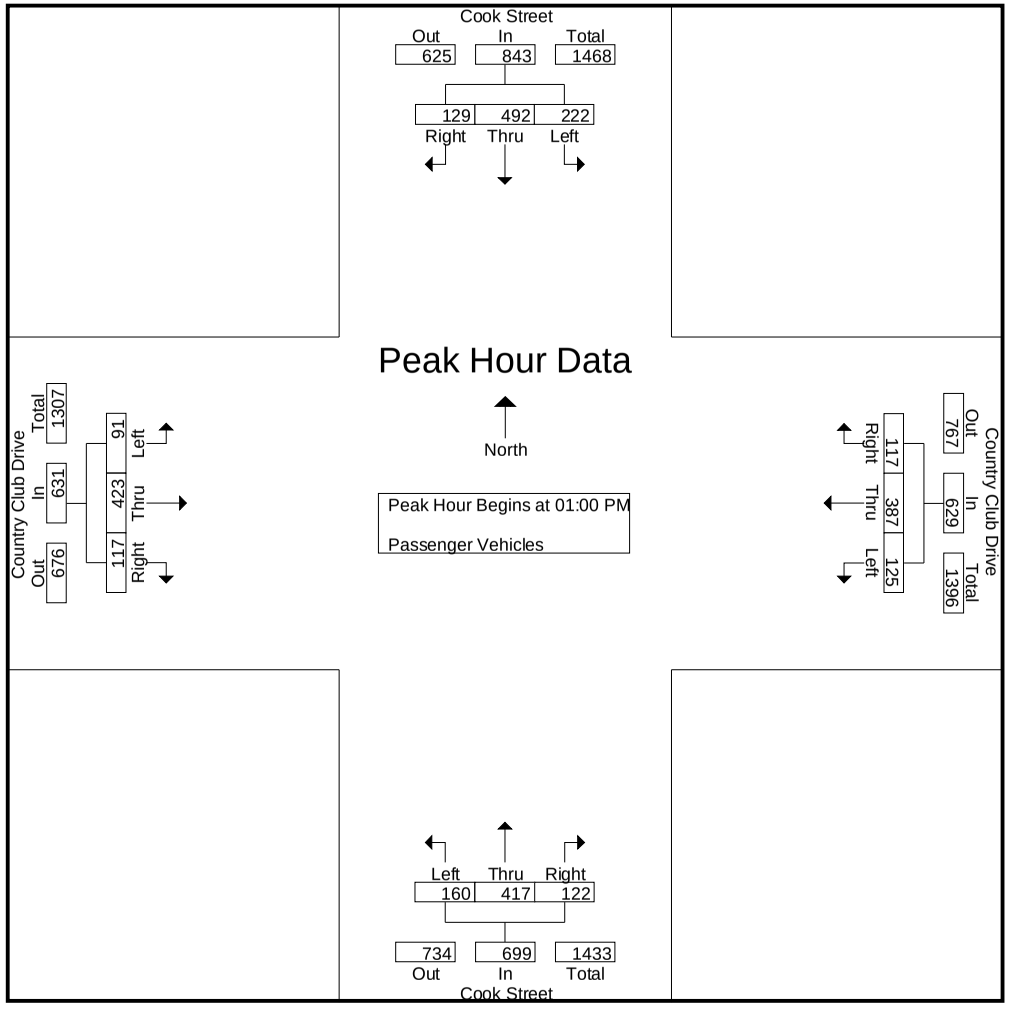
	Cook Street Southbound					Country Club Drive Westbound					Cook Street Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	21	108	17	13	146	17	103	27	19	147	25	108	10	4	143	15	67	17	10	99	46	535	581
10:15 AM	37	103	24	18	164	15	102	26	13	143	41	119	23	7	183	21	63	24	17	108	55	598	653
10:30 AM	42	96	32	14	170	20	90	27	16	137	29	124	27	13	180	16	81	25	10	122	53	609	662
10:45 AM	47	119	33	15	199	26	128	34	19	188	40	99	15	9	154	17	56	22	9	95	52	636	688
Total	147	426	106	60	679	78	423	114	67	615	135	450	75	33	660	69	267	88	46	424	206	2378	2584
11:00 AM	42	109	17	12	168	21	101	34	13	156	43	89	13	7	145	17	61	19	11	97	43	566	609
11:15 AM	38	112	34	21	184	20	74	21	11	115	43	104	26	13	173	29	83	35	16	147	61	619	680
11:30 AM	54	131	21	12	206	32	109	30	14	171	32	96	31	17	159	24	70	28	15	122	58	658	716
11:45 AM	40	132	24	6	196	26	114	36	22	176	40	94	13	9	147	19	81	30	17	130	54	649	703
Total	174	484	96	51	754	99	398	121	60	618	158	383	83	46	624	89	295	112	59	496	216	2492	2708
12:00 PM	46	127	26	11	199	23	105	30	15	158	38	118	22	12	178	21	98	32	23	151	61	686	747
12:15 PM	40	131	28	10	199	31	126	37	18	194	29	93	36	16	158	32	92	38	20	162	64	713	777
12:30 PM	46	141	31	17	218	26	107	33	20	166	43	135	34	18	212	24	72	42	20	138	75	734	809
12:45 PM	57	122	22	14	201	26	98	25	12	149	41	102	12	6	155	19	96	43	17	158	49	663	712
Total	189	521	107	52	817	106	436	125	65	667	151	448	104	52	703	96	358	155	80	609	249	2796	3045
01:00 PM	58	122	26	12	206	19	106	32	18	157	32	109	24	8	165	22	98	26	14	146	52	674	726
01:15 PM	54	121	41	20	216	25	79	26	13	130	44	117	46	31	207	22	112	27	17	161	81	714	795
01:30 PM	70	121	32	10	223	34	92	35	17	161	43	101	28	11	172	15	110	34	15	159	53	715	768
01:45 PM	40	128	30	17	198	47	110	24	15	181	41	90	24	12	155	32	103	30	7	165	51	699	750
Total	222	492	129	59	843	125	387	117	63	629	160	417	122	62	699	91	423	117	53	631	237	2802	3039
Grand Total	732	1923	438	222	3093	408	1644	477	255	2529	604	1698	384	193	2686	345	1343	472	238	2160	908	10468	11376
Apprch %	23.7	62.2	14.2			16.1	65	18.9			22.5	63.2	14.3			16	62.2	21.9					
Total %	7	18.4	4.2		29.5	3.9	15.7	4.6		24.2	5.8	16.2	3.7		25.7	3.3	12.8	4.5		20.6	8	92	

	Cook Street Southbound				Country Club Drive Westbound				Cook Street Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	58	122	26	206	19	106	32	157	32	109	24	165	22	98	26	146	674
01:15 PM	54	121	**41**	216	25	79	26	130	**44**	**117**	**46**	**207**	22	**112**	27	161	714
01:30 PM	**70**	121	32	**223**	34	92	**35**	161	43	101	28	172	15	110	**34**	159	**715**
01:45 PM	40	**128**	30	198	**47**	**110**	24	**181**	41	90	24	155	**32**	103	30	**165**	699
Total Volume	222	492	129	843	125	387	117	629	160	417	122	699	91	423	117	631	2802
% App. Total	26.3	58.4	15.3		19.9	61.5	18.6		22.9	59.7	17.5		14.4	67	18.5		
PHF	.793	.961	.787	.945	.665	.880	.836	.869	.909	.891	.663	.844	.711	.944	.860	.956	.980

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City of Palm Desert
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Weather: Clear

File Name : 09_PLD_Cook_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
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City of Palm Desert
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	Cook Street Southbound				Country Club Drive Westbound				Cook Street Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	01:00 PM				01:00 PM				01:00 PM				01:00 PM				
+0 mins.	58	122	26	206	19	106	32	157	32	109	24	165	22	98	26	146	
+15 mins.	54	121	**41**	216	25	79	26	130	**44**	**117**	**46**	**207**	22	**112**	27	161	
+30 mins.	**70**	121	32	**223**	34	92	**35**	161	43	101	28	172	15	110	**34**	159	
+45 mins.	40	**128**	30	198	**47**	**110**	24	**181**	41	90	24	155	**32**	103	30	**165**	
Total Volume	222	492	129	843	125	387	117	629	160	417	122	699	91	423	117	631	
% App. Total	26.3	58.4	15.3		19.9	61.5	18.6		22.9	59.7	17.5		14.4	67	18.5		
PHF	.793	.961	.787	.945	.665	.880	.836	.869	.909	.891	.663	.844	.711	.944	.860	.956	

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City of Palm Desert
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File Name : 09_PLD_Cook_Country Club Sat
Site Code : 05118939
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Groups Printed- Large 2 Axle Vehicles

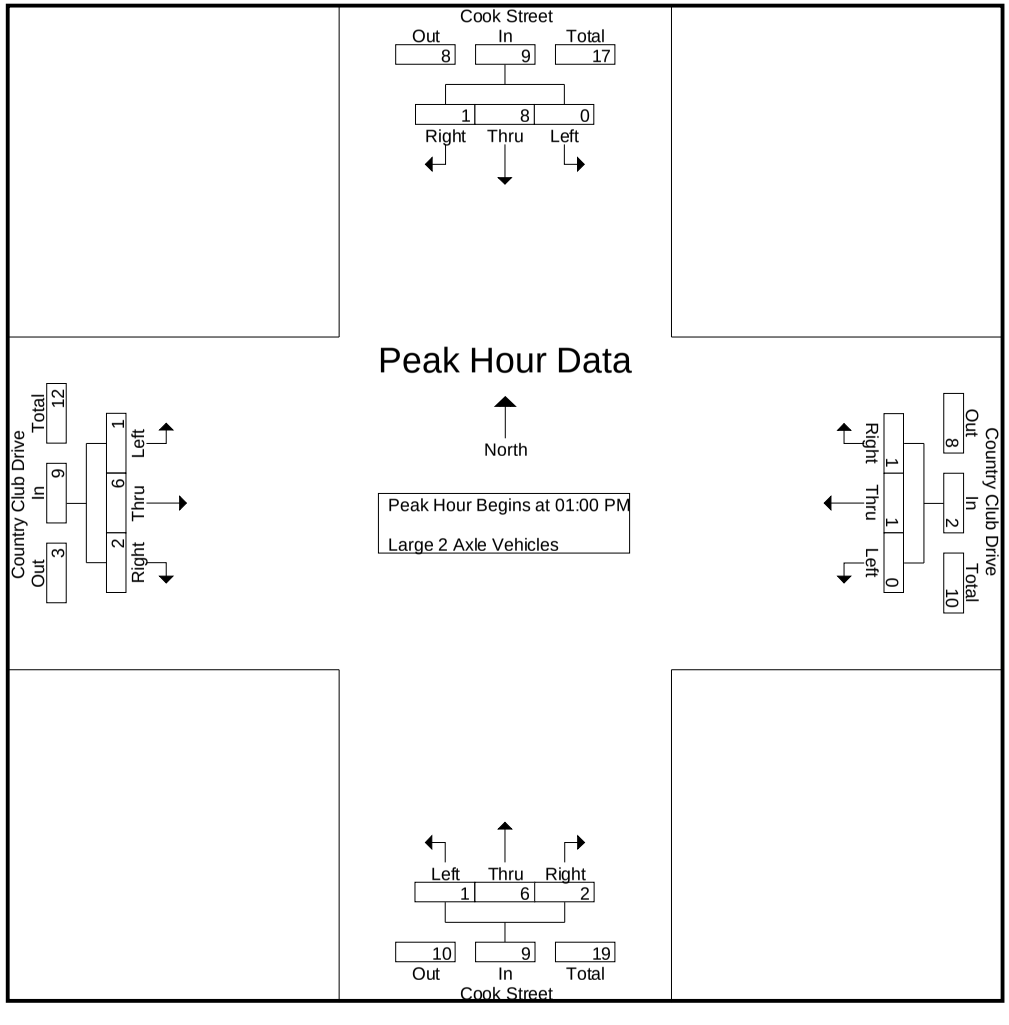
	Cook Street Southbound					Country Club Drive Westbound					Cook Street Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	0	2	0	0	2	0	1	0	0	1	0	1	2	0	3	0	0	1	0	1	0	7	7
10:15 AM	0	1	0	0	1	0	3	0	0	3	0	3	0	0	3	0	5	0	0	5	0	12	12
10:30 AM	0	0	1	1	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	1	3	4
10:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3	3
Total	0	5	1	1	6	0	5	0	0	5	0	5	3	0	8	0	5	1	0	6	1	25	26
11:00 AM	0	2	0	0	2	0	2	0	0	2	2	1	0	0	3	0	3	0	0	3	0	10	10
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	3	1	1	4	0	0	0	0	0	1	5	6
11:30 AM	1	2	0	0	3	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	0	7	7
11:45 AM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	4
Total	1	7	0	0	8	0	5	0	0	5	2	6	1	1	9	0	4	0	0	4	1	26	27
12:00 PM	1	3	0	0	4	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	9	9
12:15 PM	0	0	0	0	0	2	0	0	0	2	1	2	0	0	3	2	0	0	0	2	0	7	7
12:30 PM	2	3	1	0	6	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	9	9
12:45 PM	1	0	0	0	1	0	1	1	0	2	0	2	1	1	3	0	0	1	0	1	1	7	8
Total	4	6	1	0	11	3	2	1	0	6	1	8	1	1	10	2	2	1	0	5	1	32	33
01:00 PM	0	2	1	0	3	0	0	0	0	0	0	3	1	0	4	0	0	1	1	1	1	8	9
01:15 PM	0	4	0	0	4	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	7	7
01:30 PM	0	2	0	0	2	0	0	1	0	1	0	1	1	0	2	0	3	1	0	4	0	9	9
01:45 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	1	2	0	0	3	0	5	5
Total	0	8	1	0	9	0	1	1	0	2	1	6	2	0	9	1	6	2	1	9	1	29	30
Grand Total	5	26	3	1	34	3	13	2	0	18	4	25	7	2	36	3	17	4	1	24	4	112	116
Apprch %	14.7	76.5	8.8			16.7	72.2	11.1			11.1	69.4	19.4			12.5	70.8	16.7					
Total %	4.5	23.2	2.7		30.4	2.7	11.6	1.8		16.1	3.6	22.3	6.2		32.1	2.7	15.2	3.6		21.4	3.4	96.6	

	Cook Street Southbound				Country Club Drive Westbound				Cook Street Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	2	**1**	3	0	0	0	0	0	**3**	**1**	**4**	0	0	**1**	1	8
01:15 PM	0	**4**	0	**4**	0	0	0	0	**1**	1	0	2	0	1	0	1	7
01:30 PM	0	2	0	2	0	0	**1**	**1**	0	1	1	2	0	**3**	1	**4**	**9**
01:45 PM	0	0	0	0	0	**1**	0	1	0	1	0	1	**1**	2	0	3	5
Total Volume	0	8	1	9	0	1	1	2	1	6	2	9	1	6	2	9	29
% App. Total	0	88.9	11.1		0	50	50		11.1	66.7	22.2		11.1	66.7	22.2		
PHF	.000	.500	.250	.563	.000	.250	.250	.500	.250	.500	.500	.563	.250	.500	.500	.563	.806

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	Cook Street Southbound				Country Club Drive Westbound				Cook Street Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	01:00 PM				01:00 PM				01:00 PM				01:00 PM				
+0 mins.	0	2	**1**	3	0	0	0	0	0	**3**	**1**	**4**	0	0	**1**	1	
+15 mins.	0	**4**	0	**4**	0	0	0	0	**1**	1	0	2	0	1	0	1	
+30 mins.	0	2	0	2	0	0	**1**	**1**	0	1	1	2	0	**3**	1	**4**	
+45 mins.	0	0	0	0	0	**1**	0	1	0	1	0	1	**1**	2	0	3	
Total Volume	0	8	1	9	0	1	1	2	1	6	2	9	1	6	2	9	
% App. Total	0	88.9	11.1		0	50	50		11.1	66.7	22.2		11.1	66.7	22.2		
PHF	.000	.500	.250	.563	.000	.250	.250	.500	.250	.500	.500	.563	.250	.500	.500	.563	

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Site Code : 05118939
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Groups Printed- 3 Axle Vehicles

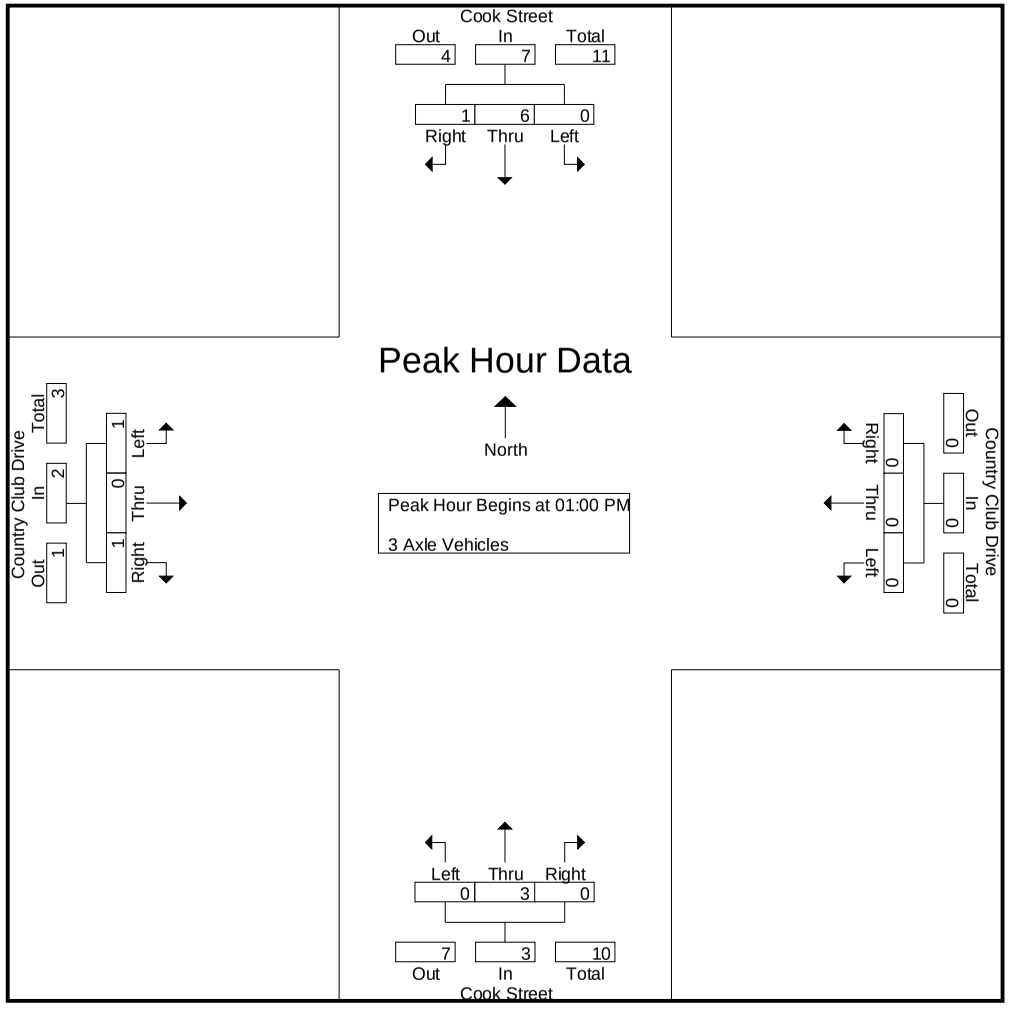
	Cook Street Southbound					Country Club Drive Westbound					Cook Street Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	4
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
10:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3	3
10:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	4	0	0	4	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	0	9	9
11:00 AM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3
11:15 AM	0	4	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	6
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
Total	0	7	1	1	8	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	1	11	12
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	2	2
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	0	5	5
01:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3
01:15 PM	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	5
01:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	3	3
Total	0	6	1	0	7	0	0	0	0	0	0	3	0	0	3	1	0	1	0	2	0	12	12
Grand Total	0	19	2	1	21	0	1	0	0	1	1	9	1	0	11	3	0	1	0	4	1	37	38
Apprch %	0	90.5	9.5			0	100	0			9.1	81.8	9.1			75	0	25					
Total %	0	51.4	5.4		56.8	0	2.7	0		2.7	2.7	24.3	2.7		29.7	8.1	0	2.7		10.8	2.6	97.4	

	Cook Street Southbound				Country Club Drive Westbound				Cook Street Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
01:15 PM	0	**3**	**1**	**4**	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**5**
01:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	**1**	0	0	1	3
Total Volume	0	6	1	7	0	0	0	0	0	3	0	3	1	0	1	2	12
% App. Total	0	85.7	14.3		0	0	0		0	100	0		50	0	50		
PHF	.000	.500	.250	.438	.000	.000	.000	.000	.000	.375	.000	.375	.250	.000	.250	.500	.600

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City of Palm Desert
N/S: Cook Street
E/W: Country Club Drive
Weather: Clear

File Name : 09_PLD_Cook_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 2



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City of Palm Desert
N/S: Cook Street
E/W: Country Club Drive
Weather: Clear

File Name : 09_PLD_Cook_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 3

	Cook Street Southbound				Country Club Drive Westbound				Cook Street Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	01:00 PM				01:00 PM				01:00 PM				01:00 PM				
+0 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	
+15 mins.	0	**3**	**1**	**4**	0	0	0	0	0	0	0	0	0	0	**1**	**1**	
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	**1**	0	0	1	
Total Volume	0	6	1	7	0	0	0	0	0	3	0	3	1	0	1	2	
% App. Total	0	85.7	14.3		0	0	0		0	100	0		50	0	50		
PHF	.000	.500	.250	.438	.000	.000	.000	.000	.000	.375	.000	.375	.250	.000	.250	.500	

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City of Palm Desert
N/S: Cook Street
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Weather: Clear

File Name : 09_PLD_Cook_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

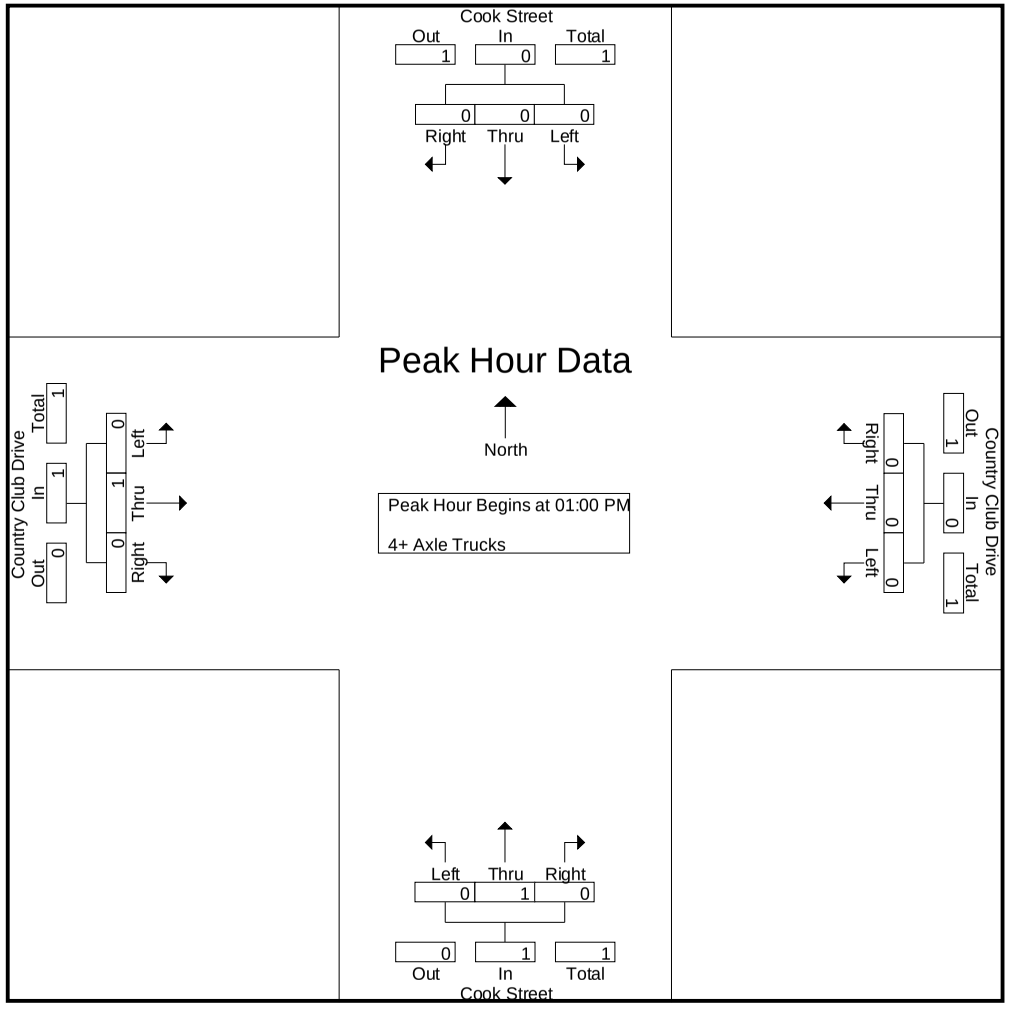
	Cook Street Southbound					Country Club Drive Westbound					Cook Street Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	2
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	2	2
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	1	1	0	1	0	0	1	2	1	0	0	3	1	5	6
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
11:15 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	1	1	1	2	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	1	5	6
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	1	1	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
Total	0	0	1	1	1	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	1	5	6
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	2	2
Grand Total	0	1	2	2	3	0	1	1	1	2	0	7	0	0	7	3	2	0	0	5	3	17	20
Apprch %	0	33.3	66.7			0	50	50			0	100	0			60	40	0					
Total %	0	5.9	11.8		17.6	0	5.9	5.9		11.8	0	41.2	0		41.2	17.6	11.8	0		29.4	15	85	

	Cook Street Southbound				Country Club Drive Westbound				Cook Street Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	**1**	0	**1**	**2**
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
% App. Total	0	0	0		0	0	0		0	100	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.250	.250

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City of Palm Desert
N/S: Cook Street
E/W: Country Club Drive
Weather: Clear

File Name : 09_PLD_Cook_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 2



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City of Palm Desert
N/S: Cook Street
E/W: Country Club Drive
Weather: Clear

File Name : 09_PLD_Cook_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 3

	Cook Street Southbound				Country Club Drive Westbound				Cook Street Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	01:00 PM				01:00 PM				01:00 PM				01:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	**1**	0	**1**	
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	
% App. Total	0	0	0		0	0	0		0	100	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.250	

Location: Palm Desert
N/S: Cook Street
E/W: Country Club Drive

PEDESTRIANS

Date: 1/10/2019
Day: Thursday

	North Leg Cook Street Pedestrians	East Leg Country Club Drive Pedestrians	South Leg Cook Street Pedestrians	West Leg Country Club Drive Pedestrians	
3:00 PM	1	0	2	1	4
3:15 PM	0	1	0	1	2
3:30 PM	1	0	0	0	1
3:45 PM	2	0	0	1	3
4:00 PM	0	0	0	0	0
4:15 PM	1	0	0	3	4
4:30 PM	0	0	0	0	0
4:45 PM	2	0	0	0	2
5:00 PM	0	0	1	0	1
5:15 PM	1	0	0	4	5
5:30 PM	0	0	0	1	1
5:45 PM	0	0	1	0	1
6:00 PM	0	0	0	3	3
6:15 PM	0	0	0	0	0
6:30 PM	0	0	0	0	0
6:45 PM	1	0	0	0	1
TOTAL VOLUMES:	9	1	4	14	28

Date: 1/11/2019
Day: Friday

	North Leg Cook Street Pedestrians	East Leg Country Club Drive Pedestrians	South Leg Cook Street Pedestrians	West Leg Country Club Drive Pedestrians	
3:00 PM	3	0	0	1	4
3:15 PM	3	0	0	1	4
3:30 PM	0	0	1	0	1
3:45 PM	0	0	2	1	3
4:00 PM	1	0	0	1	2
4:15 PM	0	0	0	1	1
4:30 PM	0	1	1	0	2
4:45 PM	0	0	0	1	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	2	2
6:00 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0
6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	1	1
TOTAL VOLUMES:	7	1	4	9	21

Date: 1/12/2019
Day: Saturday

	North Leg Cook Street Pedestrians	East Leg Country Club Drive Pedestrians	South Leg Cook Street Pedestrians	West Leg Country Club Drive Pedestrians	
10:00 AM	0	0	0	0	0
10:15 AM	0	0	0	1	1
10:30 AM	0	1	0	0	1
10:45 AM	0	1	0	2	3
11:00 AM	2	0	2	1	5
11:15 AM	0	2	0	2	4
11:30 AM	1	0	0	0	1
11:45 AM	8	3	2	3	16
12:00 PM	1	0	0	2	3
12:15 PM	3	3	0	0	6
12:30 PM	2	0	1	2	5
12:45 PM	0	0	2	3	5
1:00 PM	0	0	0	4	4
1:15 PM	0	0	0	0	0
1:30 PM	0	0	0	2	2
1:45 PM	0	0	2	1	3
TOTAL VOLUMES:	17	10	9	23	59

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Location: Palm Desert
N/S: Cook Street
E/W: Country Club Drive

BICYCLES

Date: 1/10/2019
Day: Thursday

	Southbound Cook Street			Westbound Country Club Drive			Northbound Cook Street			Eastbound Country Club Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
3:30 PM	0	0	0	1	0	0	0	0	1	0	2	0	4
3:45 PM	0	0	0	0	1	0	0	1	0	0	3	0	5
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
4:15 PM	0	0	0	0	0	1	0	0	1	0	1	0	3
4:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	1	2	0	0	0	0	0	0	0	0	0	3
5:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	1	4	1	1	1	1	1	4	0	7	0	22

Date: 1/11/2019
Day: Friday

	Southbound Cook Street			Westbound Country Club Drive			Northbound Cook Street			Eastbound Country Club Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
3:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
3:45 PM	0	1	0	0	1	0	1	0	0	0	1	0	4
4:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
4:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	2	0	5	0	1	0	0	0	5	0	14

Date: 1/12/2019
Day: Saturday

	Southbound Cook Street			Westbound Country Club Drive			Northbound Cook Street			Eastbound Country Club Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	5
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	5	0	0	0	0	0	0	0	5
11:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	1	0	0	0	0	0	0	0	0	10	0	11
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
12:30 PM	0	0	0	0	3	0	0	0	0	1	1	0	5
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
1:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	3
1:30 PM	0	1	0	0	0	0	0	0	1	0	0	0	2
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	4	1	1	8	0	0	1	1	1	18	0	35

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City of Palm Desert
N/S: Cook Street
E/W: Hovely Lane East
Weather: Clear

File Name : 10_PLD_Cook_Hovley Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Cook Street Southbound					Hovely Lane East Westbound					Cook Street Northbound					Hovely Lane East Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	36	190	33	9	259	57	74	29	5	160	28	284	82	20	394	42	88	17	3	147	37	960	997
03:15 PM	29	186	45	14	260	43	74	32	17	149	21	220	62	19	303	36	78	18	1	132	51	844	895
03:30 PM	13	193	41	11	247	35	70	37	10	142	40	266	65	16	371	52	80	28	5	160	42	920	962
03:45 PM	45	209	32	7	286	41	69	37	18	147	27	225	47	16	299	41	76	26	2	143	43	875	918
Total	123	778	151	41	1052	176	287	135	50	598	116	995	256	71	1367	171	322	89	11	582	173	3599	3772
04:00 PM	46	167	37	9	250	33	75	36	7	144	24	240	69	18	333	43	111	19	2	173	36	900	936
04:15 PM	40	174	50	9	264	37	62	29	17	128	23	187	69	20	279	40	77	12	2	129	48	800	848
04:30 PM	39	169	42	15	250	41	79	27	10	147	20	200	59	17	279	39	98	14	2	151	44	827	871
04:45 PM	20	162	43	8	225	37	72	28	10	137	24	204	56	15	284	48	92	24	3	164	36	810	846
Total	145	672	172	41	989	148	288	120	44	556	91	831	253	70	1175	170	378	69	9	617	164	3337	3501
05:00 PM	51	166	45	11	262	51	79	49	23	179	23	211	65	22	299	57	114	15	2	186	58	926	984
05:15 PM	34	194	28	9	256	42	68	31	13	141	31	225	56	17	312	49	81	14	2	144	41	853	894
05:30 PM	28	135	39	8	202	30	57	10	3	97	21	133	54	21	208	27	75	15	0	117	32	624	656
05:45 PM	26	161	45	5	232	28	64	17	7	109	13	148	37	14	198	34	73	11	2	118	28	657	685
Total	139	656	157	33	952	151	268	107	46	526	88	717	212	74	1017	167	343	55	6	565	159	3060	3219
06:00 PM	18	124	24	7	166	30	56	15	4	101	11	115	40	15	166	35	67	8	4	110	30	543	573
06:15 PM	22	118	26	6	166	23	51	14	10	88	11	92	35	11	138	20	39	10	1	69	28	461	489
06:30 PM	14	88	22	5	124	20	46	7	1	73	8	96	28	13	132	21	43	7	2	71	21	400	421
06:45 PM	20	85	12	5	117	13	42	4	0	59	8	87	29	11	124	28	46	7	3	81	19	381	400
Total	74	415	84	23	573	86	195	40	15	321	38	390	132	50	560	104	195	32	10	331	98	1785	1883
Grand Total	481	2521	564	138	3566	561	1038	402	155	2001	333	2933	853	265	4119	612	1238	245	36	2095	594	11781	12375
Apprch %	13.5	70.7	15.8			28	51.9	20.1			8.1	71.2	20.7			29.2	59.1	11.7					
Total %	4.1	21.4	4.8		30.3	4.8	8.8	3.4		17	2.8	24.9	7.2		35	5.2	10.5	2.1		17.8	4.8	95.2	
Passenger Vehicles	473	2451	501		3552	548	1021	395		2118	326	2841	840		4265	594	1223	241		2094	0	0	12029
% Passenger Vehicles	98.3	97.2	88.8	92	95.9	97.7	98.4	98.3	99.4	98.2	97.9	96.9	98.5	97.4	97.3	97.1	98.8	98.4	100	98.3	0	0	97.2
Large 2 Axle Vehicles	8	59	27		101	13	16	7		37	7	79	11		103	11	14	4		29	0	0	270
% Large 2 Axle Vehicles	1.7	2.3	4.8	5.1	2.7	2.3	1.5	1.7	0.6	1.7	2.1	2.7	1.3	2.3	2.3	1.8	1.1	1.6	0	1.4	0	0	2.2
3 Axle Vehicles	0	7	34		44	0	1	0		1	0	8	2		11	4	0	0		4	0	0	60
% 3 Axle Vehicles	0	0.3	6	2.2	1.2	0	0.1	0	0	0	0	0.3	0.2	0.4	0.3	0.7	0	0	0	0.2	0	0	0.5
4+ Axle Trucks	0	4	2		7	0	0	0		0	0	5	0		5	3	1	0		4	0	0	16
% 4+ Axle Trucks	0	0.2	0.4	0.7	0.2	0	0	0	0	0	0	0.2	0	0	0.1	0.5	0.1	0	0	0.2	0	0	0.1

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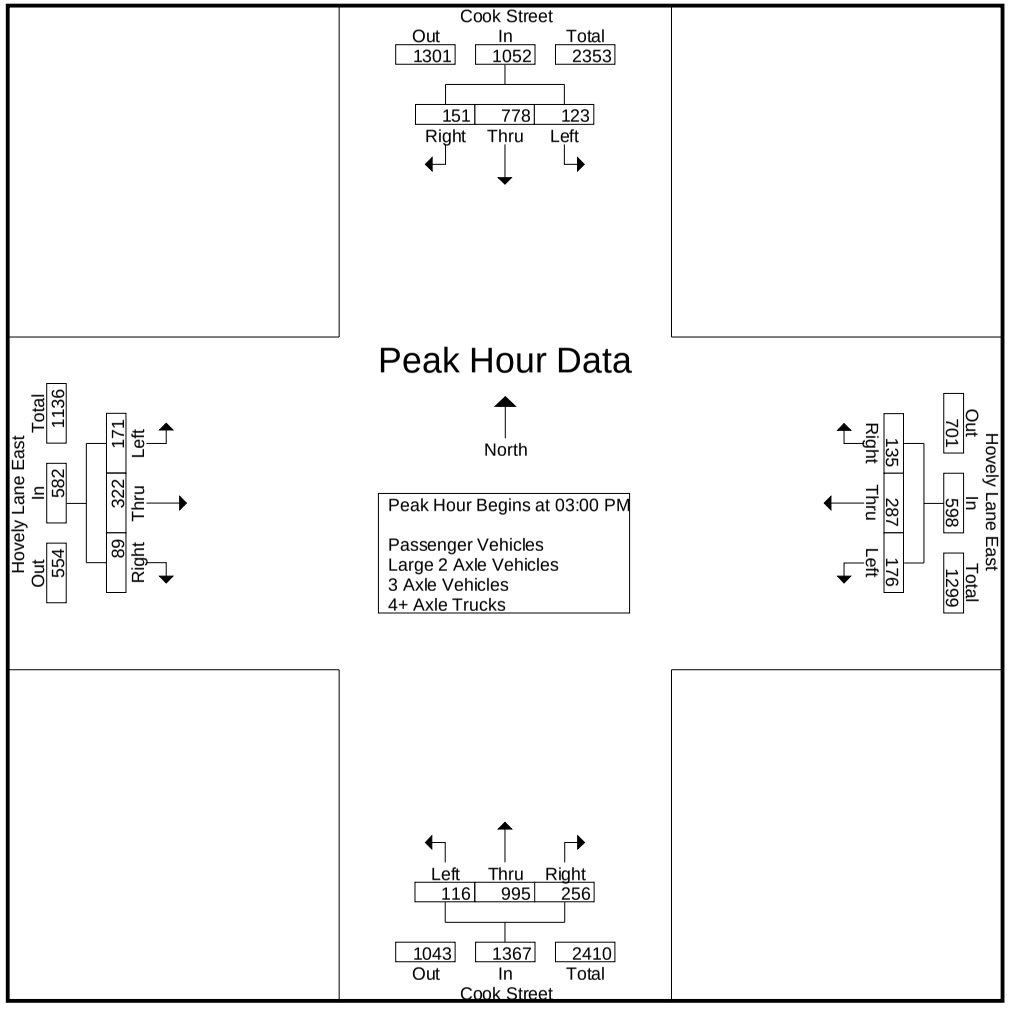
File Name : 10_PLD_Cook_Hovley Thurs
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	Cook Street Southbound				Hovely Lane East Westbound				Cook Street Northbound				Hovely Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	36	190	33	259	**57**	**74**	29	**160**	28	**284**	**82**	**394**	42	**88**	17	147	**960**
03:15 PM	29	186	**45**	260	43	74	32	149	21	220	62	303	36	78	18	132	844
03:30 PM	13	193	41	247	35	70	**37**	142	**40**	266	65	371	**52**	80	**28**	**160**	920
03:45 PM	**45**	**209**	32	**286**	41	69	37	147	27	225	47	299	41	76	26	143	875
Total Volume	123	778	151	1052	176	287	135	598	116	995	256	1367	171	322	89	582	3599
% App. Total	11.7	74	14.4		29.4	48	22.6		8.5	72.8	18.7		29.4	55.3	15.3		
PHF	.683	.931	.839	.920	.772	.970	.912	.934	.725	.876	.780	.867	.822	.915	.795	.909	.937

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	Cook Street Southbound				Hovely Lane East Westbound				Cook Street Northbound				Hovely Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				04:30 PM				03:00 PM				04:30 PM				
+0 mins.	36	190	33	259	41	**79**	27	147	28	**284**	**82**	**394**	39	98	14	151	
+15 mins.	29	186	**45**	260	37	72	28	137	21	220	62	303	48	92	**24**	164	
+30 mins.	13	193	41	247	**51**	79	**49**	**179**	**40**	266	65	371	**57**	**114**	15	**186**	
+45 mins.	**45**	**209**	32	**286**	42	68	31	141	27	225	47	299	49	81	14	144	
Total Volume	123	778	151	1052	171	298	135	604	116	995	256	1367	193	385	67	645	
% App. Total	11.7	74	14.4		28.3	49.3	22.4		8.5	72.8	18.7		29.9	59.7	10.4		
PHF	.683	.931	.839	.920	.838	.943	.689	.844	.725	.876	.780	.867	.846	.844	.698	.867	

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Groups Printed- Passenger Vehicles

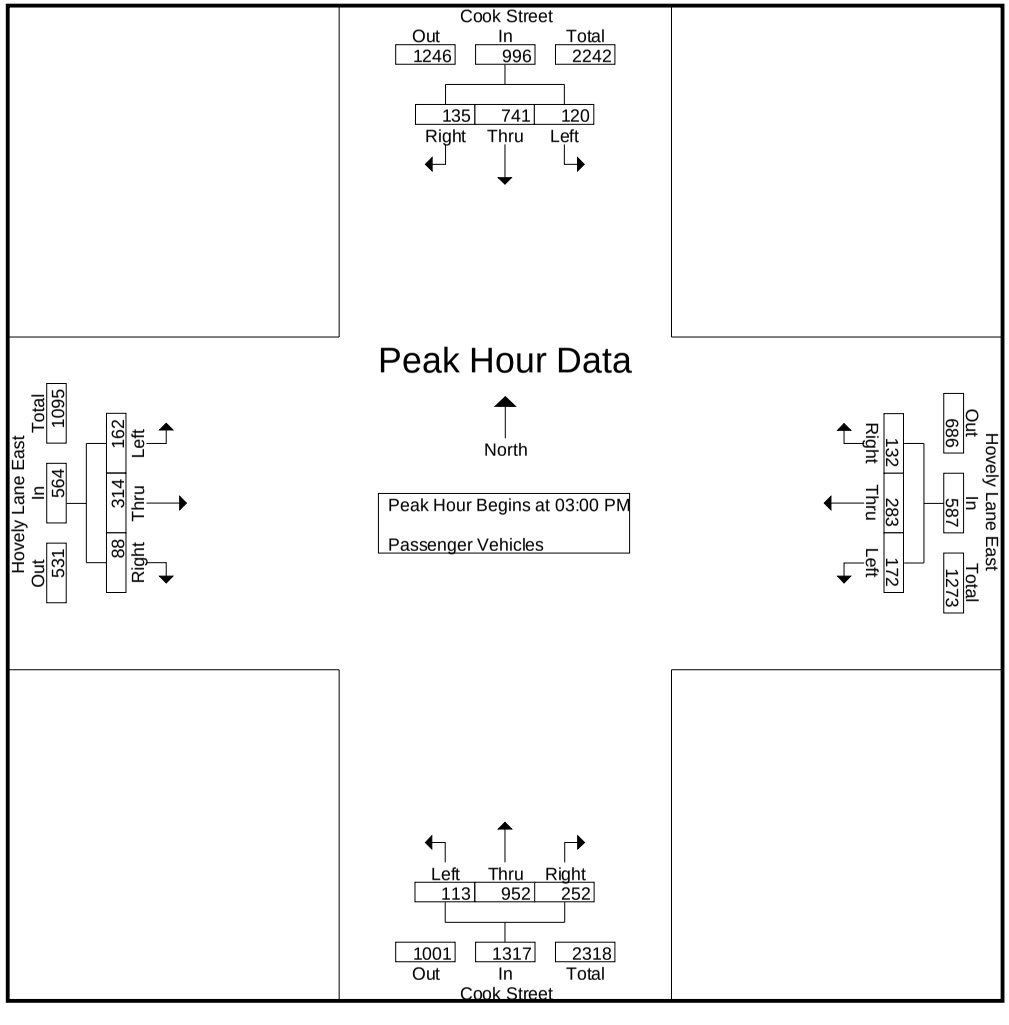
	Cook Street Southbound					Hovely Lane East Westbound					Cook Street Northbound					Hovely Lane East Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	35	178	27	7	240	55	71	28	5	154	27	277	81	19	385	40	88	17	3	145	34	924	958
03:15 PM	28	175	40	12	243	42	73	32	17	147	21	213	62	19	296	33	74	18	1	125	49	811	860
03:30 PM	13	182	39	9	234	34	70	36	10	140	39	251	63	15	353	50	79	27	5	156	39	883	922
03:45 PM	44	206	29	6	279	41	69	36	18	146	26	211	46	16	283	39	73	26	2	138	42	846	888
Total	120	741	135	34	996	172	283	132	50	587	113	952	252	69	1317	162	314	88	11	564	164	3464	3628
04:00 PM	45	163	34	7	242	32	75	35	7	142	24	227	68	17	319	41	110	18	2	169	33	872	905
04:15 PM	38	172	45	9	255	36	59	28	17	123	22	181	68	20	271	38	74	12	2	124	48	773	821
04:30 PM	39	162	40	15	241	40	76	26	10	142	20	194	58	16	272	37	98	14	2	149	43	804	847
04:45 PM	20	160	34	8	214	35	69	27	9	131	24	197	55	15	276	48	92	24	3	164	35	785	820
Total	142	657	153	39	952	143	279	116	43	538	90	799	249	68	1138	164	374	68	9	606	159	3234	3393
05:00 PM	49	161	39	11	249	50	77	49	23	176	22	206	63	21	291	57	112	15	2	184	57	900	957
05:15 PM	34	193	21	9	248	42	66	31	13	139	30	222	55	17	307	48	81	14	2	143	41	837	878
05:30 PM	28	131	35	7	194	28	57	10	3	95	20	130	53	20	203	27	75	15	0	117	30	609	639
05:45 PM	26	156	41	5	223	28	64	17	7	109	13	147	37	14	197	34	72	10	2	116	28	645	673
Total	137	641	136	32	914	148	264	107	46	519	85	705	208	72	998	166	340	54	6	560	156	2991	3147
06:00 PM	18	124	20	6	162	30	56	15	4	101	11	114	39	14	164	34	67	8	4	109	28	536	564
06:15 PM	22	118	25	6	165	23	51	14	10	88	11	90	35	11	136	20	39	9	1	68	28	457	485
06:30 PM	14	87	20	5	121	20	46	7	1	73	8	95	28	13	131	20	43	7	2	70	21	395	416
06:45 PM	20	83	12	5	115	12	42	4	0	58	8	86	29	11	123	28	46	7	3	81	19	377	396
Total	74	412	77	22	563	85	195	40	15	320	38	385	131	49	554	102	195	31	10	328	96	1765	1861
Grand Total	473	2451	501	127	3425	548	1021	395	154	1964	326	2841	840	258	4007	594	1223	241	36	2058	575	11454	12029
Apprch %	13.8	71.6	14.6			27.9	52	20.1			8.1	70.9	21			28.9	59.4	11.7					
Total %	4.1	21.4	4.4		29.9	4.8	8.9	3.4		17.1	2.8	24.8	7.3		35	5.2	10.7	2.1		18	4.8	95.2	

	Cook Street Southbound				Hovely Lane East Westbound				Cook Street Northbound				Hovely Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	35	178	27	240	**55**	71	28	**154**	27	**277**	**81**	**385**	40	**88**	17	145	**924**
03:15 PM	28	175	**40**	243	42	**73**	32	147	21	213	62	296	33	74	18	125	811
03:30 PM	13	182	39	234	34	70	**36**	140	**39**	251	63	353	**50**	79	**27**	**156**	883
03:45 PM	**44**	**206**	29	**279**	41	69	36	146	26	211	46	283	39	73	26	138	846
Total Volume	120	741	135	996	172	283	132	587	113	952	252	1317	162	314	88	564	3464
% App. Total	12	74.4	13.6		29.3	48.2	22.5		8.6	72.3	19.1		28.7	55.7	15.6		
PHF	.682	.899	.844	.892	.782	.969	.917	.953	.724	.859	.778	.855	.810	.892	.815	.904	.937

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	Cook Street Southbound				Hovely Lane East Westbound				Cook Street Northbound				Hovely Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	35	178	27	240	**55**	71	28	**154**	27	**277**	**81**	**385**	40	**88**	17	145	
+15 mins.	28	175	**40**	243	42	**73**	32	147	21	213	62	296	33	74	18	125	
+30 mins.	13	182	39	234	34	70	**36**	140	**39**	251	63	353	**50**	79	**27**	**156**	
+45 mins.	**44**	**206**	29	**279**	41	69	36	146	26	211	46	283	39	73	26	138	
Total Volume	120	741	135	996	172	283	132	587	113	952	252	1317	162	314	88	564	
% App. Total	12	74.4	13.6		29.3	48.2	22.5		8.6	72.3	19.1		28.7	55.7	15.6		
PHF	.682	.899	.844	.892	.782	.969	.917	.953	.724	.859	.778	.855	.810	.892	.815	.904	

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File Name : 10_PLD_Cook_Hovley Thurs
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Groups Printed- Large 2 Axle Vehicles

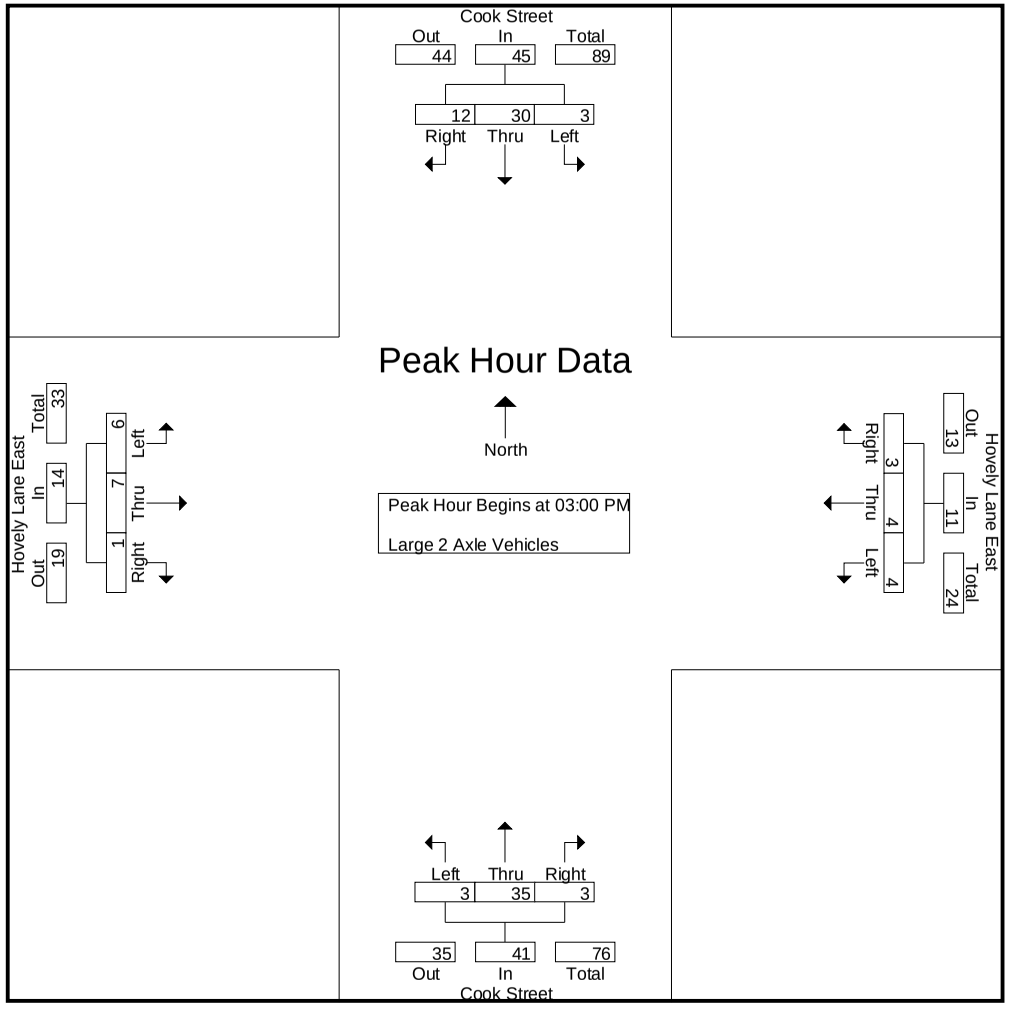
	Cook Street Southbound					Hovely Lane East Westbound					Cook Street Northbound					Hovely Lane East Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	1	10	3	1	14	2	3	1	0	6	1	7	0	0	8	1	0	0	0	1	1	29	30
03:15 PM	1	9	5	2	15	1	1	0	0	2	0	5	0	0	5	3	3	0	0	6	2	28	30
03:30 PM	0	8	1	1	9	1	0	1	0	2	1	13	2	1	16	0	1	1	0	2	2	29	31
03:45 PM	1	3	3	1	7	0	0	1	0	1	1	10	1	0	12	2	3	0	0	5	1	25	26
Total	3	30	12	5	45	4	4	3	0	11	3	35	3	1	41	6	7	1	0	14	6	111	117
04:00 PM	1	3	3	2	7	1	0	1	0	2	0	11	1	1	12	2	1	1	0	4	3	25	28
04:15 PM	2	2	1	0	5	1	3	1	0	5	1	6	1	0	8	1	3	0	0	4	0	22	22
04:30 PM	0	5	1	0	6	1	3	1	0	5	0	5	1	1	6	0	0	0	0	0	1	17	18
04:45 PM	0	2	2	0	4	2	3	1	1	6	0	7	0	0	7	0	0	0	0	0	1	17	18
Total	3	12	7	2	22	5	9	4	1	18	1	29	3	2	33	3	4	1	0	8	5	81	86
05:00 PM	2	5	1	0	8	1	2	0	0	3	1	5	2	1	8	0	2	0	0	2	1	21	22
05:15 PM	0	1	1	0	2	0	1	0	0	1	1	2	1	0	4	1	0	0	0	1	0	8	8
05:30 PM	0	4	3	0	7	2	0	0	0	2	1	2	1	1	4	0	0	0	0	0	1	13	14
05:45 PM	0	5	2	0	7	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	0	10	10
Total	2	15	7	0	24	3	3	0	0	6	3	10	4	2	17	1	3	1	0	5	2	52	54
06:00 PM	0	0	1	0	1	0	0	0	0	0	0	1	1	1	2	1	0	0	0	1	1	4	5
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	3	3
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
06:45 PM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3	3
Total	0	2	1	0	3	1	0	0	0	1	0	5	1	1	6	1	0	1	0	2	1	12	13
Grand Total	8	59	27	7	94	13	16	7	1	36	7	79	11	6	97	11	14	4	0	29	14	256	270
Apprch %	8.5	62.8	28.7			36.1	44.4	19.4			7.2	81.4	11.3			37.9	48.3	13.8					
Total %	3.1	23	10.5		36.7	5.1	6.2	2.7		14.1	2.7	30.9	4.3		37.9	4.3	5.5	1.6		11.3	5.2	94.8	

	Cook Street Southbound				Hovely Lane East Westbound				Cook Street Northbound				Hovely Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**1**	**10**	3	14	**2**	**3**	**1**	**6**	**1**	7	0	8	1	0	0	1	**29**
03:15 PM	1	9	**5**	**15**	1	1	0	2	0	5	0	5	**3**	**3**	0	**6**	28
03:30 PM	0	8	1	9	1	0	1	2	1	**13**	**2**	**16**	0	1	**1**	2	29
03:45 PM	1	3	3	7	0	0	1	1	1	10	1	12	2	3	0	5	25
Total Volume	3	30	12	45	4	4	3	11	3	35	3	41	6	7	1	14	111
% App. Total	6.7	66.7	26.7		36.4	36.4	27.3		7.3	85.4	7.3		42.9	50	7.1		
PHF	.750	.750	.600	.750	.500	.333	.750	.458	.750	.673	.375	.641	.500	.583	.250	.583	.957

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	Cook Street Southbound				Hovely Lane East Westbound				Cook Street Northbound				Hovely Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	**1**	**10**	3	14	**2**	**3**	**1**	**6**	**1**	7	0	8	1	0	0	1	
+15 mins.	1	9	**5**	**15**	1	1	0	2	0	5	0	5	**3**	**3**	0	**6**	
+30 mins.	0	8	1	9	1	0	1	2	1	**13**	**2**	**16**	0	1	**1**	2	
+45 mins.	1	3	3	7	0	0	1	1	1	10	1	12	2	3	0	5	
Total Volume	3	30	12	45	4	4	3	11	3	35	3	41	6	7	1	14	
% App. Total	6.7	66.7	26.7		36.4	36.4	27.3		7.3	85.4	7.3		42.9	50	7.1		
PHF	.750	.750	.600	.750	.500	.333	.750	.458	.750	.673	.375	.641	.500	.583	.250	.583	

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City of Palm Desert
N/S: Cook Street
E/W: Hovely Lane East
Weather: Clear

File Name : 10_PLD_Cook_Hovley Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

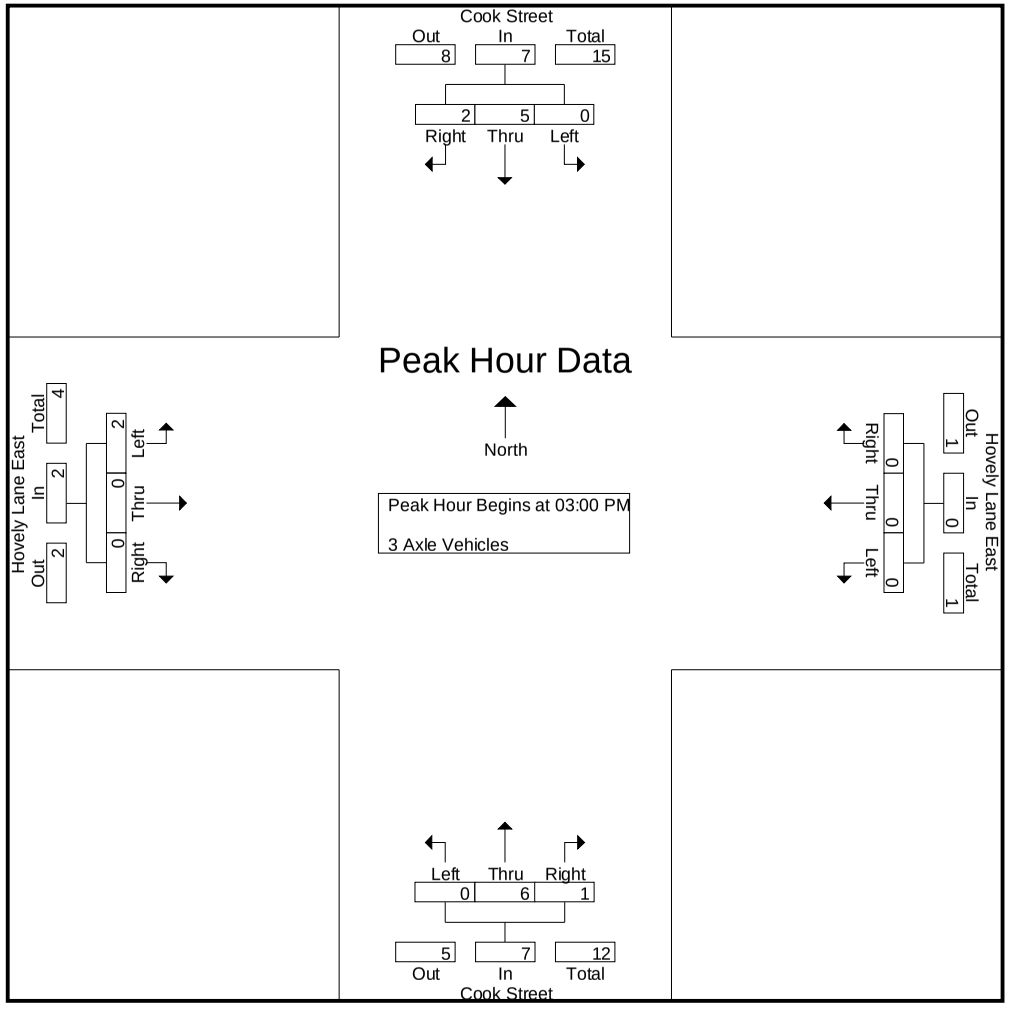
	Cook Street Southbound					Hovely Lane East Westbound					Cook Street Northbound					Hovely Lane East Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	2	1	0	3	0	0	0	0	0	0	0	1	1	1	1	0	0	0	1	1	5	6
03:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
03:30 PM	0	2	1	1	3	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	1	5	6
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	4
Total	0	5	2	1	7	0	0	0	0	0	0	6	1	1	7	2	0	0	0	2	2	16	18
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
04:15 PM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
04:30 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	4
04:45 PM	0	0	7	0	7	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	8	8
Total	0	2	12	0	14	0	0	0	0	0	0	2	1	0	3	2	0	0	0	2	0	19	19
05:00 PM	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
05:15 PM	0	0	6	0	6	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	7	7
05:30 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
05:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	14	1	14	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	15	16
06:00 PM	0	0	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4
06:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
06:30 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	6	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	7
Grand Total	0	7	34	3	41	0	1	0	0	1	0	8	2	1	10	4	0	0	0	4	4	56	60
Apprch %	0	17.1	82.9			0	100	0			0	80	20			100	0	0					
Total %	0	12.5	60.7		73.2	0	1.8	0		1.8	0	14.3	3.6		17.9	7.1	0	0		7.1	6.7	93.3	

	Cook Street Southbound				Hovely Lane East Westbound				Cook Street Northbound				Hovely Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**2**	**1**	**3**	0	0	0	0	0	0	**1**	1	**1**	0	0	**1**	**5**
03:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
03:30 PM	0	2	1	3	0	0	0	0	0	1	0	1	1	0	0	1	5
03:45 PM	0	0	0	0	0	0	0	0	0	**4**	0	**4**	0	0	0	0	4
Total Volume	0	5	2	7	0	0	0	0	0	6	1	7	2	0	0	2	16
% App. Total	0	71.4	28.6		0	0	0		0	85.7	14.3		100	0	0		
PHF	.000	.625	.500	.583	.000	.000	.000	.000	.000	.375	.250	.438	.500	.000	.000	.500	.800

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City of Palm Desert
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E/W: Hovely Lane East
Weather: Clear

File Name : 10_PLD_Cook_Hovley Thurs
Site Code : 05118939
Start Date : 1/10/2019
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City of Palm Desert
N/S: Cook Street
E/W: Hovely Lane East
Weather: Clear

File Name : 10_PLD_Cook_Hovley Thurs
Site Code : 05118939
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	Cook Street Southbound				Hovely Lane East Westbound				Cook Street Northbound				Hovely Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	**2**	**1**	**3**	0	0	0	0	0	0	**1**	1	**1**	0	0	**1**	
+15 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	
+30 mins.	0	2	1	3	0	0	0	0	0	1	0	1	1	0	0	1	
+45 mins.	0	0	0	0	0	0	0	0	0	**4**	0	**4**	0	0	0	0	
Total Volume	0	5	2	7	0	0	0	0	0	6	1	7	2	0	0	2	
% App. Total	0	71.4	28.6		0	0	0		0	85.7	14.3		100	0	0		
PHF	.000	.625	.500	.583	.000	.000	.000	.000	.000	.375	.250	.438	.500	.000	.000	.500	

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City of Palm Desert
N/S: Cook Street
E/W: Hovely Lane East
Weather: Clear

File Name : 10_PLD_Cook_Hovley Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

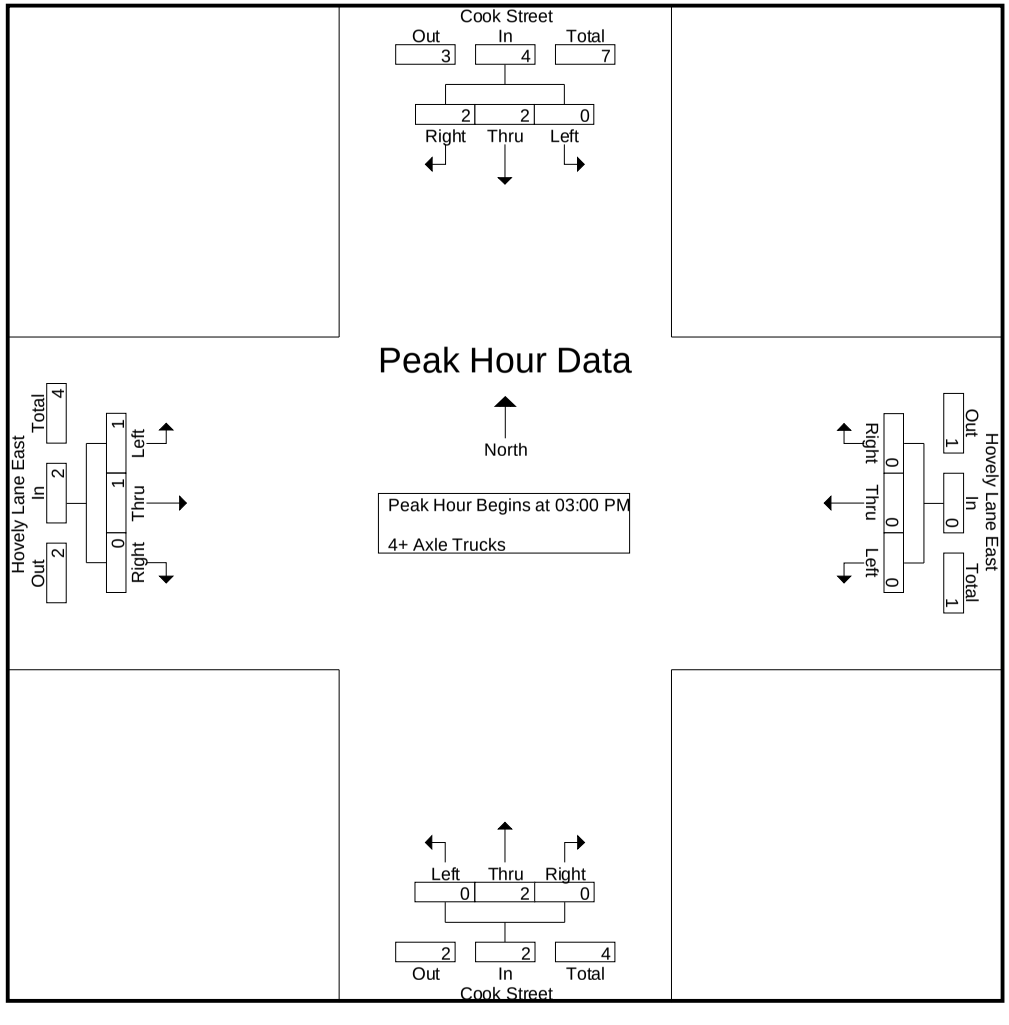
	Cook Street Southbound					Hovely Lane East Westbound					Cook Street Northbound					Hovely Lane East Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3
03:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	3	3
03:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	3	3
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	2	1	4	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	1	8	9
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	3	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	2
Grand Total	0	4	2	1	6	0	0	0	0	0	0	5	0	0	5	3	1	0	0	4	1	15	16
Apprch %	0	66.7	33.3			0	0	0			0	100	0			75	25	0					
Total %	0	26.7	13.3		40	0	0	0		0	0	33.3	0		33.3	20	6.7	0		26.7	6.2	93.8	

	Cook Street Southbound				Hovely Lane East Westbound				Cook Street Northbound				Hovely Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	**2**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15 PM	0	**1**	0	1	0	0	0	0	0	**1**	0	**1**	0	**1**	0	**1**	**3**
03:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	**1**	0	0	1	3
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	2	4	0	0	0	0	0	2	0	2	1	1	0	2	8
% App. Total	0	50	50		0	0	0		0	100	0		50	50	0		
PHF	.000	.500	.250	.500	.000	.000	.000	.000	.000	.500	.000	.500	.250	.250	.000	.500	.667

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City of Palm Desert
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File Name : 10_PLD_Cook_Hovley Thurs
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N/S: Cook Street
E/W: Hovely Lane East
Weather: Clear

File Name : 10_PLD_Cook_Hovley Thurs
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	Cook Street Southbound				Hovely Lane East Westbound				Cook Street Northbound				Hovely Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	0	**2**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	**1**	0	1	0	0	0	0	0	**1**	0	**1**	0	**1**	0	**1**	
+30 mins.	0	1	0	1	0	0	0	0	0	1	0	1	**1**	0	0	1	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	2	2	4	0	0	0	0	0	2	0	2	1	1	0	2	
% App. Total	0	50	50		0	0	0		0	100	0		50	50	0		
PHF	.000	.500	.250	.500	.000	.000	.000	.000	.000	.500	.000	.500	.250	.250	.000	.500	

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City of Palm Desert
N/S: Cook Street
E/W: Hovely Lane East
Weather: Clear

File Name : 10_PLD_Cook_Hovley Fri
Site Code : 05118939
Start Date : 1/11/2019
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Cook Street Southbound					Hovely Lane East Westbound					Cook Street Northbound					Hovely Lane East Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	48	233	50	17	331	58	80	38	9	176	46	282	82	26	410	45	82	27	2	154	54	1071	1125
03:15 PM	28	195	39	15	262	45	70	28	8	143	37	232	71	26	340	44	108	34	1	186	50	931	981
03:30 PM	35	183	54	19	272	45	96	42	6	183	38	204	75	15	317	73	139	46	8	258	48	1030	1078
03:45 PM	37	192	44	12	273	41	87	38	13	166	17	215	48	11	280	54	86	21	3	161	39	880	919
Total	148	803	187	63	1138	189	333	146	36	668	138	933	276	78	1347	216	415	128	14	759	191	3912	4103
04:00 PM	33	170	35	19	238	46	87	30	5	163	23	207	58	15	288	40	103	21	4	164	43	853	896
04:15 PM	51	189	55	18	295	35	53	17	9	105	27	199	49	17	275	36	76	18	7	130	51	805	856
04:30 PM	29	189	68	15	286	38	61	28	14	127	21	190	49	13	260	45	80	10	0	135	42	808	850
04:45 PM	31	167	49	10	247	45	68	28	13	141	34	197	44	15	275	60	94	21	4	175	42	838	880
Total	144	715	207	62	1066	164	269	103	41	536	105	793	200	60	1098	181	353	70	15	604	178	3304	3482
05:00 PM	41	164	49	21	254	35	69	40	16	144	26	212	69	20	307	55	98	22	3	175	60	880	940
05:15 PM	29	182	35	13	246	40	60	23	7	123	16	168	44	17	228	44	95	20	2	159	39	756	795
05:30 PM	20	156	31	8	207	27	67	13	6	107	13	172	41	14	226	31	67	8	0	106	28	646	674
05:45 PM	24	147	37	9	208	38	59	16	7	113	12	140	43	20	195	31	60	5	1	96	37	612	649
Total	114	649	152	51	915	140	255	92	36	487	67	692	197	71	956	161	320	55	6	536	164	2894	3058
06:00 PM	28	122	20	2	170	25	38	11	6	74	8	121	30	12	159	30	58	7	2	95	22	498	520
06:15 PM	20	131	37	11	188	12	42	12	10	66	4	99	25	16	128	21	38	8	4	67	41	449	490
06:30 PM	19	95	19	7	133	17	35	8	5	60	12	96	23	9	131	34	40	32	6	106	27	430	457
06:45 PM	13	107	22	4	142	10	32	5	1	47	8	113	28	7	149	13	38	5	1	56	13	394	407
Total	80	455	98	24	633	64	147	36	22	247	32	429	106	44	567	98	174	52	13	324	103	1771	1874
Grand Total	486	2622	644	200	3752	557	1004	377	135	1938	342	2847	779	253	3968	656	1262	305	48	2223	636	11881	12517
Apprch %	13	69.9	17.2			28.7	51.8	19.5			8.6	71.7	19.6			29.5	56.8	13.7					
Total %	4.1	22.1	5.4		31.6	4.7	8.5	3.2		16.3	2.9	24	6.6		33.4	5.5	10.6	2.6		18.7	5.1	94.9	
Passenger Vehicles	475	2556	586		3805	548	975	366		2023	335	2777	760		4121	632	1250	300		2229	0	0	12178
% Passenger Vehicles	97.7	97.5	91	94	96.3	98.4	97.1	97.1	99.3	97.6	98	97.5	97.6	98.4	97.6	96.3	99	98.4	97.9	98.2	0	0	97.3
Large 2 Axle Vehicles	10	57	26		100	8	24	7		40	7	60	16		87	17	12	5		35	0	0	262
% Large 2 Axle Vehicles	2.1	2.2	4	3.5	2.5	1.4	2.4	1.9	0.7	1.9	2	2.1	2.1	1.6	2.1	2.6	1	1.6	2.1	1.5	0	0	2.1
3 Axle Vehicles	1	2	31		39	1	5	1		7	0	3	1		4	4	0	0		4	0	0	54
% 3 Axle Vehicles	0.2	0.1	4.8	2.5	1	0.2	0.5	0.3	0	0.3	0	0.1	0.1	0	0.1	0.6	0	0	0	0.2	0	0	0.4
4+ Axle Trucks	0	7	1		8	0	0	3		3	0	7	2		9	3	0	0		3	0	0	23
% 4+ Axle Trucks	0	0.3	0.2	0	0.2	0	0	0.8	0	0.1	0	0.2	0.3	0	0.2	0.5	0	0	0	0.1	0	0	0.2

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City of Palm Desert
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Weather: Clear

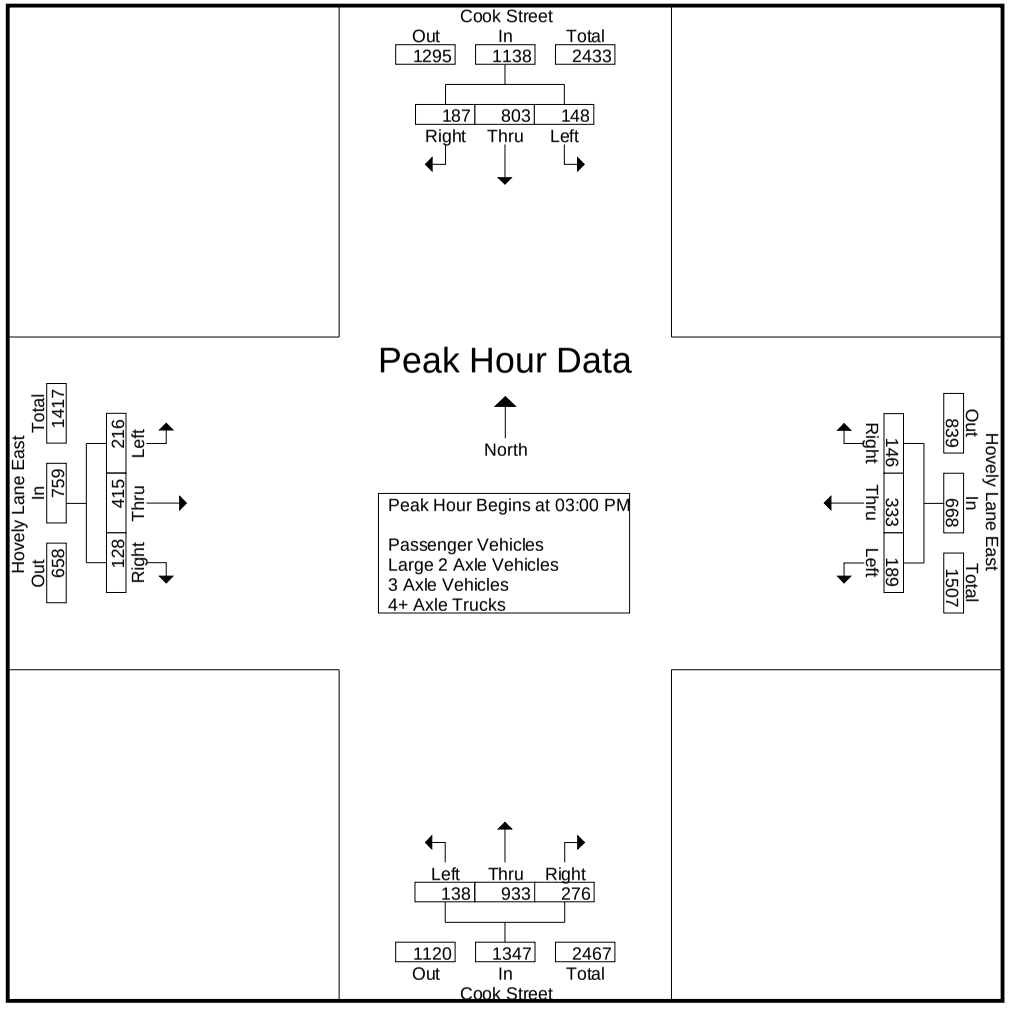
File Name : 10_PLD_Cook_Hovley Fri
Site Code : 05118939
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	Cook Street Southbound				Hovely Lane East Westbound				Cook Street Northbound				Hovely Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**48**	**233**	50	**331**	**58**	80	38	176	**46**	**282**	**82**	**410**	45	82	27	154	**1071**
03:15 PM	28	195	39	262	45	70	28	143	37	232	71	340	44	108	34	186	931
03:30 PM	35	183	**54**	272	45	**96**	**42**	**183**	38	204	75	317	**73**	**139**	**46**	**258**	1030
03:45 PM	37	192	44	273	41	87	38	166	17	215	48	280	54	86	21	161	880
Total Volume	148	803	187	1138	189	333	146	668	138	933	276	1347	216	415	128	759	3912
% App. Total	13	70.6	16.4		28.3	49.9	21.9		10.2	69.3	20.5		28.5	54.7	16.9		
PHF	.771	.862	.866	.860	.815	.867	.869	.913	.750	.827	.841	.821	.740	.746	.696	.735	.913

Counts Unlimited
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(951) 268-6268

City of Palm Desert
N/S: Cook Street
E/W: Hovely Lane East
Weather: Clear

File Name : 10_PLD_Cook_Hovley Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 3



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City of Palm Desert
N/S: Cook Street
E/W: Hovely Lane East
Weather: Clear

File Name : 10_PLD_Cook_Hovley Fri
Site Code : 05118939
Start Date : 1/11/2019

	Cook Street Southbound				Hovely Lane East Westbound				Cook Street Northbound				Hovely Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:15 PM				
+0 mins.	**48**	**233**	50	**331**	**58**	80	38	176	**46**	**282**	**82**	**410**	44	108	34	186	
+15 mins.	28	195	39	262	45	70	28	143	37	232	71	340	**73**	**139**	**46**	**258**	
+30 mins.	35	183	**54**	272	45	**96**	**42**	**183**	38	204	75	317	54	86	21	161	
+45 mins.	37	192	44	273	41	87	38	166	17	215	48	280	40	103	21	164	
Total Volume	148	803	187	1138	189	333	146	668	138	933	276	1347	211	436	122	769	
% App. Total	13	70.6	16.4		28.3	49.9	21.9		10.2	69.3	20.5		27.4	56.7	15.9		
PHF	.771	.862	.866	.860	.815	.867	.869	.913	.750	.827	.841	.821	.723	.784	.663	.745	

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City of Palm Desert
N/S: Cook Street
E/W: Hovely Lane East
Weather: Clear

File Name : 10_PLD_Cook_Hovley Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 1

Groups Printed- Passenger Vehicles

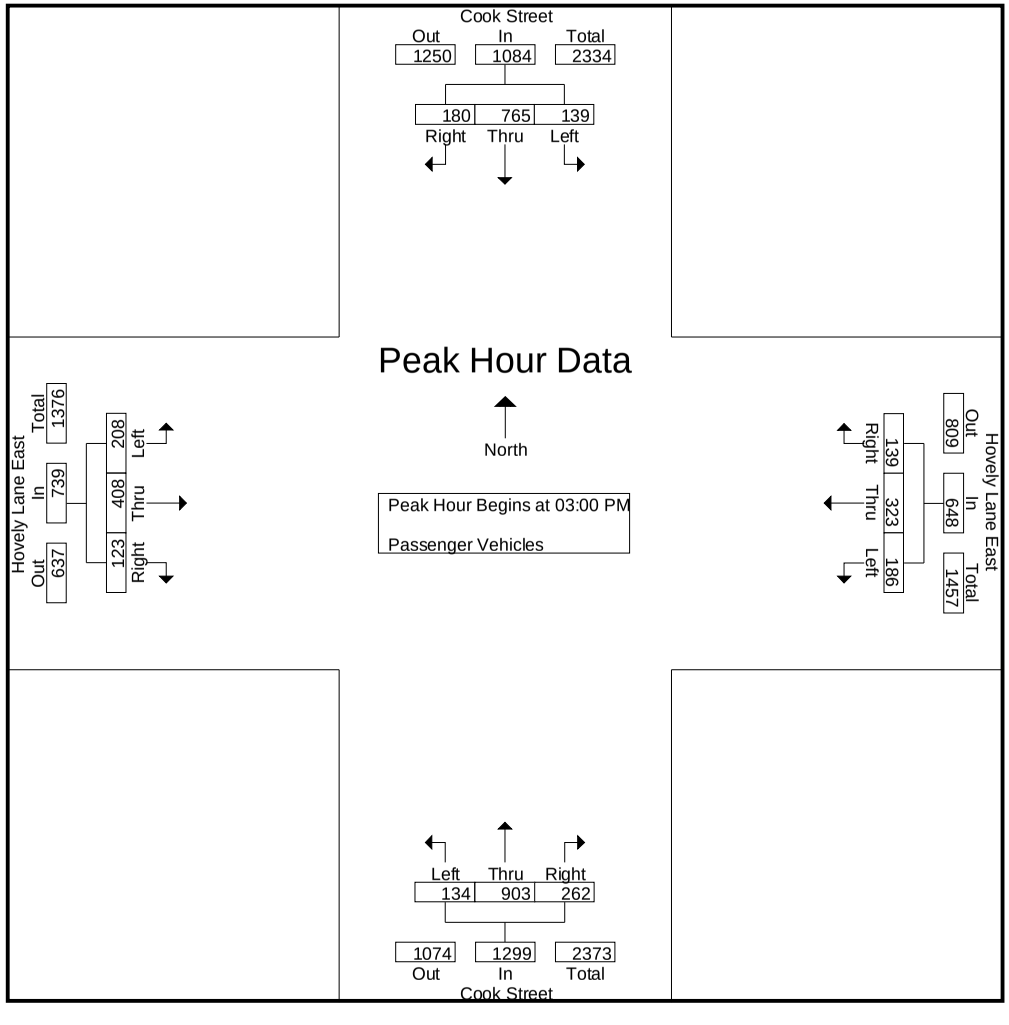
	Cook Street Southbound					Hovely Lane East Westbound					Cook Street Northbound					Hovely Lane East Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	46	222	49	17	317	58	75	38	9	171	45	273	82	26	400	43	80	25	1	148	53	1036	1089
03:15 PM	24	188	38	15	250	44	69	24	8	137	35	221	66	25	322	40	106	31	1	177	49	886	935
03:30 PM	33	174	52	19	259	43	94	41	6	178	37	198	68	14	303	73	137	46	8	256	47	996	1043
03:45 PM	36	181	41	11	258	41	85	36	13	162	17	211	46	10	274	52	85	21	3	158	37	852	889
Total	139	765	180	62	1084	186	323	139	36	648	134	903	262	75	1299	208	408	123	13	739	186	3770	3956
04:00 PM	32	163	35	19	230	45	85	29	5	159	23	205	57	15	285	39	103	21	4	163	43	837	880
04:15 PM	50	185	54	18	289	35	52	16	8	103	26	192	48	17	266	35	76	18	7	129	50	787	837
04:30 PM	29	184	62	13	275	38	58	27	14	123	19	183	49	13	251	42	79	10	0	131	40	780	820
04:45 PM	31	164	39	7	234	44	67	27	13	138	34	191	44	15	269	58	93	21	4	172	39	813	852
Total	142	696	190	57	1028	162	262	99	40	523	102	771	198	60	1071	174	351	70	15	595	172	3217	3389
05:00 PM	41	164	44	19	249	34	67	40	16	141	26	209	68	20	303	55	98	22	3	175	58	868	926
05:15 PM	29	180	29	12	238	40	58	23	7	121	16	164	44	17	224	42	94	20	2	156	38	739	777
05:30 PM	20	154	21	7	195	27	62	13	6	102	13	170	40	13	223	27	66	8	0	101	26	621	647
05:45 PM	24	147	32	7	203	37	56	16	7	109	12	139	43	20	194	30	60	5	1	95	35	601	636
Total	114	645	126	45	885	138	243	92	36	473	67	682	195	70	944	154	318	55	6	527	157	2829	2986
06:00 PM	28	122	16	2	166	24	38	11	6	73	8	121	29	12	158	30	58	7	2	95	22	492	514
06:15 PM	20	129	34	11	183	12	42	12	10	66	4	96	25	16	125	20	38	8	4	66	41	440	481
06:30 PM	19	93	19	7	131	16	35	8	5	59	12	92	23	9	127	33	40	32	6	105	27	422	449
06:45 PM	13	106	21	4	140	10	32	5	1	47	8	112	28	7	148	13	37	5	1	55	13	390	403
Total	80	450	90	24	620	62	147	36	22	245	32	421	105	44	558	96	173	52	13	321	103	1744	1847
Grand Total	475	2556	586	188	3617	548	975	366	134	1889	335	2777	760	249	3872	632	1250	300	47	2182	618	11560	12178
Apprch %	13.1	70.7	16.2			29	51.6	19.4			8.7	71.7	19.6			29	57.3	13.7					
Total %	4.1	22.1	5.1		31.3	4.7	8.4	3.2		16.3	2.9	24	6.6		33.5	5.5	10.8	2.6		18.9	5.1	94.9	

	Cook Street Southbound				Hovely Lane East Westbound				Cook Street Northbound				Hovely Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**46**	**222**	49	**317**	**58**	75	38	171	**45**	**273**	**82**	**400**	43	80	25	148	**1036**
03:15 PM	24	188	38	250	44	69	24	137	35	221	66	322	40	106	31	177	886
03:30 PM	33	174	**52**	259	43	**94**	**41**	**178**	37	198	68	303	**73**	**137**	**46**	**256**	996
03:45 PM	36	181	41	258	41	85	36	162	17	211	46	274	52	85	21	158	852
Total Volume	139	765	180	1084	186	323	139	648	134	903	262	1299	208	408	123	739	3770
% App. Total	12.8	70.6	16.6		28.7	49.8	21.5		10.3	69.5	20.2		28.1	55.2	16.6		
PHF	.755	.861	.865	.855	.802	.859	.848	.910	.744	.827	.799	.812	.712	.745	.668	.722	.910

Counts Unlimited
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City of Palm Desert
N/S: Cook Street
E/W: Hovely Lane East
Weather: Clear

File Name : 10_PLD_Cook_Hovley Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 2



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City of Palm Desert
N/S: Cook Street
E/W: Hovely Lane East
Weather: Clear

File Name : 10_PLD_Cook_Hovley Fri
Site Code : 05118939
Start Date : 1/11/2019

	Cook Street Southbound				Hovely Lane East Westbound				Cook Street Northbound				Hovely Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	**46**	**222**	49	**317**	**58**	75	38	171	**45**	**273**	**82**	**400**	43	80	25	148	
+15 mins.	24	188	38	250	44	69	24	137	35	221	66	322	40	106	31	177	
+30 mins.	33	174	**52**	259	43	**94**	**41**	**178**	37	198	68	303	**73**	**137**	**46**	**256**	
+45 mins.	36	181	41	258	41	85	36	162	17	211	46	274	52	85	21	158	
Total Volume	139	765	180	1084	186	323	139	648	134	903	262	1299	208	408	123	739	
% App. Total	12.8	70.6	16.6		28.7	49.8	21.5		10.3	69.5	20.2		28.1	55.2	16.6		
PHF	.755	.861	.865	.855	.802	.859	.848	.910	.744	.827	.799	.812	.712	.745	.668	.722	

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City of Palm Desert
N/S: Cook Street
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Weather: Clear

File Name : 10_PLD_Cook_Hovley Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

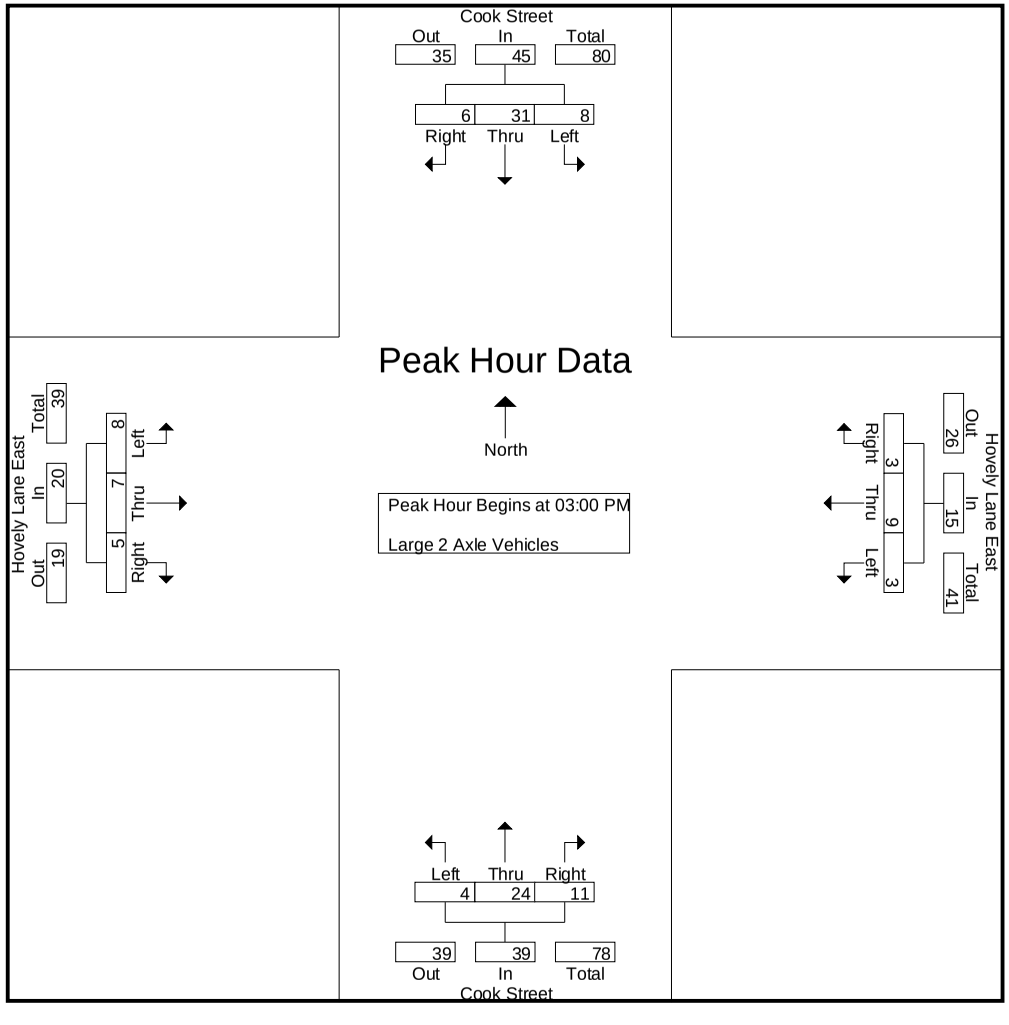
	Cook Street Southbound					Hovely Lane East Westbound					Cook Street Northbound					Hovely Lane East Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	2	7	0	0	9	0	5	0	0	5	1	8	0	0	9	2	2	2	1	6	1	29	30
03:15 PM	3	7	1	0	11	1	1	2	0	4	2	9	4	1	15	4	2	3	0	9	1	39	40
03:30 PM	2	7	2	0	11	2	2	1	0	5	1	4	5	1	10	0	2	0	0	2	1	28	29
03:45 PM	1	10	3	1	14	0	1	0	0	1	0	3	2	1	5	2	1	0	0	3	2	23	25
Total	8	31	6	1	45	3	9	3	0	15	4	24	11	3	39	8	7	5	1	20	5	119	124
04:00 PM	1	7	0	0	8	1	2	1	0	4	0	2	1	0	3	0	0	0	0	0	0	15	15
04:15 PM	1	4	1	0	6	0	1	1	1	2	1	4	1	0	6	1	0	0	0	1	1	15	16
04:30 PM	0	5	1	0	6	0	2	1	0	3	2	7	0	0	9	2	1	0	0	3	0	21	21
04:45 PM	0	2	4	2	6	1	0	1	0	2	0	6	0	0	6	1	1	0	0	2	2	16	18
Total	2	18	6	2	26	2	5	4	1	11	3	19	2	0	24	4	2	0	0	6	3	67	70
05:00 PM	0	0	3	2	3	1	2	0	0	3	0	3	1	0	4	0	0	0	0	0	2	10	12
05:15 PM	0	2	2	0	4	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	8	8
05:30 PM	0	1	1	0	2	0	5	0	0	5	0	2	1	1	3	3	1	0	0	4	1	14	15
05:45 PM	0	0	2	2	2	0	3	0	0	3	0	1	0	0	1	1	0	0	0	1	2	7	9
Total	0	3	8	4	11	1	10	0	0	11	0	9	2	1	11	4	2	0	0	6	5	39	44
06:00 PM	0	0	3	0	3	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	5	5
06:15 PM	0	2	2	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	7	7
06:30 PM	0	2	0	0	2	1	0	0	0	1	0	4	0	0	4	1	0	0	0	1	0	8	8
06:45 PM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	4	4
Total	0	5	6	0	11	2	0	0	0	2	0	8	1	0	9	1	1	0	0	2	0	24	24
Grand Total	10	57	26	7	93	8	24	7	1	39	7	60	16	4	83	17	12	5	1	34	13	249	262
Apprch %	10.8	61.3	28			20.5	61.5	17.9			8.4	72.3	19.3			50	35.3	14.7					
Total %	4	22.9	10.4		37.3	3.2	9.6	2.8		15.7	2.8	24.1	6.4		33.3	6.8	4.8	2		13.7	5	95	

	Cook Street Southbound				Hovely Lane East Westbound				Cook Street Northbound				Hovely Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	2	7	0	9	0	**5**	0	**5**	1	8	0	9	2	**2**	2	6	29
03:15 PM	**3**	7	1	11	1	1	**2**	4	**2**	**9**	4	**15**	**4**	2	**3**	**9**	**39**
03:30 PM	2	7	2	11	**2**	2	1	5	1	4	**5**	10	0	2	0	2	28
03:45 PM	1	**10**	**3**	**14**	0	1	0	1	0	3	2	5	2	1	0	3	23
Total Volume	8	31	6	45	3	9	3	15	4	24	11	39	8	7	5	20	119
% App. Total	17.8	68.9	13.3		20	60	20		10.3	61.5	28.2		40	35	25		
PHF	.667	.775	.500	.804	.375	.450	.375	.750	.500	.667	.550	.650	.500	.875	.417	.556	.763

Counts Unlimited
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City of Palm Desert
N/S: Cook Street
E/W: Hovely Lane East
Weather: Clear

File Name : 10_PLD_Cook_Hovley Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 2



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City of Palm Desert
N/S: Cook Street
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File Name : 10_PLD_Cook_Hovley Fri
Site Code : 05118939
Start Date : 1/11/2019
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	Cook Street Southbound				Hovely Lane East Westbound				Cook Street Northbound				Hovely Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	2	7	0	9	0	**5**	0	**5**	1	8	0	9	2	**2**	2	6	
+15 mins.	**3**	7	1	11	1	1	**2**	4	**2**	**9**	4	**15**	**4**	2	**3**	**9**	
+30 mins.	2	7	2	11	**2**	2	1	5	1	4	**5**	10	0	2	0	2	
+45 mins.	1	**10**	**3**	**14**	0	1	0	1	0	3	2	5	2	1	0	3	
Total Volume	8	31	6	45	3	9	3	15	4	24	11	39	8	7	5	20	
% App. Total	17.8	68.9	13.3		20	60	20		10.3	61.5	28.2		40	35	25		
PHF	.667	.775	.500	.804	.375	.450	.375	.750	.500	.667	.550	.650	.500	.875	.417	.556	

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City of Palm Desert
N/S: Cook Street
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Weather: Clear

File Name : 10_PLD_Cook_Hovley Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

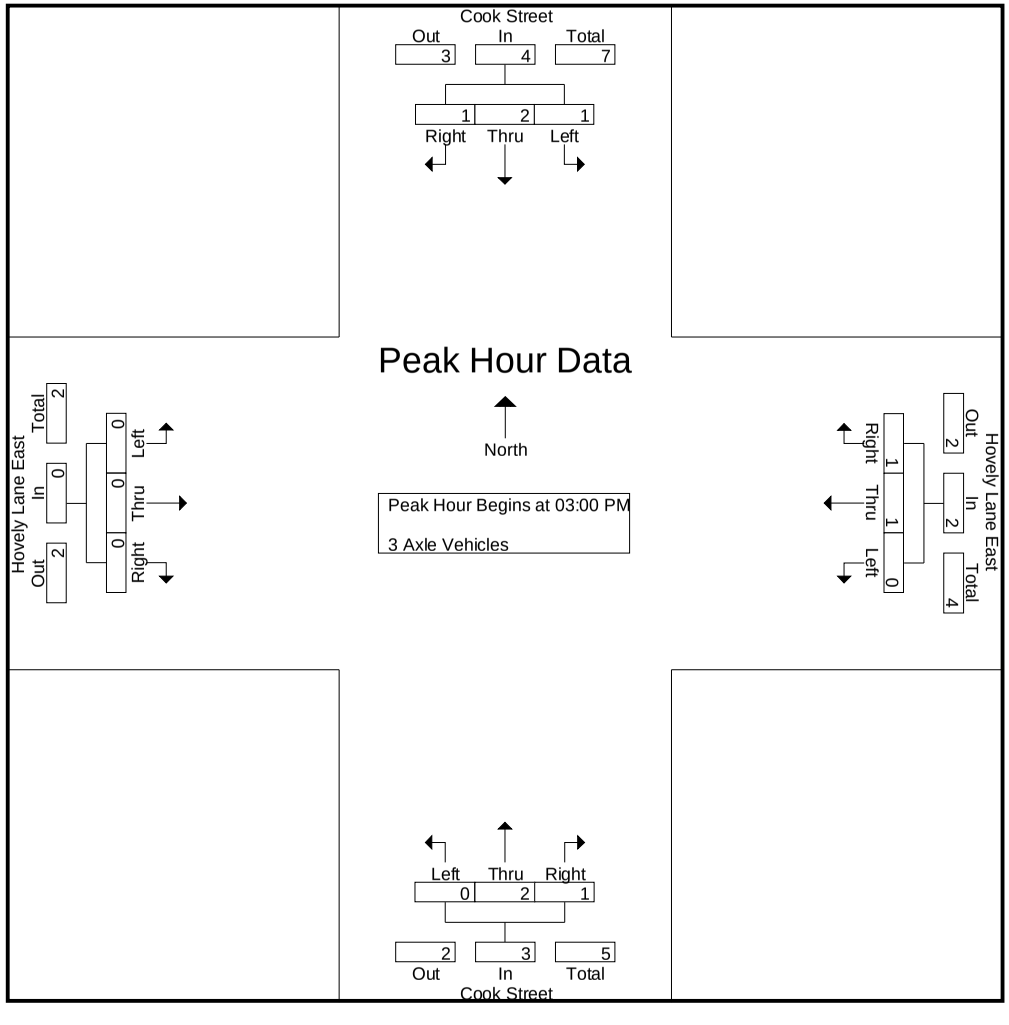
	Cook Street Southbound					Hovely Lane East Westbound					Cook Street Northbound					Hovely Lane East Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3
03:15 PM	1	0	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	3	3
03:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	2
03:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	1	2	1	0	4	0	1	1	0	2	0	2	1	0	3	0	0	0	0	0	0	9	9
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
04:30 PM	0	0	5	2	5	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2	7	9
04:45 PM	0	0	5	1	5	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	1	7	8
Total	0	0	10	3	10	0	2	0	0	2	0	1	0	0	1	2	0	0	0	2	3	15	18
05:00 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
05:15 PM	0	0	4	1	4	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	1	7	8
05:30 PM	0	0	9	1	9	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	10	11
05:45 PM	0	0	3	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	4
Total	0	0	18	2	18	1	2	0	0	3	0	0	0	0	0	2	0	0	0	2	2	23	25
06:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
06:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Grand Total	1	2	31	5	34	1	5	1	0	7	0	3	1	0	4	4	0	0	0	4	5	49	54
Apprch %	2.9	5.9	91.2			14.3	71.4	14.3			0	75	25			100	0	0					
Total %	2	4.1	63.3		69.4	2	10.2	2		14.3	0	6.1	2		8.2	8.2	0	0		8.2	9.3	90.7	

	Cook Street Southbound				Hovely Lane East Westbound				Cook Street Northbound				Hovely Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**1**	**1**	**2**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**3**
03:15 PM	**1**	0	0	1	0	0	**1**	**1**	0	1	0	1	0	0	0	0	3
03:30 PM	0	1	0	1	0	0	0	0	0	0	**1**	1	0	0	0	0	2
03:45 PM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	1
Total Volume	1	2	1	4	0	1	1	2	0	2	1	3	0	0	0	0	9
% App. Total	25	50	25		0	50	50		0	66.7	33.3		0	0	0		
PHF	.250	.500	.250	.500	.000	.250	.250	.500	.000	.500	.250	.750	.000	.000	.000	.000	.750

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City of Palm Desert
N/S: Cook Street
E/W: Hovely Lane East
Weather: Clear

File Name : 10_PLD_Cook_Hovley Fri
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Weather: Clear

File Name : 10_PLD_Cook_Hovley Fri
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	Cook Street Southbound				Hovely Lane East Westbound				Cook Street Northbound				Hovely Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	**1**	**1**	**2**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	
+15 mins.	**1**	0	0	1	0	0	**1**	**1**	0	1	0	1	0	0	0	0	
+30 mins.	0	1	0	1	0	0	0	0	0	0	**1**	1	0	0	0	0	
+45 mins.	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	
Total Volume	1	2	1	4	0	1	1	2	0	2	1	3	0	0	0	0	
% App. Total	25	50	25		0	50	50		0	66.7	33.3		0	0	0		
PHF	.250	.500	.250	.500	.000	.250	.250	.500	.000	.500	.250	.750	.000	.000	.000	.000	

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File Name : 10_PLD_Cook_Hovley Fri
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Groups Printed- 4+ Axle Trucks

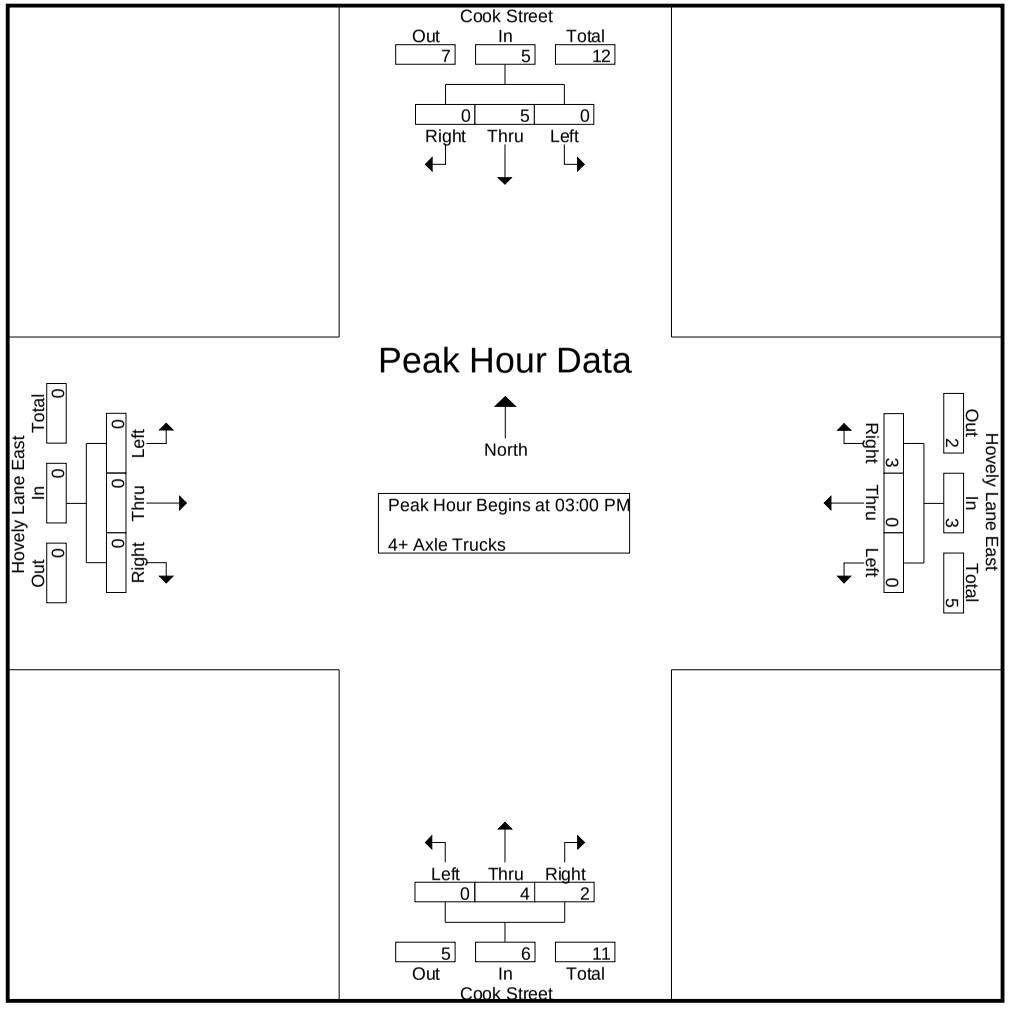
	Cook Street Southbound					Hovely Lane East Westbound					Cook Street Northbound					Hovely Lane East Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
03:15 PM	0	0	0	0	0	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	0	3	3
03:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	4	4
03:45 PM	0	1	0	0	1	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	4	4
Total	0	5	0	0	5	0	0	3	0	3	0	4	2	0	6	0	0	0	0	0	0	14	14
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	5	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	2	2
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	3	3
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
Grand Total	0	7	1	0	8	0	0	3	0	3	0	7	2	0	9	3	0	0	0	3	0	23	23
Apprch %	0	87.5	12.5			0	0	100			0	77.8	22.2			100	0	0					
Total %	0	30.4	4.3		34.8	0	0	13		13	0	30.4	8.7		39.1	13	0	0		13	0	100	

	Cook Street Southbound				Hovely Lane East Westbound				Cook Street Northbound				Hovely Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	3
03:15 PM	0	0	0	0	0	0	1	1	0	1	**1**	2	0	0	0	0	3
03:30 PM	0	1	0	1	0	0	0	0	0	**2**	1	**3**	0	0	0	0	**4**
03:45 PM	0	1	0	1	0	0	**2**	**2**	0	1	0	1	0	0	0	0	4
Total Volume	0	5	0	5	0	0	3	3	0	4	2	6	0	0	0	0	14
% App. Total	0	100	0		0	0	100		0	66.7	33.3		0	0	0		
PHF	.000	.417	.000	.417	.000	.000	.375	.375	.000	.500	.500	.500	.000	.000	.000	.000	.875

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	Cook Street Southbound				Hovely Lane East Westbound				Cook Street Northbound				Hovely Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	1	1	0	1	**1**	2	0	0	0	0	
+30 mins.	0	1	0	1	0	0	0	0	0	**2**	1	**3**	0	0	0	0	
+45 mins.	0	1	0	1	0	0	**2**	**2**	0	1	0	1	0	0	0	0	
Total Volume	0	5	0	5	0	0	3	3	0	4	2	6	0	0	0	0	
% App. Total	0	100	0		0	0	100		0	66.7	33.3		0	0	0		
PHF	.000	.417	.000	.417	.000	.000	.375	.375	.000	.500	.500	.500	.000	.000	.000	.000	

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Site Code : 05118939
Start Date : 1/12/2019
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Cook Street Southbound					Hovely Lane East Westbound					Cook Street Northbound					Hovely Lane East Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	10	98	47	20	155	25	58	13	6	96	19	105	21	7	145	32	26	15	4	73	37	469	506
10:15 AM	12	110	37	18	159	32	64	19	11	115	20	95	29	8	144	39	40	17	2	96	39	514	553
10:30 AM	10	100	39	14	149	15	65	17	9	97	13	123	17	7	153	29	40	15	4	84	34	483	517
10:45 AM	20	140	31	15	191	24	69	20	9	113	9	98	23	10	130	28	32	14	10	74	44	508	552
Total	52	448	154	67	654	96	256	69	35	421	61	421	90	32	572	128	138	61	20	327	154	1974	2128
11:00 AM	9	108	43	16	160	20	61	18	9	99	22	98	18	5	138	27	25	19	9	71	39	468	507
11:15 AM	13	120	48	23	181	22	60	15	9	97	24	114	22	12	160	47	32	27	11	106	55	544	599
11:30 AM	23	129	55	22	207	24	77	19	4	120	23	113	18	10	154	29	57	21	1	107	37	588	625
11:45 AM	21	118	44	15	183	25	73	21	9	119	18	100	31	13	149	40	45	29	11	114	48	565	613
Total	66	475	190	76	731	91	271	73	31	435	87	425	89	40	601	143	159	96	32	398	179	2165	2344
12:00 PM	20	138	42	21	200	14	67	16	9	97	20	122	20	11	162	33	52	22	7	107	48	566	614
12:15 PM	20	120	53	24	193	26	74	16	7	116	17	123	33	12	173	41	48	22	11	111	54	593	647
12:30 PM	20	155	46	14	221	21	57	21	12	99	14	143	26	11	183	53	52	39	16	144	53	647	700
12:45 PM	22	123	40	22	185	33	62	21	11	116	13	118	27	12	158	21	41	18	8	80	53	539	592
Total	82	536	181	81	799	94	260	74	39	428	64	506	106	46	676	148	193	101	42	442	208	2345	2553
01:00 PM	18	140	33	15	191	27	57	18	15	102	13	119	37	19	169	27	38	22	10	87	59	549	608
01:15 PM	16	115	38	22	169	12	68	28	15	108	19	145	28	16	192	52	52	21	8	125	61	594	655
01:30 PM	22	142	38	16	202	18	51	15	8	84	12	125	33	20	170	34	48	22	5	104	49	560	609
01:45 PM	11	130	37	24	178	17	49	14	8	80	12	110	26	12	148	37	57	10	3	104	47	510	557
Total	67	527	146	77	740	74	225	75	46	374	56	499	124	67	679	150	195	75	26	420	216	2213	2429
Grand Total	267	1986	671	301	2924	355	1012	291	151	1658	268	1851	409	185	2528	569	685	333	120	1587	757	8697	9454
Apprch %	9.1	67.9	22.9			21.4	61	17.6			10.6	73.2	16.2			35.9	43.2	21					
Total %	3.1	22.8	7.7		33.6	4.1	11.6	3.3		19.1	3.1	21.3	4.7		29.1	6.5	7.9	3.8		18.2	8	92	
Passenger Vehicles	263	1959	649		3160	349	1005	286		1789	264	1808	399		2653	559	677	333		1689	0	0	9291
% Passenger Vehicles	98.5	98.6	96.7	96	98	98.3	99.3	98.3	98.7	98.9	98.5	97.7	97.6	98.4	97.8	98.2	98.8	100	100	98.9	0	0	98.3
Large 2 Axle Vehicles	4	23	5		36	6	6	5		19	4	33	9		49	6	7	0		13	0	0	117
% Large 2 Axle Vehicles	1.5	1.2	0.7	1.3	1.1	1.7	0.6	1.7	1.3	1.1	1.5	1.8	2.2	1.6	1.8	1.1	1	0	0	0.8	0	0	1.2
3 Axle Vehicles	0	3	17		28	0	1	0		1	0	7	0		7	3	0	0		3	0	0	39
% 3 Axle Vehicles	0	0.2	2.5	2.7	0.9	0	0.1	0	0	0.1	0	0.4	0	0	0.3	0.5	0	0	0	0.2	0	0	0.4
4+ Axle Trucks	0	1	0		1	0	0	0		0	0	3	1		4	1	1	0		2	0	0	7
% 4+ Axle Trucks	0	0.1	0	0	0	0	0	0	0	0	0	0.2	0.2	0	0.1	0.2	0.1	0	0	0.1	0	0	0.1

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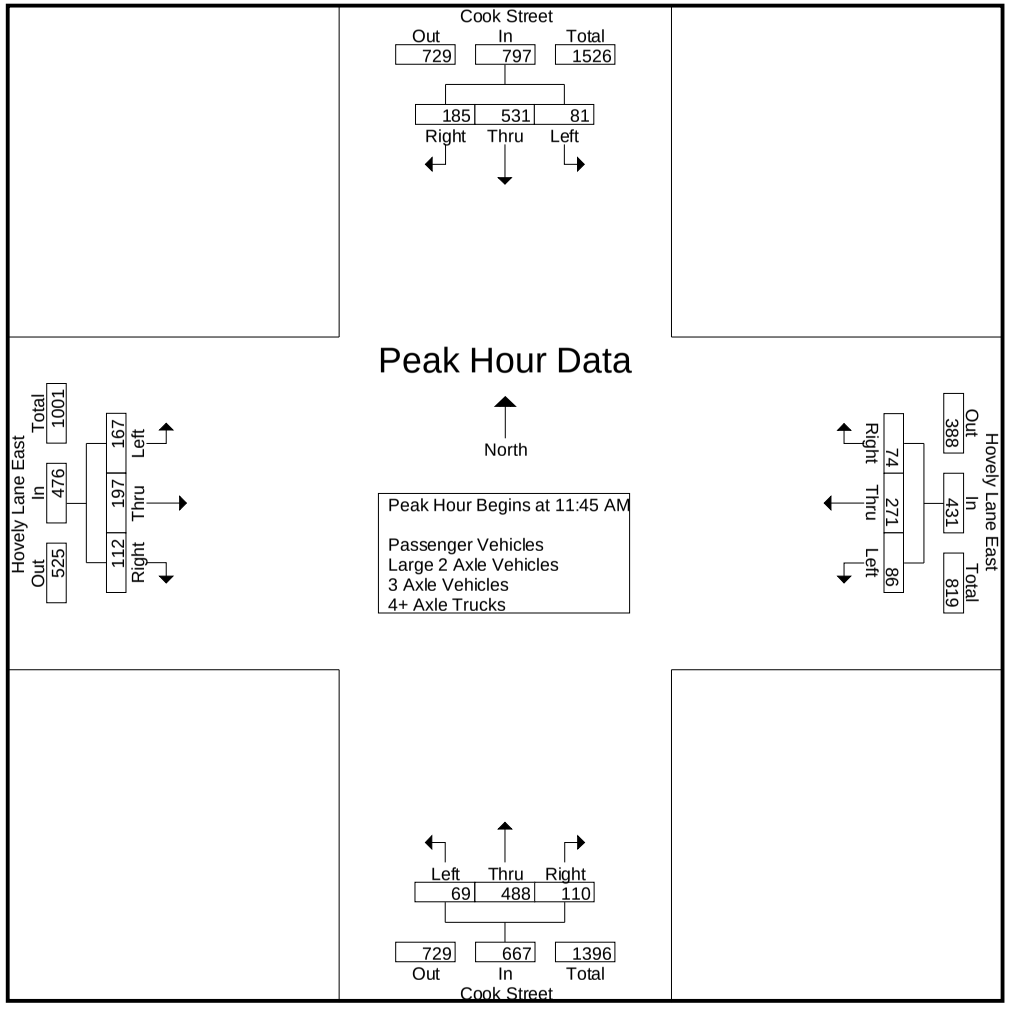
File Name : 10_PLD_Cook_Hovley Sat
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	Cook Street Southbound				Hovely Lane East Westbound				Cook Street Northbound				Hovely Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	**21**	118	44	183	25	73	**21**	**119**	18	100	31	149	40	45	29	114	565
12:00 PM	20	138	42	200	14	67	16	97	**20**	122	20	162	33	**52**	22	107	566
12:15 PM	20	120	**53**	193	**26**	**74**	16	116	17	123	**33**	173	41	48	22	111	593
12:30 PM	20	**155**	46	**221**	21	57	21	99	14	**143**	26	**183**	**53**	52	**39**	**144**	**647**
Total Volume	81	531	185	797	86	271	74	431	69	488	110	667	167	197	112	476	2371
% App. Total	10.2	66.6	23.2		20	62.9	17.2		10.3	73.2	16.5		35.1	41.4	23.5		
PHF	.964	.856	.873	.902	.827	.916	.881	.905	.863	.853	.833	.911	.788	.947	.718	.826	.916

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Weather: Clear

File Name : 10_PLD_Cook_Hovley Sat
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	Cook Street Southbound				Hovely Lane East Westbound				Cook Street Northbound				Hovely Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	12:00 PM				11:30 AM				12:30 PM				11:45 AM				
+0 mins.	20	138	42	200	24	**77**	19	**120**	14	143	26	183	40	45	29	114	
+15 mins.	20	120	**53**	193	25	73	**21**	119	13	118	27	158	33	**52**	22	107	
+30 mins.	20	**155**	46	**221**	14	67	16	97	13	119	**37**	169	41	48	22	111	
+45 mins.	**22**	123	40	185	**26**	74	16	116	**19**	**145**	28	**192**	**53**	52	**39**	**144**	
Total Volume	82	536	181	799	89	291	72	452	59	525	118	702	167	197	112	476	
% App. Total	10.3	67.1	22.7		19.7	64.4	15.9		8.4	74.8	16.8		35.1	41.4	23.5		
PHF	.932	.865	.854	.904	.856	.945	.857	.942	.776	.905	.797	.914	.788	.947	.718	.826	

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Groups Printed- Passenger Vehicles

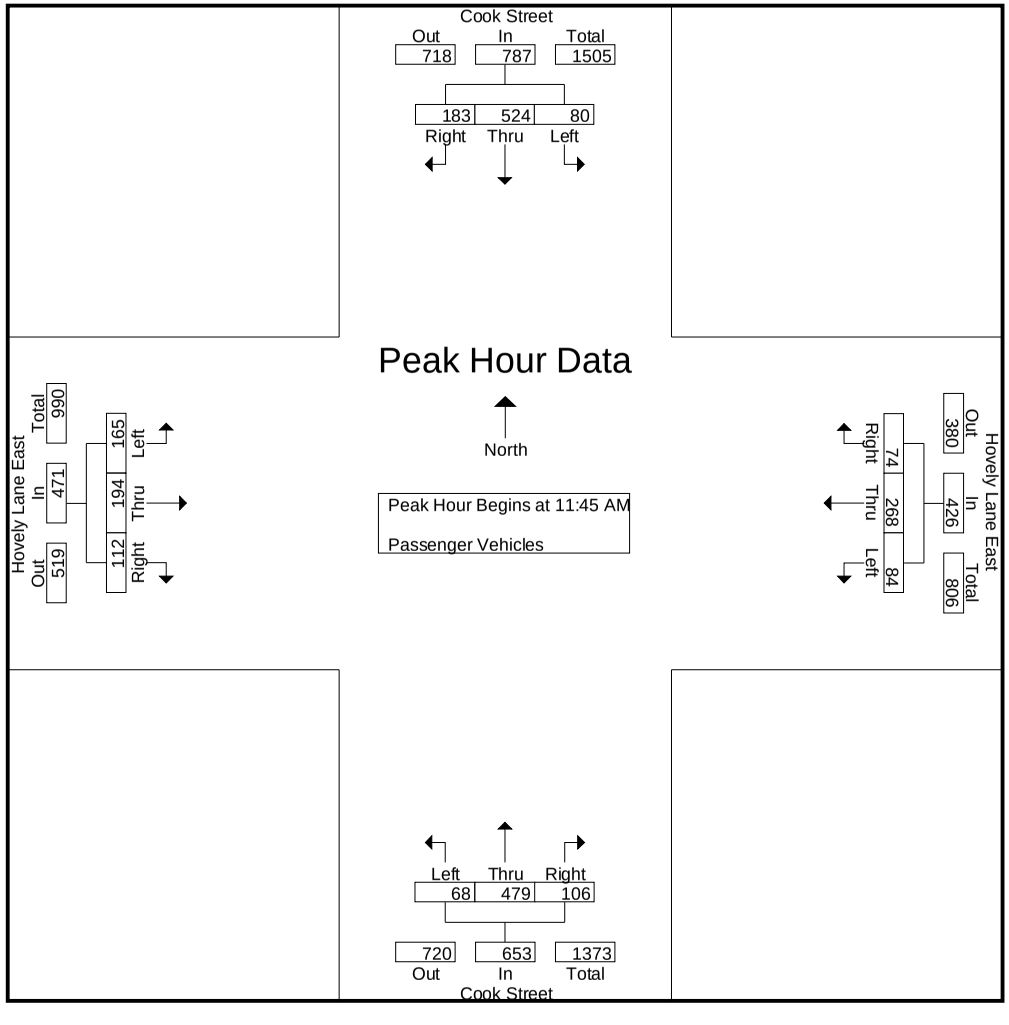
	Cook Street Southbound					Hovely Lane East Westbound					Cook Street Northbound					Hovely Lane East Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	10	97	45	18	152	25	58	13	6	96	18	101	20	7	139	30	25	15	4	70	35	457	492
10:15 AM	12	110	36	17	158	30	63	19	11	112	20	91	28	7	139	38	40	17	2	95	37	504	541
10:30 AM	10	100	37	14	147	15	65	16	9	96	13	120	17	7	150	27	40	15	4	82	34	475	509
10:45 AM	19	139	30	14	188	24	69	19	9	112	9	97	21	10	127	27	31	14	10	72	43	499	542
Total	51	446	148	63	645	94	255	67	35	416	60	409	86	31	555	122	136	61	20	319	149	1935	2084
11:00 AM	8	106	41	16	155	20	60	17	9	97	22	96	18	5	136	26	24	19	9	69	39	457	496
11:15 AM	13	120	43	22	176	22	60	14	8	96	24	110	22	12	156	47	31	27	11	105	53	533	586
11:30 AM	23	127	54	21	204	22	77	19	4	118	23	110	17	9	150	29	57	21	1	107	35	579	614
11:45 AM	21	117	43	15	181	25	73	21	9	119	18	98	29	13	145	39	44	29	11	112	48	557	605
Total	65	470	181	74	716	89	270	71	30	430	87	414	86	39	587	141	156	96	32	393	175	2126	2301
12:00 PM	20	135	41	20	196	14	67	16	9	97	20	120	20	11	160	33	52	22	7	107	47	560	607
12:15 PM	20	119	53	24	192	25	71	16	7	112	17	120	32	12	169	41	47	22	11	110	54	583	637
12:30 PM	19	153	46	14	218	20	57	21	12	98	13	141	25	11	179	52	51	39	16	142	53	637	690
12:45 PM	22	122	39	21	183	33	61	21	11	115	11	115	26	11	152	21	41	18	8	80	51	530	581
Total	81	529	179	79	789	92	256	74	39	422	61	496	103	45	660	147	191	101	42	439	205	2310	2515
01:00 PM	18	136	32	15	186	27	57	18	15	102	13	114	37	19	164	27	38	22	10	87	59	539	598
01:15 PM	16	111	34	18	161	12	68	27	14	107	19	144	28	16	191	52	52	21	8	125	56	584	640
01:30 PM	21	138	38	16	197	18	50	15	8	83	12	125	33	20	170	33	47	22	5	102	49	552	601
01:45 PM	11	129	37	24	177	17	49	14	8	80	12	106	26	12	144	37	57	10	3	104	47	505	552
Total	66	514	141	73	721	74	224	74	45	372	56	489	124	67	669	149	194	75	26	418	211	2180	2391
Grand Total	263	1959	649	289	2871	349	1005	286	149	1640	264	1808	399	182	2471	559	677	333	120	1569	740	8551	9291
Apprch %	9.2	68.2	22.6			21.3	61.3	17.4			10.7	73.2	16.1			35.6	43.1	21.2					
Total %	3.1	22.9	7.6		33.6	4.1	11.8	3.3		19.2	3.1	21.1	4.7		28.9	6.5	7.9	3.9		18.3	8	92	

	Cook Street Southbound				Hovely Lane East Westbound				Cook Street Northbound				Hovely Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	**21**	117	43	181	**25**	**73**	**21**	**119**	18	98	29	145	39	44	29	112	557
12:00 PM	20	135	41	196	14	67	16	97	**20**	120	20	160	33	**52**	22	107	560
12:15 PM	20	119	**53**	192	25	71	16	112	17	120	**32**	169	41	47	22	110	583
12:30 PM	19	**153**	46	**218**	20	57	21	98	13	**141**	25	**179**	**52**	51	**39**	**142**	**637**
Total Volume	80	524	183	787	84	268	74	426	68	479	106	653	165	194	112	471	2337
% App. Total	10.2	66.6	23.3		19.7	62.9	17.4		10.4	73.4	16.2		35	41.2	23.8		
PHF	.952	.856	.863	.903	.840	.918	.881	.895	.850	.849	.828	.912	.793	.933	.718	.829	.917

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City of Palm Desert
N/S: Cook Street
E/W: Hovely Lane East
Weather: Clear

File Name : 10_PLD_Cook_Hovley Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 2



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City of Palm Desert
N/S: Cook Street
E/W: Hovely Lane East
Weather: Clear

File Name : 10_PLD_Cook_Hovley Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 3

	Cook Street Southbound				Hovely Lane East Westbound				Cook Street Northbound				Hovely Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	11:45 AM				11:45 AM				11:45 AM				11:45 AM				
+0 mins.	**21**	117	43	181	**25**	**73**	**21**	**119**	18	98	29	145	39	44	29	112	
+15 mins.	20	135	41	196	14	67	16	97	**20**	120	20	160	33	**52**	22	107	
+30 mins.	20	119	**53**	192	25	71	16	112	17	120	**32**	169	41	47	22	110	
+45 mins.	19	**153**	46	**218**	20	57	21	98	13	**141**	25	**179**	**52**	51	**39**	**142**	
Total Volume	80	524	183	787	84	268	74	426	68	479	106	653	165	194	112	471	
% App. Total	10.2	66.6	23.3		19.7	62.9	17.4		10.4	73.4	16.2		35	41.2	23.8		
PHF	.952	.856	.863	.903	.840	.918	.881	.895	.850	.849	.828	.912	.793	.933	.718	.829	

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City of Palm Desert
N/S: Cook Street
E/W: Hovely Lane East
Weather: Clear

File Name : 10_PLD_Cook_Hovley Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

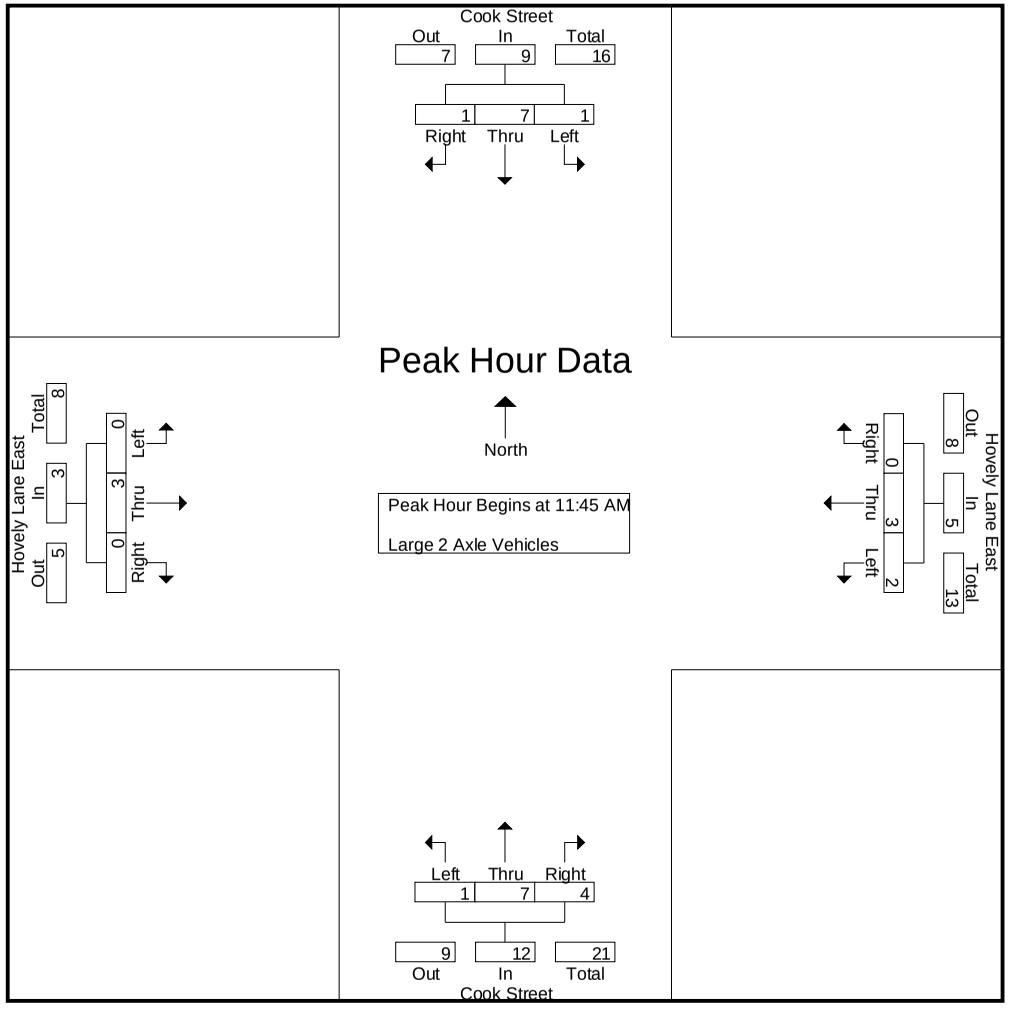
	Cook Street Southbound					Hovely Lane East Westbound					Cook Street Northbound					Hovely Lane East Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	0	1	1	1	2	0	0	0	0	0	1	4	1	0	6	0	1	0	0	1	1	9	10
10:15 AM	0	0	1	1	1	2	0	0	0	2	0	3	1	1	4	1	0	0	0	1	2	8	10
10:30 AM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	2	0	0	0	2	0	5	5
10:45 AM	1	1	0	0	2	0	0	1	0	1	0	1	1	0	2	1	1	0	0	2	0	7	7
Total	1	2	2	2	5	2	0	2	0	4	1	10	3	1	14	4	2	0	0	6	3	29	32
11:00 AM	1	1	0	0	2	0	1	1	0	2	0	1	0	0	1	1	0	0	0	1	0	6	6
11:15 AM	0	0	1	1	1	0	0	1	1	1	0	3	0	0	3	0	1	0	0	1	2	6	8
11:30 AM	0	2	0	0	2	2	0	0	0	2	0	2	1	1	3	0	0	0	0	0	1	7	8
11:45 AM	0	1	1	0	2	0	0	0	0	0	0	2	2	0	4	0	1	0	0	1	0	7	7
Total	1	4	2	1	7	2	1	2	1	5	0	8	3	1	11	1	2	0	0	3	3	26	29
12:00 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	5
12:15 PM	0	1	0	0	1	1	3	0	0	4	0	2	1	0	3	0	1	0	0	1	0	9	9
12:30 PM	1	2	0	0	3	1	0	0	0	1	1	1	1	0	3	0	1	0	0	1	0	8	8
12:45 PM	0	1	0	0	1	0	1	0	0	1	2	3	1	1	6	0	0	0	0	0	1	8	9
Total	1	7	0	0	8	2	4	0	0	6	3	8	3	1	14	0	2	0	0	2	1	30	31
01:00 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7	7
01:15 PM	0	3	1	1	4	0	0	1	1	1	0	1	0	0	1	0	0	0	0	0	2	6	8
01:30 PM	1	3	0	0	4	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	7	7
01:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
Total	1	10	1	1	12	0	1	1	1	2	0	7	0	0	7	1	1	0	0	2	2	23	25
Grand Total	4	23	5	4	32	6	6	5	2	17	4	33	9	3	46	6	7	0	0	13	9	108	117
Apprch %	12.5	71.9	15.6			35.3	35.3	29.4			8.7	71.7	19.6			46.2	53.8	0					
Total %	3.7	21.3	4.6		29.6	5.6	5.6	4.6		15.7	3.7	30.6	8.3		42.6	5.6	6.5	0		12	7.7	92.3	

	Cook Street Southbound				Hovely Lane East Westbound				Cook Street Northbound				Hovely Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	0	1	**1**	2	0	0	0	0	0	**2**	**2**	**4**	0	**1**	0	**1**	7
12:00 PM	0	**3**	0	**3**	0	0	0	0	0	2	0	2	0	0	0	0	5
12:15 PM	0	1	0	1	**1**	**3**	0	**4**	0	2	1	3	0	1	0	1	**9**
12:30 PM	**1**	2	0	3	1	0	0	1	**1**	1	1	3	0	1	0	1	8
Total Volume	1	7	1	9	2	3	0	5	1	7	4	12	0	3	0	3	29
% App. Total	11.1	77.8	11.1		40	60	0		8.3	58.3	33.3		0	100	0		
PHF	.250	.583	.250	.750	.500	.250	.000	.313	.250	.875	.500	.750	.000	.750	.000	.750	.806

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City of Palm Desert
N/S: Cook Street
E/W: Hovely Lane East
Weather: Clear

File Name : 10_PLD_Cook_Hovley Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 2



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City of Palm Desert
N/S: Cook Street
E/W: Hovely Lane East
Weather: Clear

File Name : 10_PLD_Cook_Hovley Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 3

	Cook Street Southbound				Hovely Lane East Westbound				Cook Street Northbound				Hovely Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	11:45 AM				11:45 AM				11:45 AM				11:45 AM				
+0 mins.	0	1	**1**	2	0	0	0	0	0	**2**	**2**	**4**	0	**1**	0	**1**	
+15 mins.	0	**3**	0	**3**	0	0	0	0	0	2	0	2	0	0	0	0	
+30 mins.	0	1	0	1	**1**	**3**	0	**4**	0	2	1	3	0	1	0	1	
+45 mins.	**1**	2	0	3	1	0	0	1	**1**	1	1	3	0	1	0	1	
Total Volume	1	7	1	9	2	3	0	5	1	7	4	12	0	3	0	3	
% App. Total	11.1	77.8	11.1		40	60	0		8.3	58.3	33.3		0	100	0		
PHF	.250	.583	.250	.750	.500	.250	.000	.313	.250	.875	.500	.750	.000	.750	.000	.750	

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City of Palm Desert
N/S: Cook Street
E/W: Hovely Lane East
Weather: Clear

File Name : 10_PLD_Cook_Hovley Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

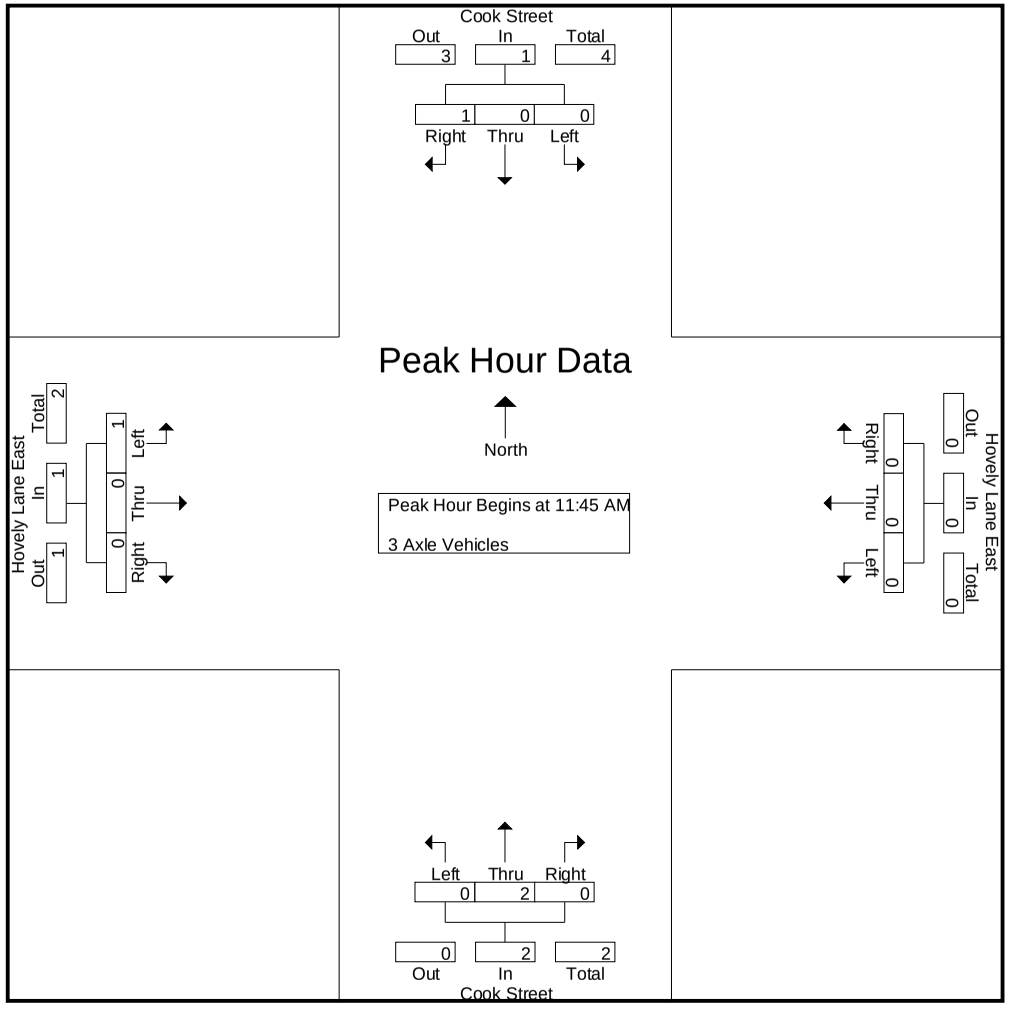
	Cook Street Southbound					Hovely Lane East Westbound					Cook Street Northbound					Hovely Lane East Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	3	4
10:15 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	2
10:30 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
10:45 AM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	4	2	4	0	1	0	0	1	0	1	0	0	1	2	0	0	0	2	2	8	10
11:00 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
11:15 AM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
11:30 AM	0	0	1	1	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2	3
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
Total	0	0	7	1	7	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	1	9	10
12:00 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
12:45 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	2	2	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	4	6
01:00 PM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3
01:15 PM	0	1	3	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	7
01:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
Total	0	3	4	3	7	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	10	13
Grand Total	0	3	17	8	20	0	1	0	0	1	0	7	0	0	7	3	0	0	0	3	8	31	39
Apprch %	0	15	85			0	100	0			0	100	0			100	0	0					
Total %	0	9.7	54.8		64.5	0	3.2	0		3.2	0	22.6	0		22.6	9.7	0	0		9.7	20.5	79.5	

	Cook Street Southbound				Hovely Lane East Westbound				Cook Street Northbound				Hovely Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	**1**
12:00 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	1	1	0	0	0	0	0	2	0	2	1	0	0	1	4
% App. Total	0	0	100		0	0	0		0	100	0		100	0	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.000	.250	1.00

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City of Palm Desert
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E/W: Hovely Lane East
Weather: Clear

File Name : 10_PLD_Cook_Hovley Sat
Site Code : 05118939
Start Date : 1/12/2019
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City of Palm Desert
N/S: Cook Street
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File Name : 10_PLD_Cook_Hovley Sat
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	Cook Street Southbound				Hovely Lane East Westbound				Cook Street Northbound				Hovely Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	11:45 AM				11:45 AM				11:45 AM				11:45 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	
+15 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
Total Volume	0	0	1	1	0	0	0	0	0	2	0	2	1	0	0	1	
% App. Total	0	0	100		0	0	0		0	100	0		100	0	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.000	.250	

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City of Palm Desert
N/S: Cook Street
E/W: Hovely Lane East
Weather: Clear

File Name : 10_PLD_Cook_Hovley Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

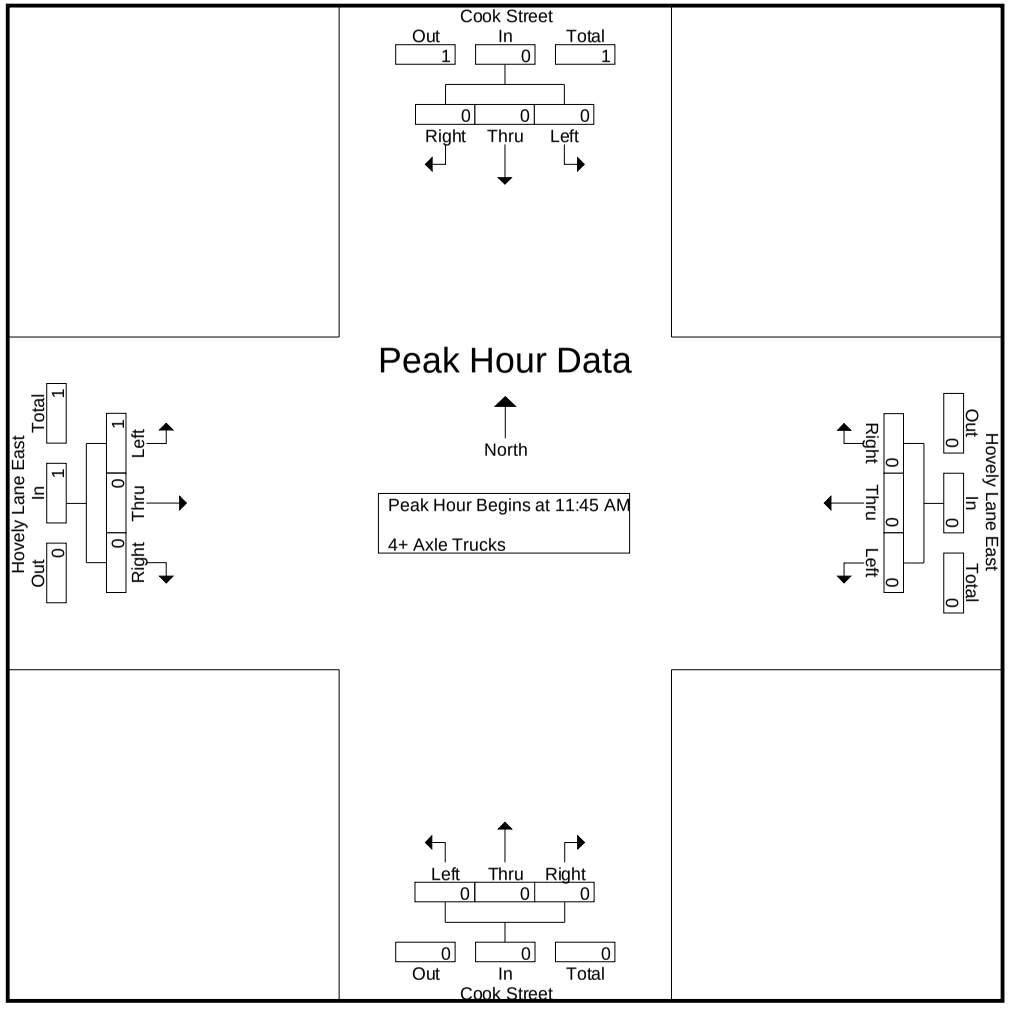
	Cook Street Southbound					Hovely Lane East Westbound					Cook Street Northbound					Hovely Lane East Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	2
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	3	3
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	4	4
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	1	1	0	0	2	0	7	7
Apprch %	0	100	0			0	0	0			0	75	25			50	50	0					
Total %	0	14.3	0		14.3	0	0	0		0	0	42.9	14.3		57.1	14.3	14.3	0		28.6	0	100	

	Cook Street Southbound				Hovely Lane East Westbound				Cook Street Northbound				Hovely Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	**1**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250

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City of Palm Desert
N/S: Cook Street
E/W: Hovely Lane East
Weather: Clear

File Name : 10_PLD_Cook_Hovley Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 2



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City of Palm Desert
N/S: Cook Street
E/W: Hovely Lane East
Weather: Clear

File Name : 10_PLD_Cook_Hovley Sat
Site Code : 05118939
Start Date : 1/12/2019

	Cook Street Southbound				Hovely Lane East Westbound				Cook Street Northbound				Hovely Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	11:45 AM				11:45 AM				11:45 AM				11:45 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
% App. Total	0	0	0		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	

Location: Palm Desert
N/S: Cook Street
E/W: Hovely Lane East

PEDESTRIANS

Date: 1/10/2019
Day: Thursday

	North Leg Cook Street Pedestrians	East Leg Hovely Lane East Pedestrians	South Leg Cook Street Pedestrians	West Leg Hovely Lane East Pedestrians	
3:00 PM	0	0	0	1	1
3:15 PM	0	0	1	0	1
3:30 PM	0	0	0	0	0
3:45 PM	1	1	0	0	2
4:00 PM	0	1	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	1	1
4:45 PM	1	0	0	0	1
5:00 PM	0	1	0	0	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0
6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	3	1	2	8

Date: 1/11/2019
Day: Friday

	North Leg Cook Street Pedestrians	East Leg Hovely Lane East Pedestrians	South Leg Cook Street Pedestrians	West Leg Hovely Lane East Pedestrians	
3:00 PM	4	0	0	5	9
3:15 PM	2	0	0	2	4
3:30 PM	1	0	0	1	2
3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	1	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	1	0	2	3
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	1	1
6:00 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0
6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	1	1
TOTAL VOLUMES:	7	1	0	13	21

Date: 1/12/2019
Day: Saturday

	North Leg Cook Street Pedestrians	East Leg Hovely Lane East Pedestrians	South Leg Cook Street Pedestrians	West Leg Hovely Lane East Pedestrians	
10:00 AM	0	0	0	0	0
10:15 AM	0	0	0	0	0
10:30 AM	0	0	0	1	1
10:45 AM	0	4	4	3	11
11:00 AM	0	0	0	1	1
11:15 AM	0	0	0	0	0
11:30 AM	0	0	1	0	1
11:45 AM	0	0	0	5	5
12:00 PM	0	0	0	1	1
12:15 PM	0	0	0	2	2
12:30 PM	0	0	0	1	1
12:45 PM	0	0	0	3	3
1:00 PM	0	1	0	2	3
1:15 PM	0	1	0	0	1
1:30 PM	0	0	0	0	0
1:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	6	5	19	30

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Location: Palm Desert
N/S: Cook Street
E/W: Hovely Lane East

BICYCLES

Date: 1/10/2019
Day: Thursday

	Southbound Cook Street			Westbound Hovely Lane East			Northbound Cook Street			Eastbound Hovely Lane East			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
3:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
3:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
3:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	1	1	0	0	0	2
4:15 PM	0	0	0	1	0	0	0	1	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	3	0	1	1	0	0	5	2	0	2	0	14

Date: 1/11/2019
Day: Friday

	Southbound Cook Street			Westbound Hovely Lane East			Northbound Cook Street			Eastbound Hovely Lane East			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3:00 PM	0	2	0	0	0	0	0	3	0	0	0	0	5
3:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	1	0	0	0	0	1	0	0	0	0	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	2	1	0	0	1	4	0	0	1	0	11

Date: 1/12/2019
Day: Saturday

	Southbound Cook Street			Westbound Hovely Lane East			Northbound Cook Street			Eastbound Hovely Lane East			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	2
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	1	0	0	0	0	1	0	0	0	2
11:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
1:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	2	0	4	1	0	0	2	1	1	0	0	11

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City of Palm Desert
N/S: Eldorado Drive
E/W: Country Club Drive
Weather: Clear

File Name : 11_PLD_Eldorado_Country Club Thurs
Site Code : 05118939
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Eldorado Drive Southbound					Country Club Drive Westbound					Eldorado Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	16	27	5	0	48	16	136	19	6	171	12	31	29	18	72	8	223	22	8	253	32	544	576
03:15 PM	15	26	5	1	46	17	161	12	2	190	14	24	14	12	52	10	252	15	3	277	18	565	583
03:30 PM	11	20	9	5	40	12	150	17	7	179	20	28	30	15	78	7	221	19	6	247	33	544	577
03:45 PM	21	24	11	6	56	15	128	14	5	157	11	24	14	11	49	10	237	15	8	262	30	524	554
Total	63	97	30	12	190	60	575	62	20	697	57	107	87	56	251	35	933	71	25	1039	113	2177	2290
04:00 PM	14	23	9	6	46	10	146	21	4	177	7	35	15	11	57	7	184	13	8	204	29	484	513
04:15 PM	20	36	7	3	63	10	119	13	4	142	5	23	14	11	42	6	201	14	5	221	23	468	491
04:30 PM	15	31	10	6	56	8	157	20	6	185	11	21	12	8	44	9	200	15	7	224	27	509	536
04:45 PM	11	22	6	3	39	10	115	7	1	132	9	18	18	13	45	9	212	23	10	244	27	460	487
Total	60	112	32	18	204	38	537	61	15	636	32	97	59	43	188	31	797	65	30	893	106	1921	2027
05:00 PM	10	26	2	2	38	10	134	12	5	156	7	21	19	12	47	7	233	19	10	259	29	500	529
05:15 PM	16	28	9	5	53	9	142	6	3	157	8	20	17	10	45	5	257	24	6	286	24	541	565
05:30 PM	20	18	7	5	45	9	123	7	4	139	6	8	14	12	28	3	190	9	1	202	22	414	436
05:45 PM	11	19	6	4	36	6	103	10	5	119	5	9	9	4	23	4	136	13	3	153	16	331	347
Total	57	91	24	16	172	34	502	35	17	571	26	58	59	38	143	19	816	65	20	900	91	1786	1877
06:00 PM	5	14	3	3	22	12	112	6	2	130	5	11	8	5	24	10	131	14	7	155	17	331	348
06:15 PM	5	10	0	0	15	3	70	7	4	80	8	7	6	4	21	15	125	7	0	147	8	263	271
06:30 PM	5	21	0	0	26	6	90	3	1	99	4	6	4	3	14	4	105	12	3	121	7	260	267
06:45 PM	4	11	2	2	17	7	59	2	2	68	2	4	9	9	15	3	106	7	2	116	15	216	231
Total	19	56	5	5	80	28	331	18	9	377	19	28	27	21	74	32	467	40	12	539	47	1070	1117
Grand Total	199	356	91	51	646	160	1945	176	61	2281	134	290	232	158	656	117	3013	241	87	3371	357	6954	7311
Apprch %	30.8	55.1	14.1			7	85.3	7.7			20.4	44.2	35.4			3.5	89.4	7.1					
Total %	2.9	5.1	1.3		9.3	2.3	28	2.5		32.8	1.9	4.2	3.3		9.4	1.7	43.3	3.5		48.5	4.9	95.1	
Passenger Vehicles	189	356	91		687	155	1932	164		2306	134	281	227		797	116	2960	240		3403	0	0	7193
% Passenger Vehicles	95	100	100	100	98.6	96.9	99.3	93.2	90.2	98.5	100	96.9	97.8	98.1	97.9	99.1	98.2	99.6	100	98.4	0	0	98.4
Large 2 Axle Vehicles	10	0	0		10	5	13	12		36	0	9	5		17	1	50	1		52	0	0	115
% Large 2 Axle Vehicles	5	0	0	0	1.4	3.1	0.7	6.8	9.8	1.5	0	3.1	2.2	1.9	2.1	0.9	1.7	0.4	0	1.5	0	0	1.6
3 Axle Vehicles	0	0	0		0	0	0	0		0	0	0	0		0	0	1	0		1	0	0	1
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0		0	0	0	0		0	0	0	0		0	0	2	0		2	0	0	2
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0

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City of Palm Desert
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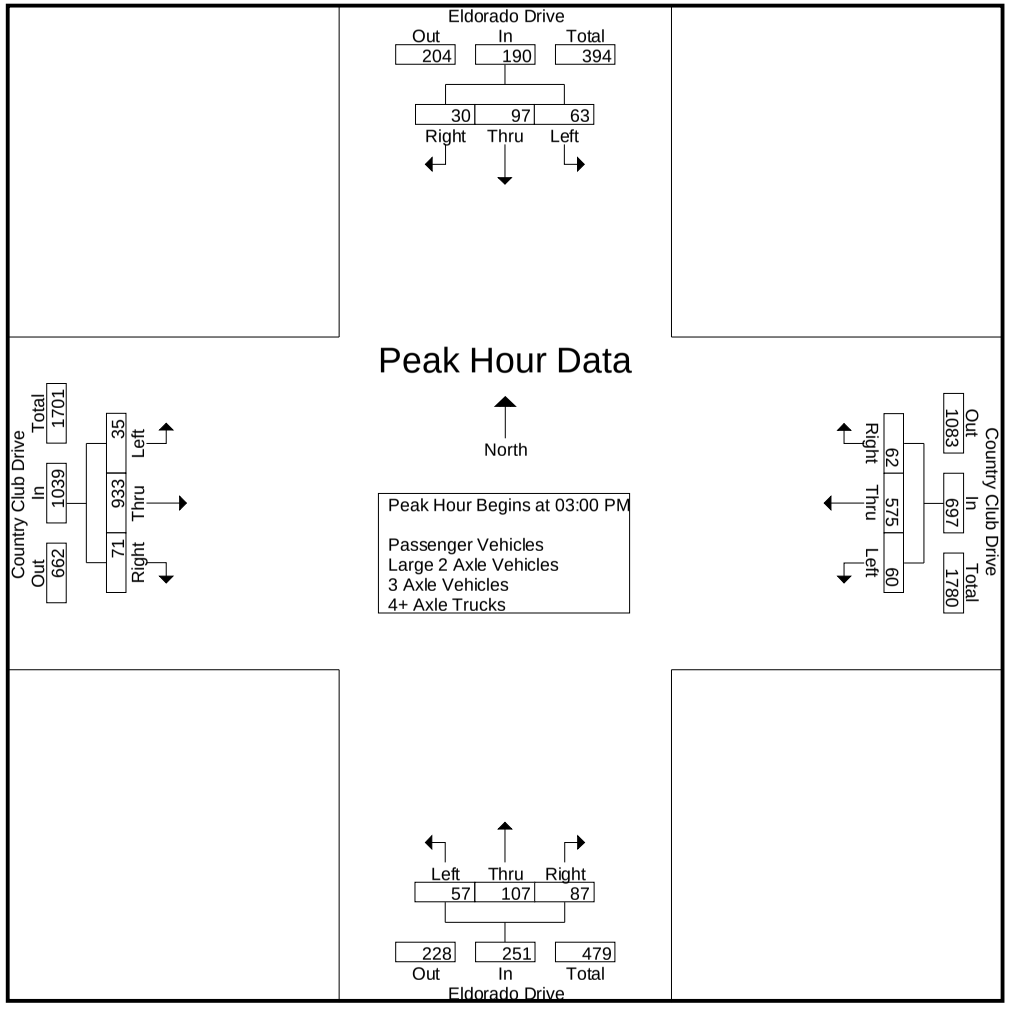
File Name : 11_PLD_Eldorado_Country Club Thurs
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	Eldorado Drive Southbound				Country Club Drive Westbound				Eldorado Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	16	**27**	5	48	16	136	**19**	171	12	**31**	29	72	8	223	**22**	253	544
03:15 PM	15	26	5	46	**17**	**161**	12	**190**	14	24	14	52	**10**	**252**	15	**277**	**565**
03:30 PM	11	20	9	40	12	150	17	179	**20**	28	**30**	**78**	7	221	19	247	544
03:45 PM	**21**	24	**11**	**56**	15	128	14	157	11	24	14	49	10	237	15	262	524
Total Volume	63	97	30	190	60	575	62	697	57	107	87	251	35	933	71	1039	2177
% App. Total	33.2	51.1	15.8		8.6	82.5	8.9		22.7	42.6	34.7		3.4	89.8	6.8		
PHF	.750	.898	.682	.848	.882	.893	.816	.917	.713	.863	.725	.804	.875	.926	.807	.938	.963

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Weather: Clear

File Name : 11_PLD_Eldorado_Country Club Thurs
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	Eldorado Drive Southbound				Country Club Drive Westbound				Eldorado Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:45 PM				03:15 PM				03:00 PM				03:00 PM				
+0 mins.	**21**	24	**11**	56	**17**	**161**	12	**190**	12	**31**	29	72	8	223	**22**	253	
+15 mins.	14	23	9	46	12	150	17	179	14	24	14	52	**10**	**252**	15	**277**	
+30 mins.	20	**36**	7	**63**	15	128	14	157	**20**	28	**30**	**78**	7	221	19	247	
+45 mins.	15	31	10	56	10	146	**21**	177	11	24	14	49	10	237	15	262	
Total Volume	70	114	37	221	54	585	64	703	57	107	87	251	35	933	71	1039	
% App. Total	31.7	51.6	16.7		7.7	83.2	9.1		22.7	42.6	34.7		3.4	89.8	6.8		
PHF	.833	.792	.841	.877	.794	.908	.762	.925	.713	.863	.725	.804	.875	.926	.807	.938	

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Groups Printed- Passenger Vehicles

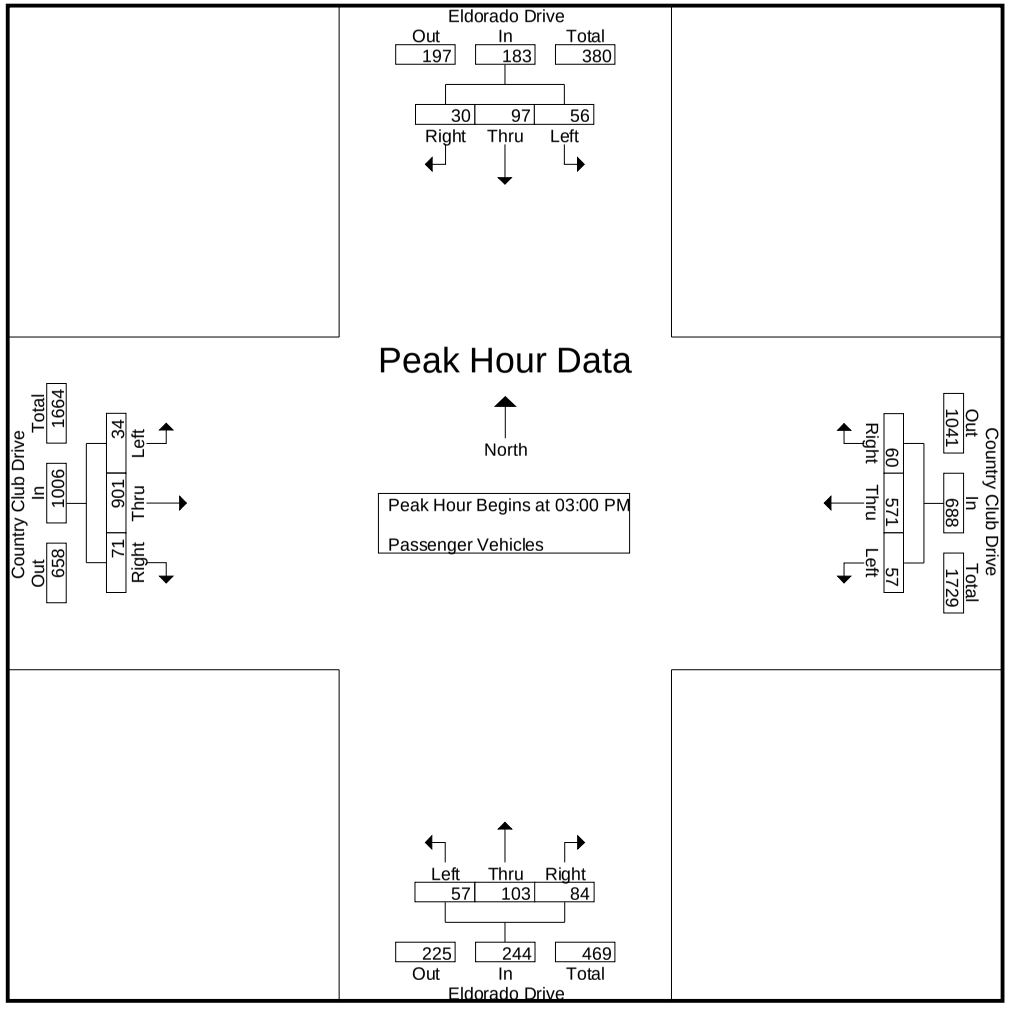
	Eldorado Drive Southbound					Country Club Drive Westbound					Eldorado Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	14	27	5	0	46	15	135	18	6	168	12	28	26	17	66	8	214	22	8	244	31	524	555
03:15 PM	13	26	5	1	44	17	160	12	2	189	14	24	14	12	52	10	240	15	3	265	18	550	568
03:30 PM	9	20	9	5	38	12	148	16	6	176	20	28	30	15	78	7	215	19	6	241	32	533	565
03:45 PM	20	24	11	6	55	13	128	14	5	155	11	23	14	11	48	9	232	15	8	256	30	514	544
Total	56	97	30	12	183	57	571	60	19	688	57	103	84	55	244	34	901	71	25	1006	111	2121	2232
04:00 PM	13	23	9	6	45	10	145	18	4	173	7	33	14	10	54	7	179	13	8	199	28	471	499
04:15 PM	20	36	7	3	63	9	118	13	4	140	5	23	13	10	41	6	196	14	5	216	22	460	482
04:30 PM	13	31	10	6	54	8	157	17	4	182	11	21	12	8	44	9	197	15	7	221	25	501	526
04:45 PM	11	22	6	3	39	9	114	6	1	129	9	18	18	13	45	9	206	22	10	237	27	450	477
Total	57	112	32	18	201	36	534	54	13	624	32	95	57	41	184	31	778	64	30	873	102	1882	1984
05:00 PM	10	26	2	2	38	10	130	11	4	151	7	20	19	12	46	7	233	19	10	259	28	494	522
05:15 PM	16	28	9	5	53	9	142	6	3	157	8	18	17	10	43	5	256	24	6	285	24	538	562
05:30 PM	20	18	7	5	45	9	121	6	3	136	6	8	14	12	28	3	190	9	1	202	21	411	432
05:45 PM	11	19	6	4	36	6	103	10	5	119	5	9	9	4	23	4	136	13	3	153	16	331	347
Total	57	91	24	16	172	34	496	33	15	563	26	55	59	38	140	19	815	65	20	899	89	1774	1863
06:00 PM	5	14	3	3	22	12	112	6	2	130	5	11	8	5	24	10	130	14	7	154	17	330	347
06:15 PM	5	10	0	0	15	3	70	7	4	80	8	7	6	4	21	15	125	7	0	147	8	263	271
06:30 PM	5	21	0	0	26	6	90	3	1	99	4	6	4	3	14	4	105	12	3	121	7	260	267
06:45 PM	4	11	2	2	17	7	59	1	1	67	2	4	9	9	15	3	106	7	2	116	14	215	229
Total	19	56	5	5	80	28	331	17	8	376	19	28	27	21	74	32	466	40	12	538	46	1068	1114
Grand Total	189	356	91	51	636	155	1932	164	55	2251	134	281	227	155	642	116	2960	240	87	3316	348	6845	7193
Apprch %	29.7	56	14.3			6.9	85.8	7.3			20.9	43.8	35.4			3.5	89.3	7.2					
Total %	2.8	5.2	1.3		9.3	2.3	28.2	2.4		32.9	2	4.1	3.3		9.4	1.7	43.2	3.5		48.4	4.8	95.2	

	Eldorado Drive Southbound				Country Club Drive Westbound				Eldorado Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	14	**27**	5	46	15	135	**18**	168	12	**28**	26	66	8	214	**22**	244	524
03:15 PM	13	26	5	44	**17**	**160**	12	**189**	14	24	14	52	**10**	**240**	15	**265**	**550**
03:30 PM	9	20	9	38	12	148	16	176	**20**	28	**30**	**78**	7	215	19	241	533
03:45 PM	**20**	24	**11**	**55**	13	128	14	155	11	23	14	48	9	232	15	256	514
Total Volume	56	97	30	183	57	571	60	688	57	103	84	244	34	901	71	1006	2121
% App. Total	30.6	53	16.4		8.3	83	8.7		23.4	42.2	34.4		3.4	89.6	7.1		
PHF	.700	.898	.682	.832	.838	.892	.833	.910	.713	.920	.700	.782	.850	.939	.807	.949	.964

Counts Unlimited
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City of Palm Desert
N/S: Eldorado Drive
E/W: Country Club Drive
Weather: Clear

File Name : 11_PLD_Eldorado_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 2



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City of Palm Desert
N/S: Eldorado Drive
E/W: Country Club Drive
Weather: Clear

File Name : 11_PLD_Eldorado_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 3

	Eldorado Drive Southbound				Country Club Drive Westbound				Eldorado Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	14	**27**	5	46	15	135	**18**	168	12	**28**	26	66	8	214	**22**	244	
+15 mins.	13	26	5	44	**17**	**160**	12	**189**	14	24	14	52	**10**	**240**	15	**265**	
+30 mins.	9	20	9	38	12	148	16	176	**20**	28	**30**	**78**	7	215	19	241	
+45 mins.	**20**	24	**11**	**55**	13	128	14	155	11	23	14	48	9	232	15	256	
Total Volume	56	97	30	183	57	571	60	688	57	103	84	244	34	901	71	1006	
% App. Total	30.6	53	16.4		8.3	83	8.7		23.4	42.2	34.4		3.4	89.6	7.1		
PHF	.700	.898	.682	.832	.838	.892	.833	.910	.713	.920	.700	.782	.850	.939	.807	.949	

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City of Palm Desert
N/S: Eldorado Drive
E/W: Country Club Drive
Weather: Clear

File Name : 11_PLD_Eldorado_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

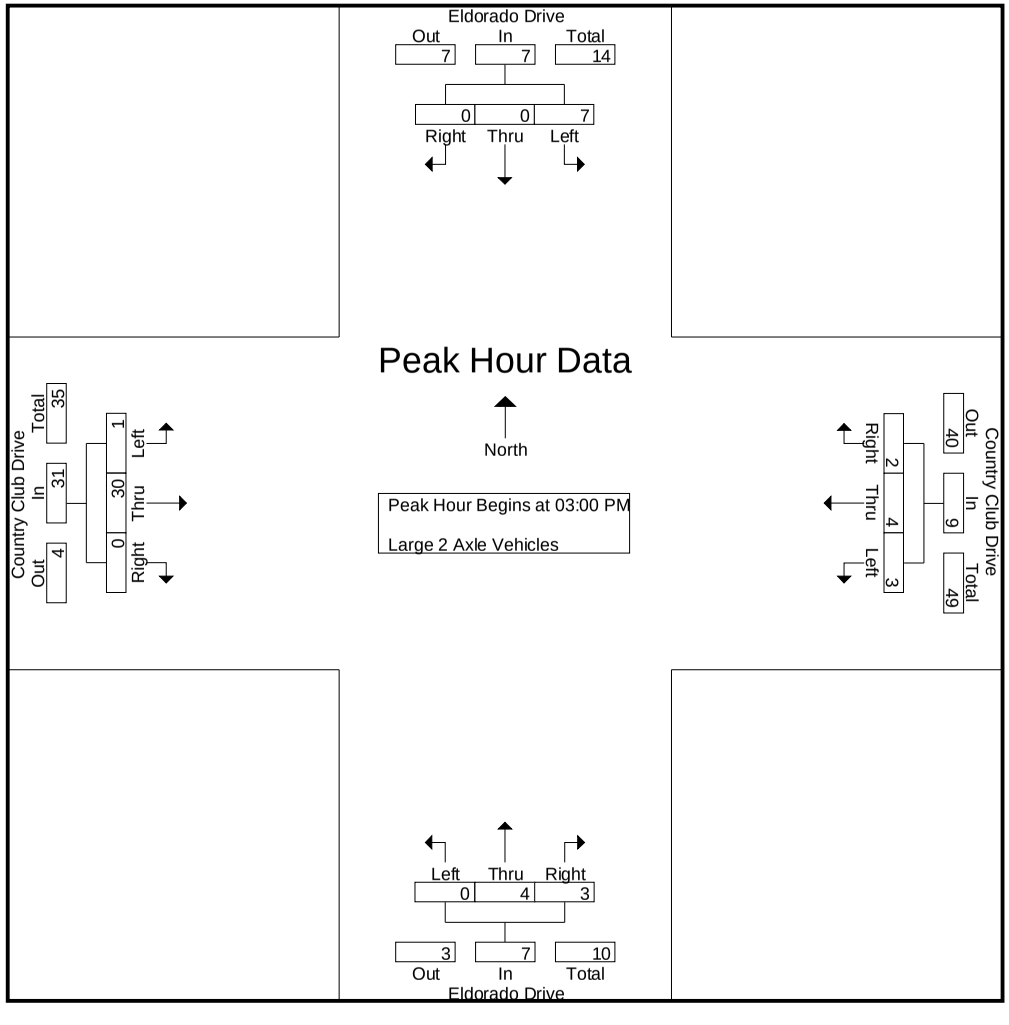
	Eldorado Drive Southbound					Country Club Drive Westbound					Eldorado Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	2	0	0	0	2	1	1	1	0	3	0	3	3	1	6	0	8	0	0	8	1	19	20
03:15 PM	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	12	0	0	12	0	15	15
03:30 PM	2	0	0	0	2	0	2	1	1	3	0	0	0	0	0	0	6	0	0	6	1	11	12
03:45 PM	1	0	0	0	1	2	0	0	0	2	0	1	0	0	1	1	4	0	0	5	0	9	9
Total	7	0	0	0	7	3	4	2	1	9	0	4	3	1	7	1	30	0	0	31	2	54	56
04:00 PM	1	0	0	0	1	0	1	3	0	4	0	2	1	1	3	0	4	0	0	4	1	12	13
04:15 PM	0	0	0	0	0	1	1	0	0	2	0	0	1	1	1	0	5	0	0	5	1	8	9
04:30 PM	2	0	0	0	2	0	0	3	2	3	0	0	0	0	0	0	3	0	0	3	2	8	10
04:45 PM	0	0	0	0	0	1	1	1	0	3	0	0	0	0	0	0	6	1	0	7	0	10	10
Total	3	0	0	0	3	2	3	7	2	12	0	2	2	2	4	0	18	1	0	19	4	38	42
05:00 PM	0	0	0	0	0	0	4	1	1	5	0	1	0	0	1	0	0	0	0	0	1	6	7
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	3	3
05:30 PM	0	0	0	0	0	0	2	1	1	3	0	0	0	0	0	0	0	0	0	0	1	3	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	6	2	2	8	0	3	0	0	3	0	1	0	0	1	2	12	14
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	0	0	1	1	2	3
Grand Total	10	0	0	0	10	5	13	12	6	30	0	9	5	3	14	1	50	1	0	52	9	106	115
Apprch %	100	0	0			16.7	43.3	40			0	64.3	35.7			1.9	96.2	1.9					
Total %	9.4	0	0		9.4	4.7	12.3	11.3		28.3	0	8.5	4.7		13.2	0.9	47.2	0.9		49.1	7.8	92.2	

	Eldorado Drive Southbound				Country Club Drive Westbound				Eldorado Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**2**	0	0	**2**	1	1	**1**	**3**	0	**3**	**3**	**6**	0	8	0	8	**19**
03:15 PM	2	0	0	2	0	1	0	1	0	0	0	0	0	**12**	0	**12**	15
03:30 PM	2	0	0	2	0	**2**	1	3	0	0	0	0	0	6	0	6	11
03:45 PM	1	0	0	1	**2**	0	0	2	0	1	0	1	**1**	4	0	5	9
Total Volume	7	0	0	7	3	4	2	9	0	4	3	7	1	30	0	31	54
% App. Total	100	0	0		33.3	44.4	22.2		0	57.1	42.9		3.2	96.8	0		
PHF	.875	.000	.000	.875	.375	.500	.500	.750	.000	.333	.250	.292	.250	.625	.000	.646	.711

Counts Unlimited
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City of Palm Desert
N/S: Eldorado Drive
E/W: Country Club Drive
Weather: Clear

File Name : 11_PLD_Eldorado_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 2



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City of Palm Desert
N/S: Eldorado Drive
E/W: Country Club Drive
Weather: Clear

File Name : 11_PLD_Eldorado_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 3

	Eldorado Drive Southbound				Country Club Drive Westbound				Eldorado Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	**2**	0	0	**2**	1	1	**1**	**3**	0	**3**	**3**	**6**	0	8	0	8	
+15 mins.	2	0	0	2	0	1	0	1	0	0	0	0	0	**12**	0	**12**	
+30 mins.	2	0	0	2	0	**2**	1	3	0	0	0	0	0	6	0	6	
+45 mins.	1	0	0	1	**2**	0	0	2	0	1	0	1	**1**	4	0	5	
Total Volume	7	0	0	7	3	4	2	9	0	4	3	7	1	30	0	31	
% App. Total	100	0	0		33.3	44.4	22.2		0	57.1	42.9		3.2	96.8	0		
PHF	.875	.000	.000	.875	.375	.500	.500	.750	.000	.333	.250	.292	.250	.625	.000	.646	

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City of Palm Desert
N/S: Eldorado Drive
E/W: Country Club Drive
Weather: Clear

File Name : 11_PLD_Eldorado_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

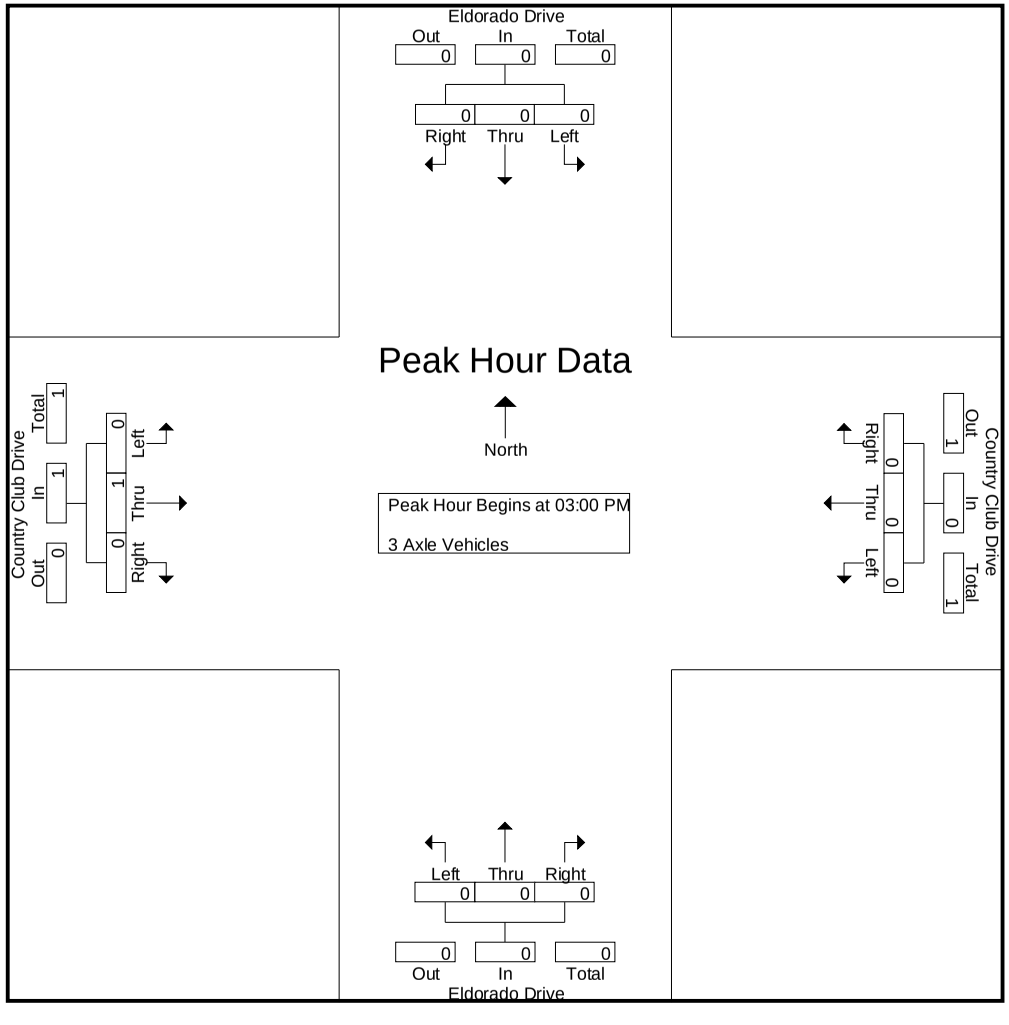
	Eldorado Drive Southbound					Country Club Drive Westbound					Eldorado Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
Apprch %	0	0	0			0	0	0			0	0	0			0	100	0					
Total %	0	0	0		0	0	0	0		0	0	0	0		0	0	100	0		100	0	100	

	Eldorado Drive Southbound				Country Club Drive Westbound				Eldorado Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

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City of Palm Desert
N/S: Eldorado Drive
E/W: Country Club Drive
Weather: Clear

File Name : 11_PLD_Eldorado_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 2



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City of Palm Desert
N/S: Eldorado Drive
E/W: Country Club Drive
Weather: Clear

File Name : 11_PLD_Eldorado_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 3

	Eldorado Drive Southbound				Country Club Drive Westbound				Eldorado Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	

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City of Palm Desert
N/S: Eldorado Drive
E/W: Country Club Drive
Weather: Clear

File Name : 11_PLD_Eldorado_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

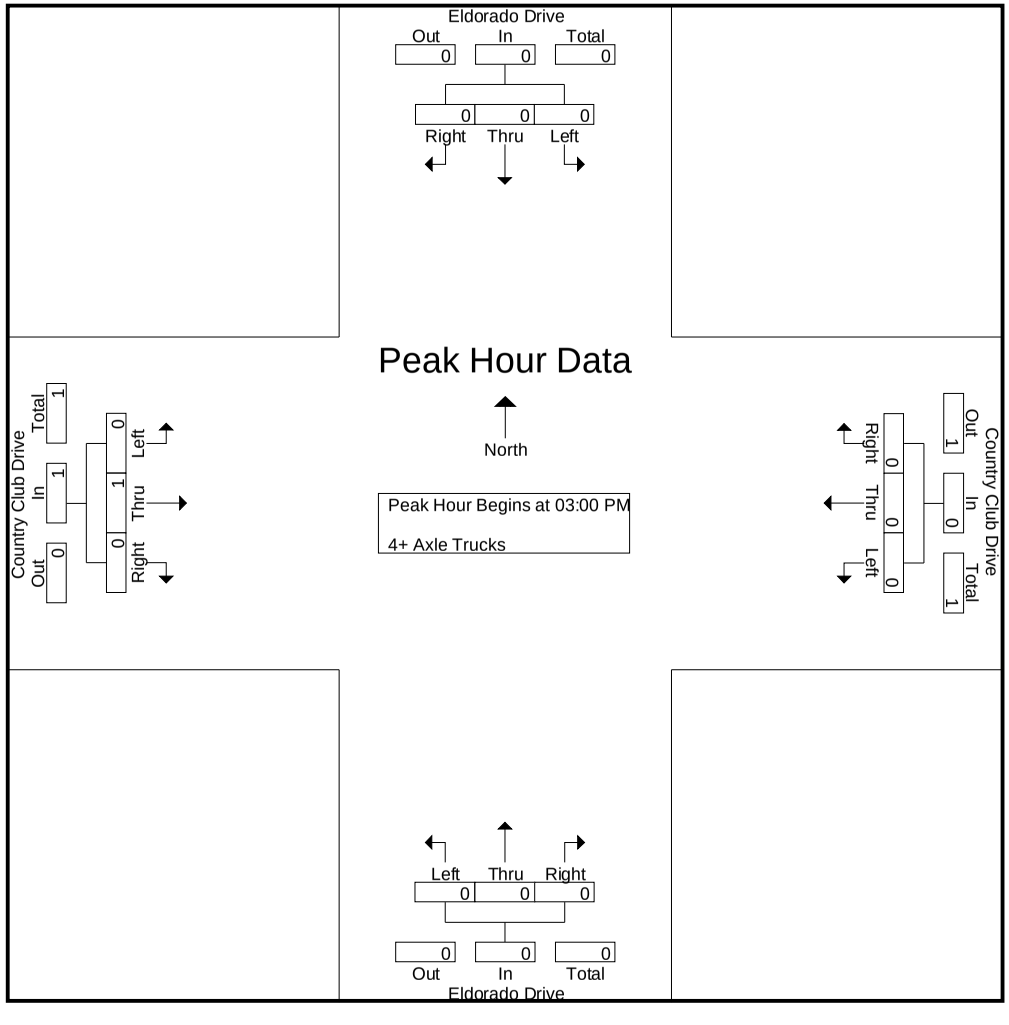
	Eldorado Drive Southbound					Country Club Drive Westbound					Eldorado Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2
Apprch %	0	0	0			0	0	0			0	0	0			0	100	0					
Total %	0	0	0		0	0	0	0		0	0	0	0		0	0	100	0		100	0	100	

	Eldorado Drive Southbound				Country Club Drive Westbound				Eldorado Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

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City of Palm Desert
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Weather: Clear

File Name : 11_PLD_Eldorado_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
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	Eldorado Drive Southbound				Country Club Drive Westbound				Eldorado Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Eldorado Drive Southbound					Country Club Drive Westbound					Eldorado Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	20	26	12	9	58	13	141	21	7	175	11	27	30	19	68	14	221	12	3	247	38	548	586
03:15 PM	14	22	6	4	42	16	152	8	5	176	13	28	19	13	60	10	219	21	8	250	30	528	558
03:30 PM	20	30	9	5	59	15	156	19	6	190	11	31	18	11	60	6	218	20	8	244	30	553	583
03:45 PM	13	21	7	4	41	13	133	9	6	155	15	25	22	11	62	8	251	13	7	272	28	530	558
Total	67	99	34	22	200	57	582	57	24	696	50	111	89	54	250	38	909	66	26	1013	126	2159	2285
04:00 PM	18	30	9	6	57	28	133	27	13	188	14	24	20	15	58	10	206	20	13	236	47	539	586
04:15 PM	16	24	3	2	43	11	154	11	3	176	11	19	12	10	42	6	191	24	6	221	21	482	503
04:30 PM	9	31	9	8	49	17	146	13	5	176	11	12	15	11	38	7	173	18	7	198	31	461	492
04:45 PM	10	17	11	6	38	7	146	12	6	165	8	26	14	10	48	15	193	14	4	222	26	473	499
Total	53	102	32	22	187	63	579	63	27	705	44	81	61	46	186	38	763	76	30	877	125	1955	2080
05:00 PM	7	24	5	5	36	9	120	11	6	140	7	17	15	14	39	4	227	16	7	247	32	462	494
05:15 PM	17	25	6	5	48	7	138	9	4	154	11	22	12	7	45	11	197	17	8	225	24	472	496
05:30 PM	4	17	6	5	27	10	125	10	3	145	13	15	8	4	36	4	186	14	6	204	18	412	430
05:45 PM	10	21	2	2	33	7	95	7	4	109	6	9	10	5	25	5	140	10	3	155	14	322	336
Total	38	87	19	17	144	33	478	37	17	548	37	63	45	30	145	24	750	57	24	831	88	1668	1756
06:00 PM	6	7	9	6	22	6	92	8	1	106	7	11	5	5	23	9	131	6	0	146	12	297	309
06:15 PM	11	15	6	4	32	8	101	6	3	115	1	5	4	2	10	4	118	9	5	131	14	288	302
06:30 PM	4	6	6	5	16	5	85	4	1	94	7	9	6	3	22	6	92	15	5	113	14	245	259
06:45 PM	9	11	3	2	23	3	80	4	3	87	8	5	5	2	18	6	119	9	5	134	12	262	274
Total	30	39	24	17	93	22	358	22	8	402	23	30	20	12	73	25	460	39	15	524	52	1092	1144
Grand Total	188	327	109	78	624	175	1997	179	76	2351	154	285	215	142	654	125	2882	238	95	3245	391	6874	7265
Apprch %	30.1	52.4	17.5			7.4	84.9	7.6			23.5	43.6	32.9			3.9	88.8	7.3					
Total %	2.7	4.8	1.6		9.1	2.5	29.1	2.6		34.2	2.2	4.1	3.1		9.5	1.8	41.9	3.5		47.2	5.4	94.6	
Passenger Vehicles	186	324	106		692	172	1982	166		2392	151	279	203		768	125	2849	237		3306	0	0	7158
% Passenger Vehicles	98.9	99.1	97.2	97.4	98.6	98.3	99.2	92.7	94.7	98.6	98.1	97.9	94.4	95.1	96.5	100	98.9	99.6	100	99	0	0	98.5
Large 2 Axle Vehicles	2	3	3		10	3	14	12		33	1	6	12		26	0	33	0		33	0	0	102
% Large 2 Axle Vehicles	1.1	0.9	2.8	2.6	1.4	1.7	0.7	6.7	5.3	1.4	0.6	2.1	5.6	4.9	3.3	0	1.1	0	0	1	0	0	1.4
3 Axle Vehicles	0	0	0		0	0	0	1		1	2	0	0		2	0	0	1		1	0	0	4
% 3 Axle Vehicles	0	0	0	0	0	0	0	0.6	0	0	1.3	0	0	0	0.3	0	0	0.4	0	0	0	0	0.1
4+ Axle Trucks	0	0	0		0	0	1	0		1	0	0	0		0	0	0	0		0	0	0	1
% 4+ Axle Trucks	0	0	0	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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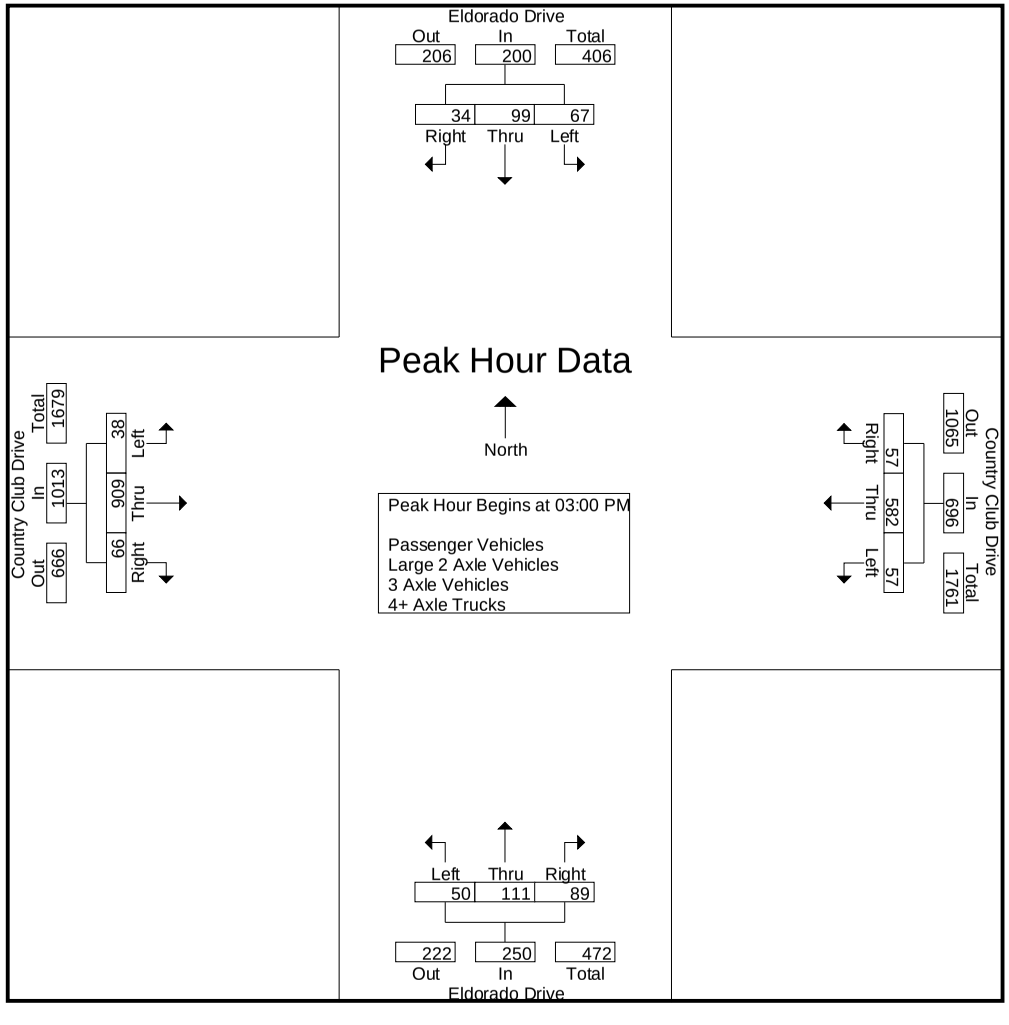
File Name : 11_PLD_Eldorado_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
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	Eldorado Drive Southbound				Country Club Drive Westbound				Eldorado Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**20**	26	**12**	58	13	141	**21**	175	11	27	**30**	**68**	**14**	221	12	247	548
03:15 PM	14	22	6	42	**16**	152	8	176	13	28	19	60	10	219	**21**	250	528
03:30 PM	20	**30**	9	**59**	15	**156**	19	**190**	11	**31**	18	60	6	218	20	244	**553**
03:45 PM	13	21	7	41	13	133	9	155	**15**	25	22	62	8	**251**	13	**272**	530
Total Volume	67	99	34	200	57	582	57	696	50	111	89	250	38	909	66	1013	2159
% App. Total	33.5	49.5	17		8.2	83.6	8.2		20	44.4	35.6		3.8	89.7	6.5		
PHF	.838	.825	.708	.847	.891	.933	.679	.916	.833	.895	.742	.919	.679	.905	.786	.931	.976

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	Eldorado Drive Southbound				Country Club Drive Westbound				Eldorado Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:15 PM				03:00 PM				03:00 PM				
+0 mins.	**20**	26	**12**	58	16	152	8	176	11	27	**30**	**68**	**14**	221	12	247	
+15 mins.	14	22	6	42	15	**156**	19	**190**	13	28	19	60	10	219	**21**	250	
+30 mins.	20	**30**	9	**59**	13	133	9	155	11	**31**	18	60	6	218	20	244	
+45 mins.	13	21	7	41	**28**	133	**27**	188	**15**	25	22	62	8	**251**	13	**272**	
Total Volume	67	99	34	200	72	574	63	709	50	111	89	250	38	909	66	1013	
% App. Total	33.5	49.5	17		10.2	81	8.9		20	44.4	35.6		3.8	89.7	6.5		
PHF	.838	.825	.708	.847	.643	.920	.583	.933	.833	.895	.742	.919	.679	.905	.786	.931	

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File Name : 11_PLD_Eldorado_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
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Groups Printed- Passenger Vehicles

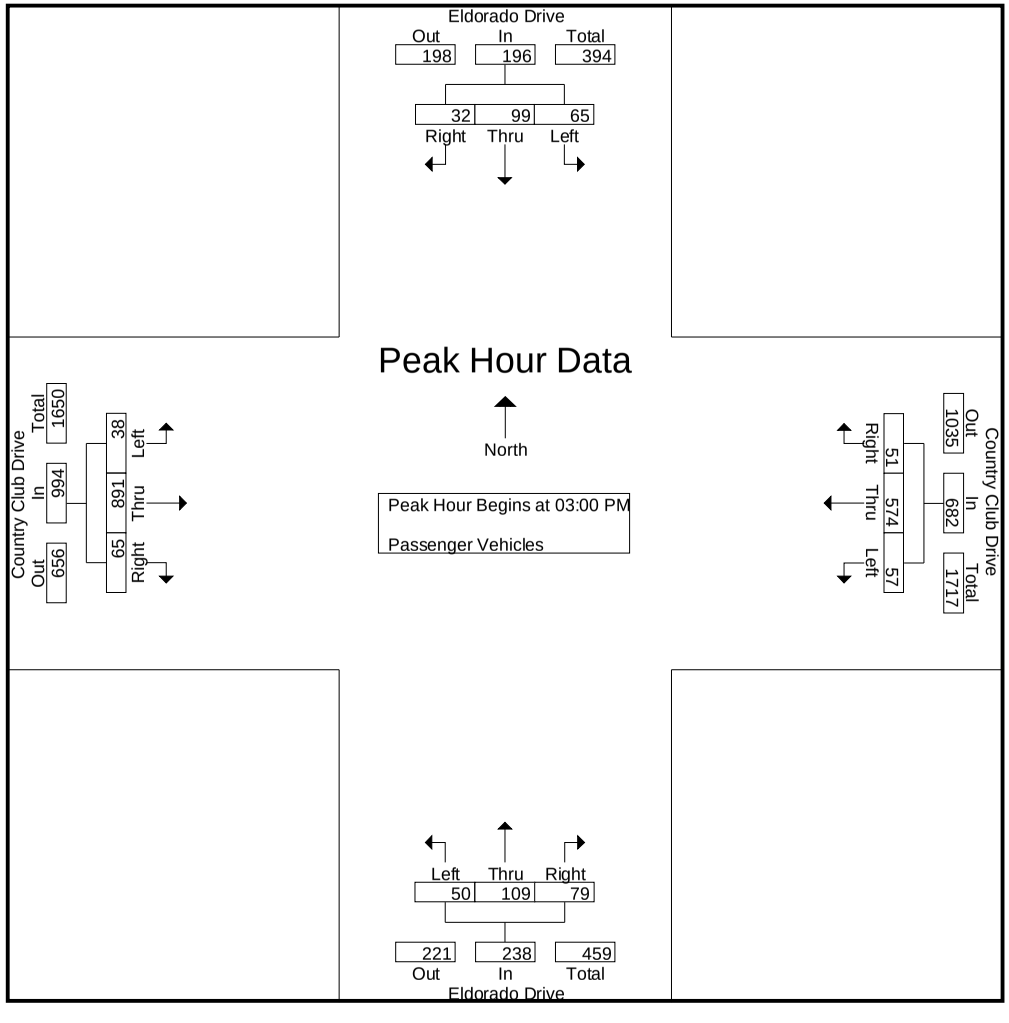
	Eldorado Drive Southbound					Country Club Drive Westbound					Eldorado Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	19	26	12	9	57	13	137	18	6	168	11	27	27	17	65	14	214	12	3	240	35	530	565
03:15 PM	14	22	5	3	41	16	149	8	5	173	13	27	18	12	58	10	216	21	8	247	28	519	547
03:30 PM	20	30	8	5	58	15	155	17	5	187	11	30	15	10	56	6	216	19	8	241	28	542	570
03:45 PM	12	21	7	4	40	13	133	8	6	154	15	25	19	9	59	8	245	13	7	266	26	519	545
Total	65	99	32	21	196	57	574	51	22	682	50	109	79	48	238	38	891	65	26	994	117	2110	2227
04:00 PM	18	30	8	5	56	27	133	25	13	185	14	23	20	15	57	10	204	20	13	234	46	532	578
04:15 PM	16	23	3	2	42	11	154	10	3	175	10	17	12	10	39	6	190	24	6	220	21	476	497
04:30 PM	9	31	9	8	49	16	142	11	5	169	10	12	15	11	37	7	170	18	7	195	31	450	481
04:45 PM	10	17	11	6	38	6	145	12	6	163	8	25	12	9	45	15	191	14	4	220	25	466	491
Total	53	101	31	21	185	60	574	58	27	692	42	77	59	45	178	38	755	76	30	869	123	1924	2047
05:00 PM	7	24	5	5	36	9	118	10	5	137	7	17	15	14	39	4	227	16	7	247	31	459	490
05:15 PM	17	24	6	5	47	7	138	9	4	154	11	22	12	7	45	11	195	17	8	223	24	469	493
05:30 PM	4	17	6	5	27	10	125	10	3	145	12	15	8	4	35	4	186	14	6	204	18	411	429
05:45 PM	10	21	2	2	33	7	95	7	4	109	6	9	10	5	25	5	138	10	3	153	14	320	334
Total	38	86	19	17	143	33	476	36	16	545	36	63	45	30	144	24	746	57	24	827	87	1659	1746
06:00 PM	6	6	9	6	21	6	92	8	1	106	7	11	5	5	23	9	131	6	0	146	12	296	308
06:15 PM	11	15	6	4	32	8	101	6	3	115	1	5	4	2	10	4	116	9	5	129	14	286	300
06:30 PM	4	6	6	5	16	5	85	4	1	94	7	9	6	3	22	6	91	15	5	112	14	244	258
06:45 PM	9	11	3	2	23	3	80	3	2	86	8	5	5	2	18	6	119	9	5	134	11	261	272
Total	30	38	24	17	92	22	358	21	7	401	23	30	20	12	73	25	457	39	15	521	51	1087	1138
Grand Total	186	324	106	76	616	172	1982	166	72	2320	151	279	203	135	633	125	2849	237	95	3211	378	6780	7158
Apprch %	30.2	52.6	17.2			7.4	85.4	7.2			23.9	44.1	32.1			3.9	88.7	7.4					
Total %	2.7	4.8	1.6		9.1	2.5	29.2	2.4		34.2	2.2	4.1	3		9.3	1.8	42	3.5		47.4	5.3	94.7	

	Eldorado Drive Southbound				Country Club Drive Westbound				Eldorado Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	19	26	**12**	57	13	137	**18**	168	11	27	**27**	**65**	**14**	214	12	240	530
03:15 PM	14	22	5	41	**16**	149	8	173	13	27	18	58	10	216	**21**	247	519
03:30 PM	**20**	**30**	8	**58**	15	**155**	17	**187**	11	**30**	15	56	6	216	19	241	**542**
03:45 PM	12	21	7	40	13	133	8	154	**15**	25	19	59	8	**245**	13	**266**	519
Total Volume	65	99	32	196	57	574	51	682	50	109	79	238	38	891	65	994	2110
% App. Total	33.2	50.5	16.3		8.4	84.2	7.5		21	45.8	33.2		3.8	89.6	6.5		
PHF	.813	.825	.667	.845	.891	.926	.708	.912	.833	.908	.731	.915	.679	.909	.774	.934	.973

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Start Date : 1/11/2019
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	Eldorado Drive Southbound				Country Club Drive Westbound				Eldorado Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	19	26	**12**	57	13	137	**18**	168	11	27	**27**	**65**	**14**	214	12	240	
+15 mins.	14	22	5	41	**16**	149	8	173	13	27	18	58	10	216	**21**	247	
+30 mins.	**20**	**30**	8	**58**	15	**155**	17	**187**	11	**30**	15	56	6	216	19	241	
+45 mins.	12	21	7	40	13	133	8	154	**15**	25	19	59	8	**245**	13	**266**	
Total Volume	65	99	32	196	57	574	51	682	50	109	79	238	38	891	65	994	
% App. Total	33.2	50.5	16.3		8.4	84.2	7.5		21	45.8	33.2		3.8	89.6	6.5		
PHF	.813	.825	.667	.845	.891	.926	.708	.912	.833	.908	.731	.915	.679	.909	.774	.934	

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City of Palm Desert
N/S: Eldorado Drive
E/W: Country Club Drive
Weather: Clear

File Name : 11_PLD_Eldorado_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

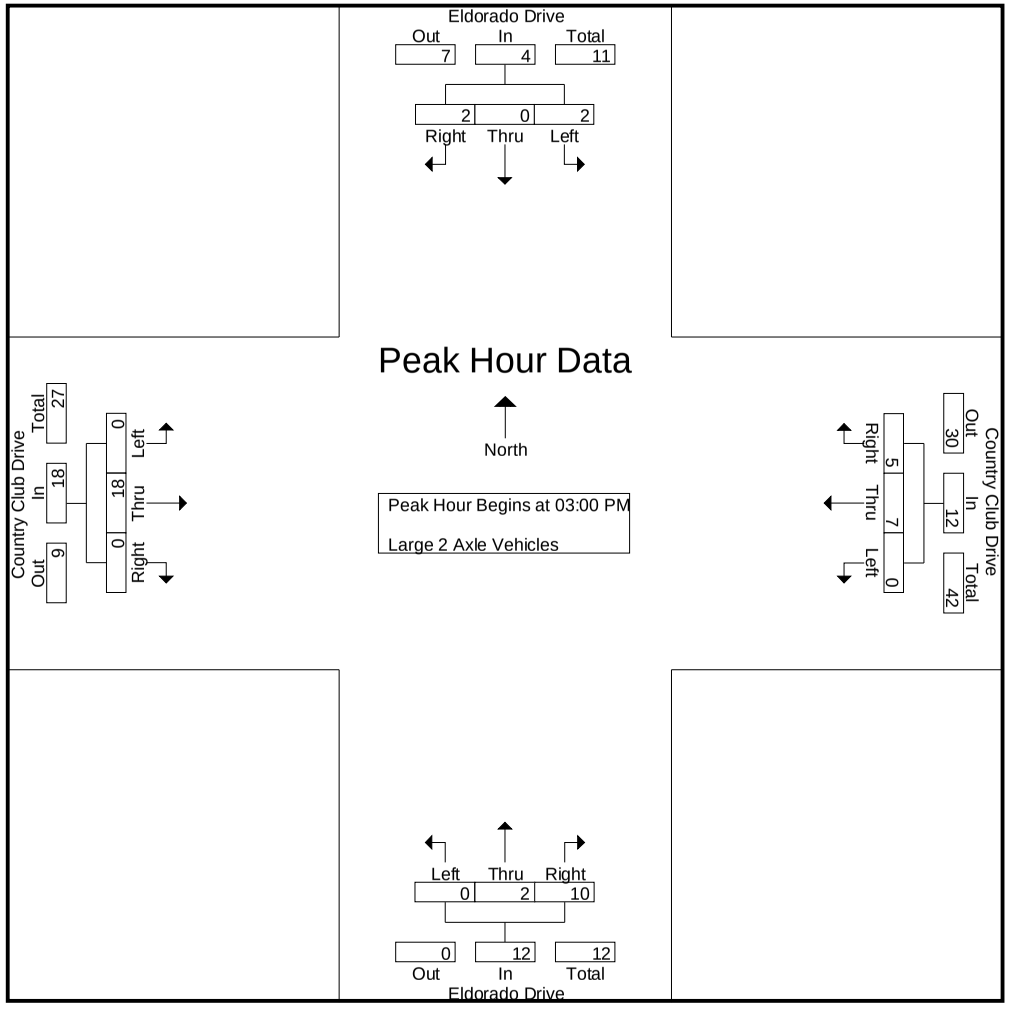
	Eldorado Drive Southbound					Country Club Drive Westbound					Eldorado Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	1	0	0	0	1	0	4	3	1	7	0	0	3	2	3	0	7	0	0	7	3	18	21
03:15 PM	0	0	1	1	1	0	3	0	0	3	0	1	1	1	2	0	3	0	0	3	2	9	11
03:30 PM	0	0	1	0	1	0	0	2	1	2	0	1	3	1	4	0	2	0	0	2	2	9	11
03:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	3	2	3	0	6	0	0	6	2	10	12
Total	2	0	2	1	4	0	7	5	2	12	0	2	10	6	12	0	18	0	0	18	9	46	55
04:00 PM	0	0	1	1	1	1	0	2	0	3	0	1	0	0	1	0	2	0	0	2	1	7	8
04:15 PM	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	0	1	0	0	1	0	5	5
04:30 PM	0	0	0	0	0	1	4	2	0	7	1	0	0	0	1	0	3	0	0	3	0	11	11
04:45 PM	0	0	0	0	0	1	1	0	0	2	0	1	2	1	3	0	2	0	0	2	1	7	8
Total	0	1	1	1	2	3	5	5	0	13	1	4	2	1	7	0	8	0	0	8	2	30	32
05:00 PM	0	0	0	0	0	0	2	1	1	3	0	0	0	0	0	0	0	0	0	0	1	3	4
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2
Total	0	1	0	0	1	0	2	1	1	3	0	0	0	0	0	0	4	0	0	4	1	8	9
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
06:45 PM	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	1	0	0	1	0	0	1	1	1	0	0	0	0	0	0	3	0	0	3	1	5	6
Grand Total	2	3	3	2	8	3	14	12	4	29	1	6	12	7	19	0	33	0	0	33	13	89	102
Apprch %	25	37.5	37.5			10.3	48.3	41.4			5.3	31.6	63.2			0	100	0					
Total %	2.2	3.4	3.4		9	3.4	15.7	13.5		32.6	1.1	6.7	13.5		21.3	0	37.1	0		37.1	12.7	87.3	

	Eldorado Drive Southbound				Country Club Drive Westbound				Eldorado Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**1**	0	0	**1**	0	**4**	**3**	**7**	0	0	**3**	3	0	**7**	0	**7**	**18**
03:15 PM	0	0	**1**	1	0	3	0	3	0	**1**	1	2	0	3	0	3	9
03:30 PM	0	0	1	1	0	0	2	2	0	1	3	**4**	0	2	0	2	9
03:45 PM	1	0	0	1	0	0	0	0	0	0	3	3	0	6	0	6	10
Total Volume	2	0	2	4	0	7	5	12	0	2	10	12	0	18	0	18	46
% App. Total	50	0	50		0	58.3	41.7		0	16.7	83.3		0	100	0		
PHF	.500	.000	.500	1.00	.000	.438	.417	.429	.000	.500	.833	.750	.000	.643	.000	.643	.639

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City of Palm Desert
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E/W: Country Club Drive
Weather: Clear

File Name : 11_PLD_Eldorado_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
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City of Palm Desert
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	Eldorado Drive Southbound				Country Club Drive Westbound				Eldorado Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	**1**	0	0	**1**	0	**4**	**3**	**7**	0	0	**3**	3	0	**7**	0	**7**	
+15 mins.	0	0	**1**	1	0	3	0	3	0	**1**	1	2	0	3	0	3	
+30 mins.	0	0	1	1	0	0	2	2	0	1	3	**4**	0	2	0	2	
+45 mins.	1	0	0	1	0	0	0	0	0	0	3	3	0	6	0	6	
Total Volume	2	0	2	4	0	7	5	12	0	2	10	12	0	18	0	18	
% App. Total	50	0	50		0	58.3	41.7		0	16.7	83.3		0	100	0		
PHF	.500	.000	.500	1.000	.000	.438	.417	.429	.000	.500	.833	.750	.000	.643	.000	.643	

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City of Palm Desert
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Weather: Clear

File Name : 11_PLD_Eldorado_Country Club Fri
Site Code : 05118939
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Groups Printed- 3 Axle Vehicles

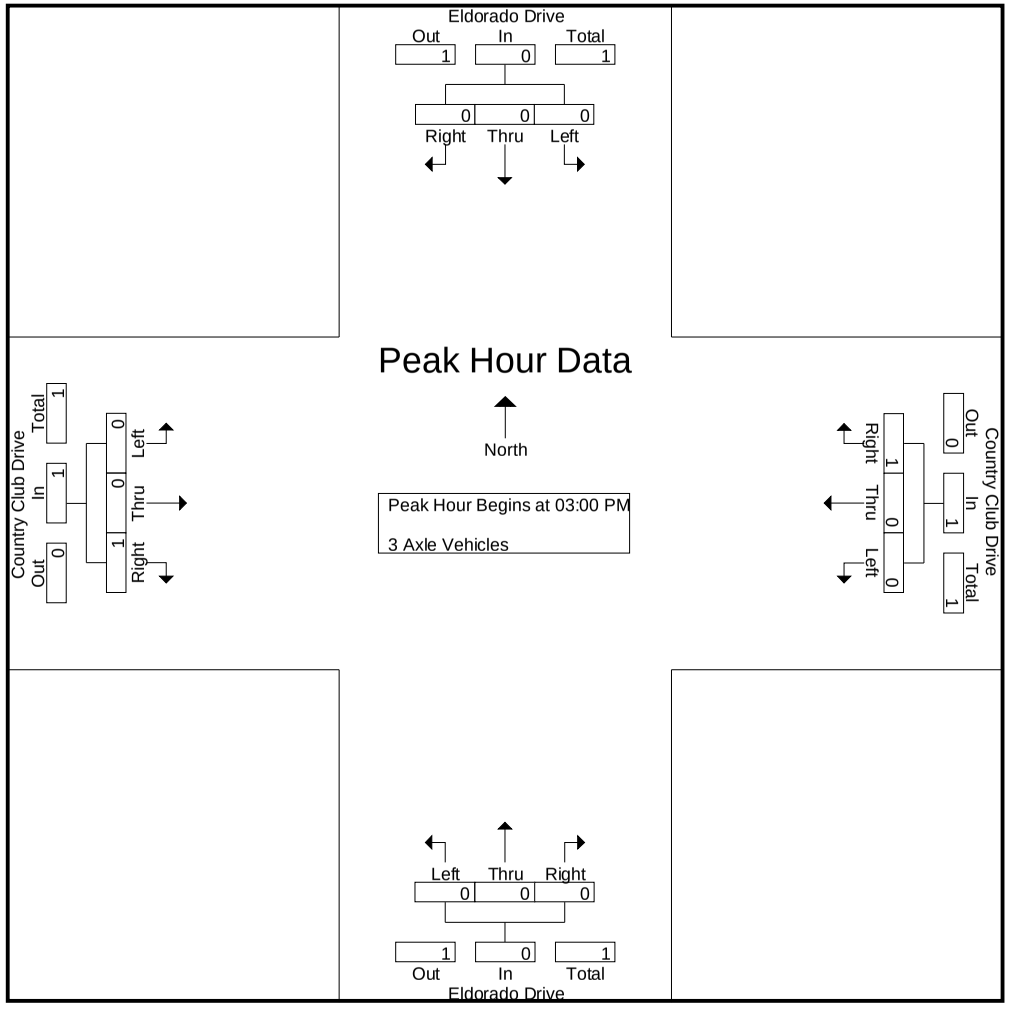
	Eldorado Drive Southbound					Country Club Drive Westbound					Eldorado Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
03:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	2	2
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0	0	1	0	1	0	4	4
Apprch %	0	0	0			0	0	100			100	0	0			0	0	100					
Total %	0	0	0		0	0	0	25		25	50	0	0		50	0	0	25		25	0	100	

	Eldorado Drive Southbound				Country Club Drive Westbound				Eldorado Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**1**
03:45 PM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	2
% App. Total	0	0	0		0	0	100		0	0	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.250	.250	.500

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City of Palm Desert
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File Name : 11_PLD_Eldorado_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
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City of Palm Desert
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	Eldorado Drive Southbound				Country Club Drive Westbound				Eldorado Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	
+45 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	
% App. Total	0	0	0		0	0	100		0	0	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.250	.250	

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City of Palm Desert
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Weather: Clear

File Name : 11_PLD_Eldorado_Country Club Fri
Site Code : 05118939
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Groups Printed- 4+ Axle Trucks

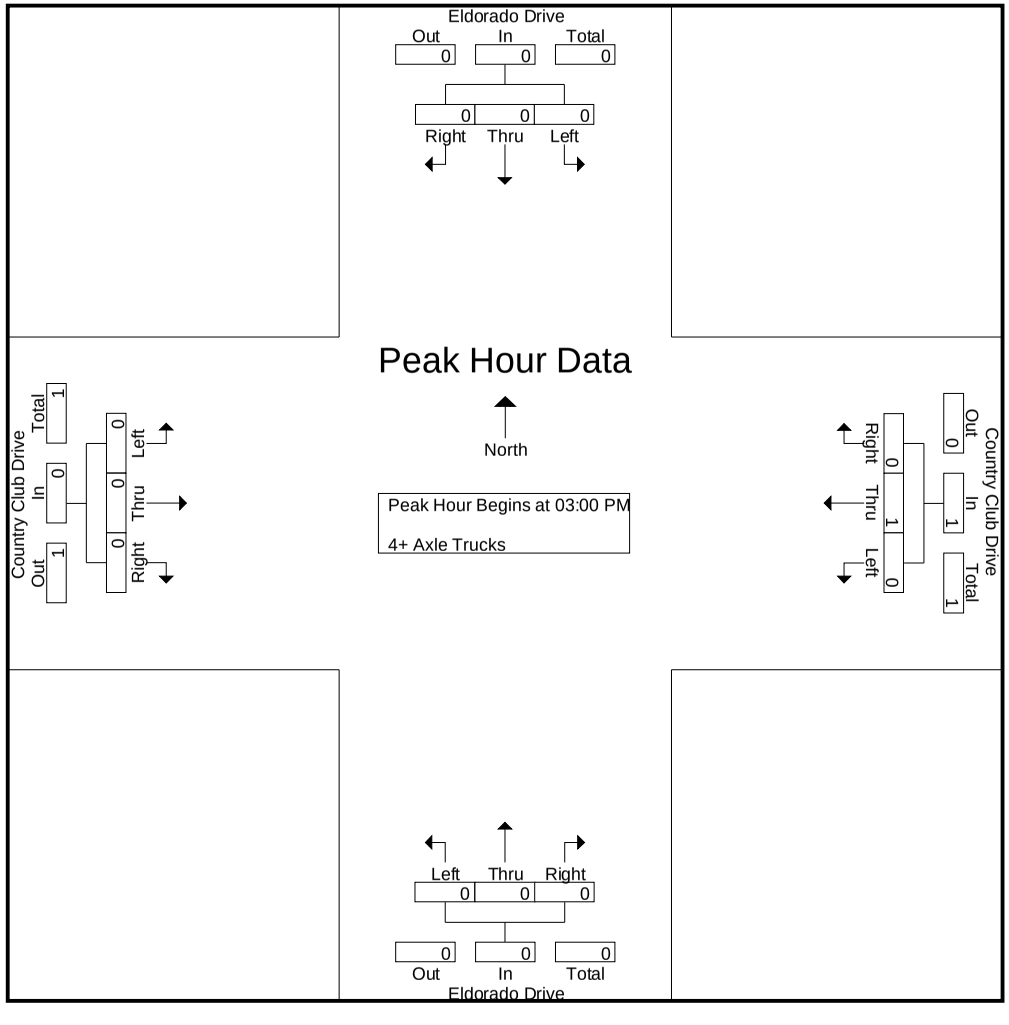
	Eldorado Drive Southbound					Country Club Drive Westbound					Eldorado Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Apprch %	0	0	0			0	100	0			0	0	0			0	0	0					
Total %	0	0	0		0	0	100	0		100	0	0	0		0	0	0	0		0	0	100	

	Eldorado Drive Southbound				Country Club Drive Westbound				Eldorado Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

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City of Palm Desert
N/S: Eldorado Drive
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Weather: Clear

File Name : 11_PLD_Eldorado_Country Club Fri
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	Eldorado Drive Southbound				Country Club Drive Westbound				Eldorado Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	

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City of Palm Desert
N/S: Eldorado Drive
E/W: Country Club Drive
Weather: Clear

File Name : 11_PLD_Eldorado_Country Club Sat
Site Code : 05118939
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Eldorado Drive Southbound					Country Club Drive Westbound					Eldorado Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	10	13	7	6	30	11	120	11	6	142	10	9	10	8	29	4	82	8	1	94	21	295	316
10:15 AM	9	10	6	4	25	8	115	8	1	131	9	23	13	5	45	4	99	10	3	113	13	314	327
10:30 AM	10	9	6	5	25	7	122	7	3	136	10	20	9	5	39	8	100	14	4	122	17	322	339
10:45 AM	10	13	9	3	32	11	135	10	6	156	3	16	9	7	28	5	93	10	3	108	19	324	343
Total	39	45	28	18	112	37	492	36	16	565	32	68	41	25	141	21	374	42	11	437	70	1255	1325
11:00 AM	8	14	5	4	27	8	120	8	2	136	11	23	14	9	48	6	88	8	2	102	17	313	330
11:15 AM	9	15	5	2	29	3	96	6	1	105	11	13	7	5	31	5	108	13	4	126	12	291	303
11:30 AM	15	15	5	3	35	16	141	8	1	165	11	12	15	9	38	5	118	10	6	133	19	371	390
11:45 AM	14	17	7	5	38	7	134	17	7	158	11	19	9	6	39	3	103	10	5	116	23	351	374
Total	46	61	22	14	129	34	491	39	11	564	44	67	45	29	156	19	417	41	17	477	71	1326	1397
12:00 PM	15	15	2	2	32	3	137	8	5	148	9	19	3	3	31	10	116	12	7	138	17	349	366
12:15 PM	10	10	4	2	24	12	147	13	3	172	12	17	10	9	39	7	123	21	12	151	26	386	412
12:30 PM	22	13	7	4	42	6	127	7	1	140	13	18	7	6	38	9	113	7	2	129	13	349	362
12:45 PM	17	24	10	9	51	4	122	11	3	137	8	26	8	5	42	9	109	19	6	137	23	367	390
Total	64	62	23	17	149	25	533	39	12	597	42	80	28	23	150	35	461	59	27	555	79	1451	1530
01:00 PM	7	13	7	5	27	4	109	8	3	121	10	10	4	4	24	13	137	7	3	157	15	329	344
01:15 PM	7	23	2	2	32	4	100	10	3	114	11	9	8	7	28	5	167	16	5	188	17	362	379
01:30 PM	20	11	8	3	39	6	140	8	5	154	17	18	5	3	40	13	150	20	10	183	21	416	437
01:45 PM	20	17	9	8	46	4	124	10	4	138	9	18	8	2	35	8	119	14	5	141	19	360	379
Total	54	64	26	18	144	18	473	36	15	527	47	55	25	16	127	39	573	57	23	669	72	1467	1539
Grand Total	203	232	99	67	534	114	1989	150	54	2253	165	270	139	93	574	114	1825	199	78	2138	292	5499	5791
Apprch %	38	43.4	18.5			5.1	88.3	6.7			28.7	47	24.2			5.3	85.4	9.3					
Total %	3.7	4.2	1.8		9.7	2.1	36.2	2.7		41	3	4.9	2.5		10.4	2.1	33.2	3.6		38.9	5	95	
Passenger Vehicles	195	228	98		587	110	1963	143		2268	162	261	136		651	112	1794	196		2179	0	0	5685
% Passenger Vehicles	96.1	98.3	99	98.5	97.7	96.5	98.7	95.3	96.3	98.3	98.2	96.7	97.8	98.9	97.6	98.2	98.3	98.5	98.7	98.3	0	0	98.2
Large 2 Axle Vehicles	8	3	1		13	4	24	7		37	3	8	3		15	2	29	3		35	0	0	100
% Large 2 Axle Vehicles	3.9	1.3	1	1.5	2.2	3.5	1.2	4.7	3.7	1.6	1.8	3	2.2	1.1	2.2	1.8	1.6	1.5	1.3	1.6	0	0	1.7
3 Axle Vehicles	0	1	0		1	0	2	0		2	0	1	0		1	0	1	0		1	0	0	5
% 3 Axle Vehicles	0	0.4	0	0	0.2	0	0.1	0	0	0.1	0	0.4	0	0	0.1	0	0.1	0	0	0	0	0	0.1
4+ Axle Trucks	0	0	0		0	0	0	0		0	0	0	0		0	0	1	0		1	0	0	1
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0	0	0	0

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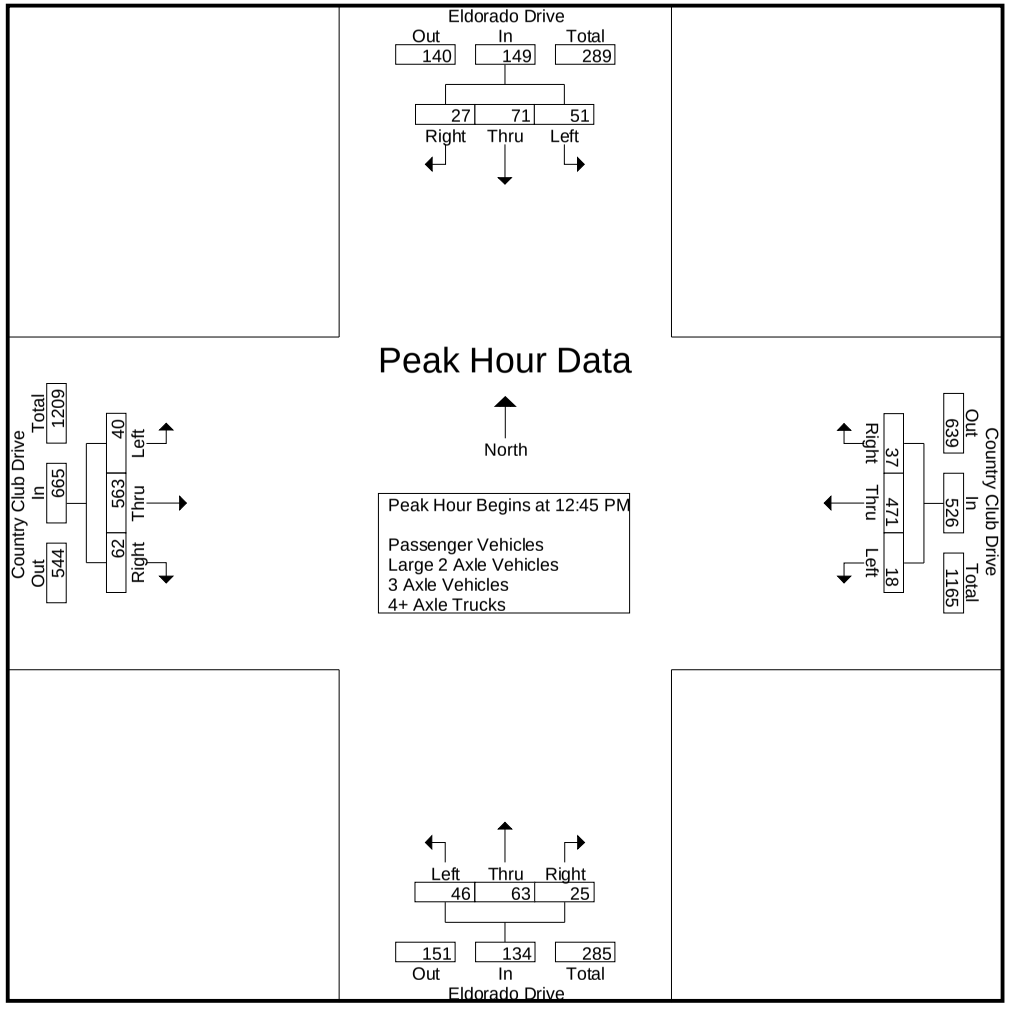
File Name : 11_PLD_Eldorado_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
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	Eldorado Drive Southbound				Country Club Drive Westbound				Eldorado Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	17	**24**	**10**	**51**	4	122	**11**	137	8	**26**	**8**	**42**	9	109	19	137	367
01:00 PM	7	13	7	27	4	109	8	121	10	10	4	24	**13**	137	7	157	329
01:15 PM	7	23	2	32	4	100	10	114	11	9	8	28	5	**167**	16	**188**	362
01:30 PM	**20**	11	8	39	**6**	**140**	8	**154**	**17**	18	5	40	13	150	**20**	183	**416**
Total Volume	51	71	27	149	18	471	37	526	46	63	25	134	40	563	62	665	1474
% App. Total	34.2	47.7	18.1		3.4	89.5	7		34.3	47	18.7		6	84.7	9.3		
PHF	.638	.740	.675	.730	.750	.841	.841	.854	.676	.606	.781	.798	.769	.843	.775	.884	.886

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	Eldorado Drive Southbound				Country Club Drive Westbound				Eldorado Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	12:30 PM				11:30 AM				10:15 AM				01:00 PM				
+0 mins.	**22**	13	7	42	**16**	141	8	165	9	**23**	13	45	**13**	137	7	157	
+15 mins.	17	**24**	**10**	**51**	7	134	**17**	158	10	20	9	39	5	**167**	16	**188**	
+30 mins.	7	13	7	27	3	137	8	148	3	16	9	28	13	150	**20**	183	
+45 mins.	7	23	2	32	12	**147**	13	**172**	**11**	23	**14**	**48**	8	119	14	141	
Total Volume	53	73	26	152	38	559	46	643	33	82	45	160	39	573	57	669	
% App. Total	34.9	48	17.1		5.9	86.9	7.2		20.6	51.2	28.1		5.8	85.7	8.5		
PHF	.602	.760	.650	.745	.594	.951	.676	.935	.750	.891	.804	.833	.750	.858	.713	.890	

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Groups Printed- Passenger Vehicles

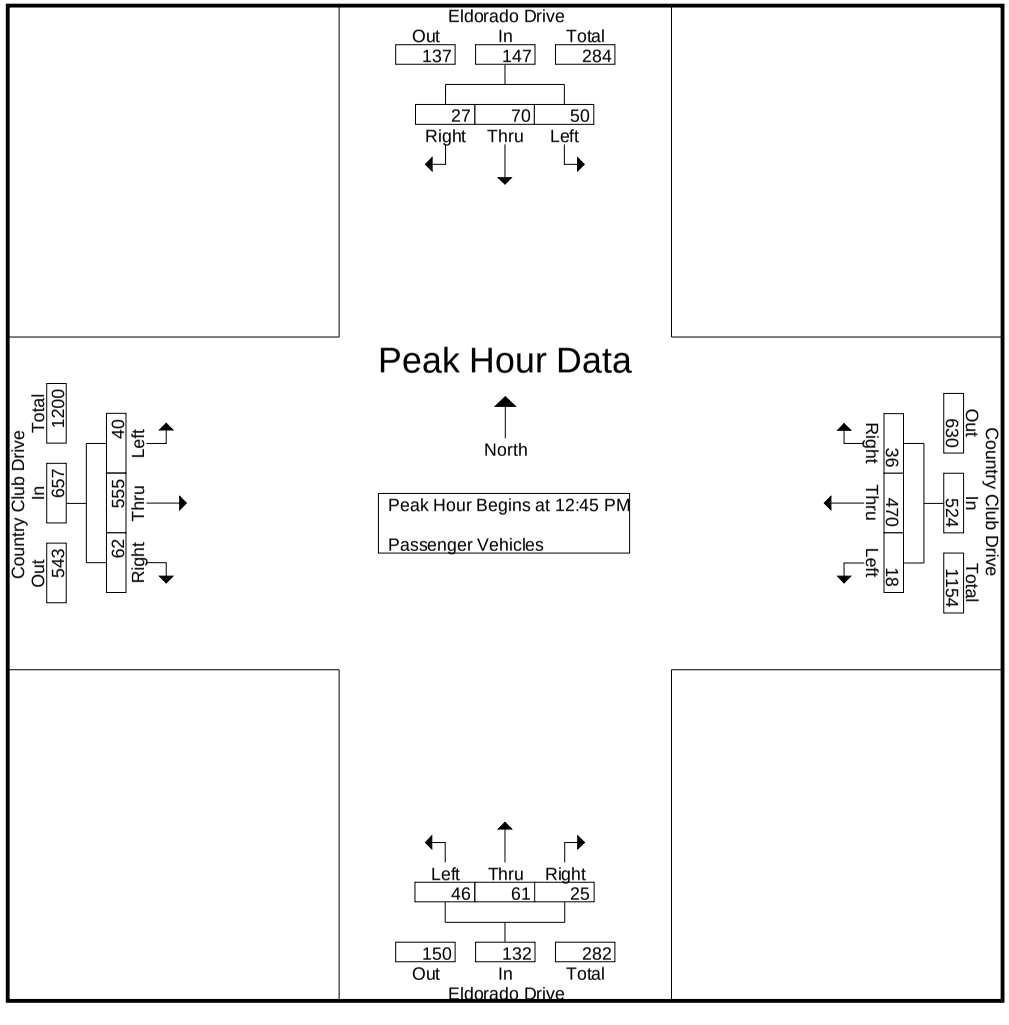
	Eldorado Drive Southbound					Country Club Drive Westbound					Eldorado Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	10	12	7	6	29	11	117	11	6	139	10	9	10	8	29	4	79	8	1	91	21	288	309
10:15 AM	8	10	6	4	24	8	112	8	1	128	8	23	13	5	44	4	93	10	3	107	13	303	316
10:30 AM	10	9	6	5	25	7	121	6	3	134	10	20	9	5	39	7	97	14	4	118	17	316	333
10:45 AM	9	13	9	3	31	9	135	7	4	151	3	14	9	7	26	5	92	10	3	107	17	315	332
Total	37	44	28	18	109	35	485	32	14	552	31	66	41	25	138	20	361	42	11	423	68	1222	1290
11:00 AM	7	14	5	4	26	8	117	8	2	133	11	22	13	9	46	6	87	7	2	100	17	305	322
11:15 AM	8	15	5	2	28	3	95	6	1	104	11	13	7	5	31	5	108	12	4	125	12	288	300
11:30 AM	15	15	4	2	34	15	139	8	1	162	11	11	13	8	35	5	116	9	5	130	16	361	377
11:45 AM	13	17	7	5	37	7	133	17	7	157	11	18	9	6	38	3	102	10	5	115	23	347	370
Total	43	61	21	13	125	33	484	39	11	556	44	64	42	28	150	19	413	38	16	470	68	1301	1369
12:00 PM	14	14	2	2	30	3	133	7	5	143	9	19	3	3	31	10	114	12	7	136	17	340	357
12:15 PM	10	10	4	2	24	11	144	12	3	167	11	17	10	9	38	7	123	21	12	151	26	380	406
12:30 PM	22	13	7	4	42	6	125	7	1	138	13	18	7	6	38	8	110	7	2	125	13	343	356
12:45 PM	17	23	10	9	50	4	122	10	3	136	8	25	8	5	41	9	108	19	6	136	23	363	386
Total	63	60	23	17	146	24	524	36	12	584	41	79	28	23	148	34	455	59	27	548	79	1426	1505
01:00 PM	7	13	7	5	27	4	109	8	3	121	10	10	4	4	24	13	136	7	3	156	15	328	343
01:15 PM	7	23	2	2	32	4	100	10	3	114	11	8	8	7	27	5	165	16	5	186	17	359	376
01:30 PM	19	11	8	3	38	6	139	8	5	153	17	18	5	3	40	13	146	20	10	179	21	410	431
01:45 PM	19	16	9	8	44	4	122	10	4	136	8	16	8	2	32	8	118	14	5	140	19	352	371
Total	52	63	26	18	141	18	470	36	15	524	46	52	25	16	123	39	565	57	23	661	72	1449	1521
Grand Total	195	228	98	66	521	110	1963	143	52	2216	162	261	136	92	559	112	1794	196	77	2102	287	5398	5685
Apprch %	37.4	43.8	18.8			5	88.6	6.5			29	46.7	24.3			5.3	85.3	9.3					
Total %	3.6	4.2	1.8		9.7	2	36.4	2.6		41.1	3	4.8	2.5		10.4	2.1	33.2	3.6		38.9	5	95	

	Eldorado Drive Southbound				Country Club Drive Westbound				Eldorado Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 01:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	17	**23**	**10**	**50**	4	122	**10**	136	8	**25**	**8**	**41**	9	108	19	136	363
01:00 PM	7	13	7	27	4	109	8	121	10	10	4	24	**13**	136	7	156	328
01:15 PM	7	23	2	32	4	100	10	114	11	8	8	27	5	**165**	16	**186**	359
01:30 PM	**19**	11	8	38	**6**	**139**	8	**153**	**17**	18	5	40	13	146	**20**	179	**410**
Total Volume	50	70	27	147	18	470	36	524	46	61	25	132	40	555	62	657	1460
% App. Total	34	47.6	18.4		3.4	89.7	6.9		34.8	46.2	18.9		6.1	84.5	9.4		
PHF	.658	.761	.675	.735	.750	.845	.900	.856	.676	.610	.781	.805	.769	.841	.775	.883	.890

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File Name : 11_PLD_Eldorado_Country Club Sat
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	Eldorado Drive Southbound				Country Club Drive Westbound				Eldorado Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 01:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	12:45 PM				12:45 PM				12:45 PM				12:45 PM				
+0 mins.	17	**23**	**10**	**50**	4	122	**10**	136	8	**25**	**8**	**41**	9	108	19	136	
+15 mins.	7	13	7	27	4	109	8	121	10	10	4	24	**13**	136	7	156	
+30 mins.	7	23	2	32	4	100	10	114	11	8	8	27	5	**165**	16	**186**	
+45 mins.	**19**	11	8	38	**6**	**139**	8	**153**	**17**	18	5	40	13	146	**20**	179	
Total Volume	50	70	27	147	18	470	36	524	46	61	25	132	40	555	62	657	
% App. Total	34	47.6	18.4		3.4	89.7	6.9		34.8	46.2	18.9		6.1	84.5	9.4		
PHF	.658	.761	.675	.735	.750	.845	.900	.856	.676	.610	.781	.805	.769	.841	.775	.883	

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Groups Printed- Large 2 Axle Vehicles

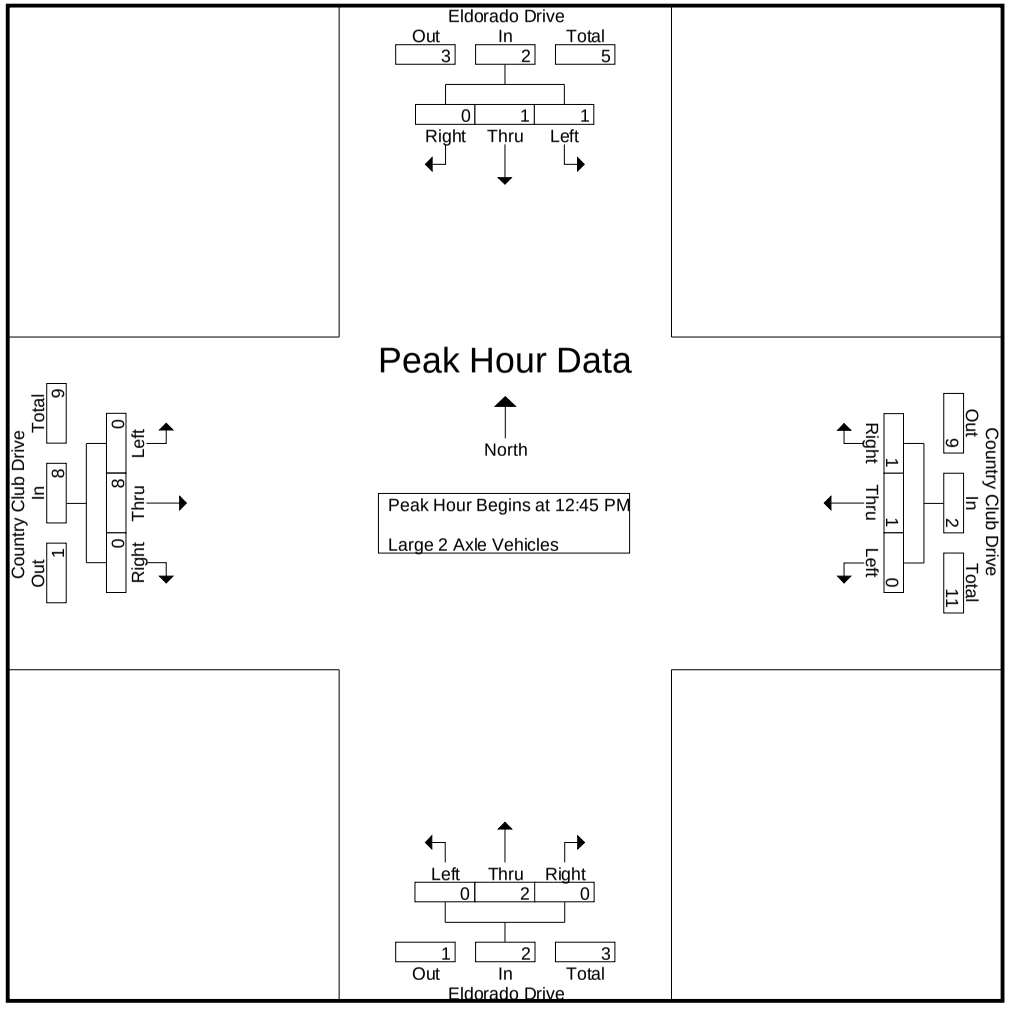
	Eldorado Drive Southbound					Country Club Drive Westbound					Eldorado Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	5	5
10:15 AM	1	0	0	0	1	0	3	0	0	3	1	0	0	0	1	0	5	0	0	5	0	10	10
10:30 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	1	2	0	0	3	0	5	5
10:45 AM	1	0	0	0	1	2	0	3	2	5	0	1	0	0	1	0	1	0	0	1	2	8	10
Total	2	0	0	0	2	2	6	4	2	12	1	1	0	0	2	1	11	0	0	12	2	28	30
11:00 AM	1	0	0	0	1	0	2	0	0	2	0	1	1	0	2	0	1	1	0	2	0	7	7
11:15 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	3	3
11:30 AM	0	0	1	1	1	1	2	0	0	3	0	1	2	1	3	0	2	1	1	3	3	10	13
11:45 AM	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	4	4
Total	3	0	1	1	4	1	6	0	0	7	0	3	3	1	6	0	4	3	1	7	3	24	27
12:00 PM	1	1	0	0	2	0	4	1	0	5	0	0	0	0	0	0	2	0	0	2	0	9	9
12:15 PM	0	0	0	0	0	1	3	1	0	5	1	0	0	0	1	0	0	0	0	0	0	6	6
12:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	3	0	0	4	0	6	6
12:45 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	4	4
Total	1	2	0	0	3	1	9	3	0	13	1	1	0	0	2	1	6	0	0	7	0	25	25
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	3	3
01:30 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	6	6
01:45 PM	1	1	0	0	2	0	2	0	0	2	1	2	0	0	3	0	1	0	0	1	0	8	8
Total	2	1	0	0	3	0	3	0	0	3	1	3	0	0	4	0	8	0	0	8	0	18	18
Grand Total	8	3	1	1	12	4	24	7	2	35	3	8	3	1	14	2	29	3	1	34	5	95	100
Apprch %	66.7	25	8.3			11.4	68.6	20			21.4	57.1	21.4			5.9	85.3	8.8					
Total %	8.4	3.2	1.1		12.6	4.2	25.3	7.4		36.8	3.2	8.4	3.2		14.7	2.1	30.5	3.2		35.8	5	95	

	Eldorado Drive Southbound				Country Club Drive Westbound				Eldorado Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 01:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	**1**	0	**1**	0	0	**1**	**1**	0	**1**	0	**1**	0	1	0	1	4
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
01:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3
01:30 PM	**1**	0	0	1	0	**1**	0	1	0	0	0	0	0	**4**	0	**4**	**6**
Total Volume	1	1	0	2	0	1	1	2	0	2	0	2	0	8	0	8	14
% App. Total	50	50	0		0	50	50		0	100	0		0	100	0		
PHF	.250	.250	.000	.500	.000	.250	.250	.500	.000	.500	.000	.500	.000	.500	.000	.500	.583

Counts Unlimited
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City of Palm Desert
N/S: Eldorado Drive
E/W: Country Club Drive
Weather: Clear

File Name : 11_PLD_Eldorado_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 2



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City of Palm Desert
N/S: Eldorado Drive
E/W: Country Club Drive
Weather: Clear

File Name : 11_PLD_Eldorado_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019

	Eldorado Drive Southbound				Country Club Drive Westbound				Eldorado Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 01:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	12:45 PM				12:45 PM				12:45 PM				12:45 PM				
+0 mins.	0	**1**	0	**1**	0	0	**1**	**1**	0	**1**	0	**1**	0	1	0	1	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	
+45 mins.	**1**	0	0	1	0	**1**	0	1	0	0	0	0	0	**4**	0	**4**	
Total Volume	1	1	0	2	0	1	1	2	0	2	0	2	0	8	0	8	
% App. Total	50	50	0		0	50	50		0	100	0		0	100	0		
PHF	.250	.250	.000	.500	.000	.250	.250	.500	.000	.500	.000	.500	.000	.500	.000	.500	

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City of Palm Desert
N/S: Eldorado Drive
E/W: Country Club Drive
Weather: Clear

File Name : 11_PLD_Eldorado_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

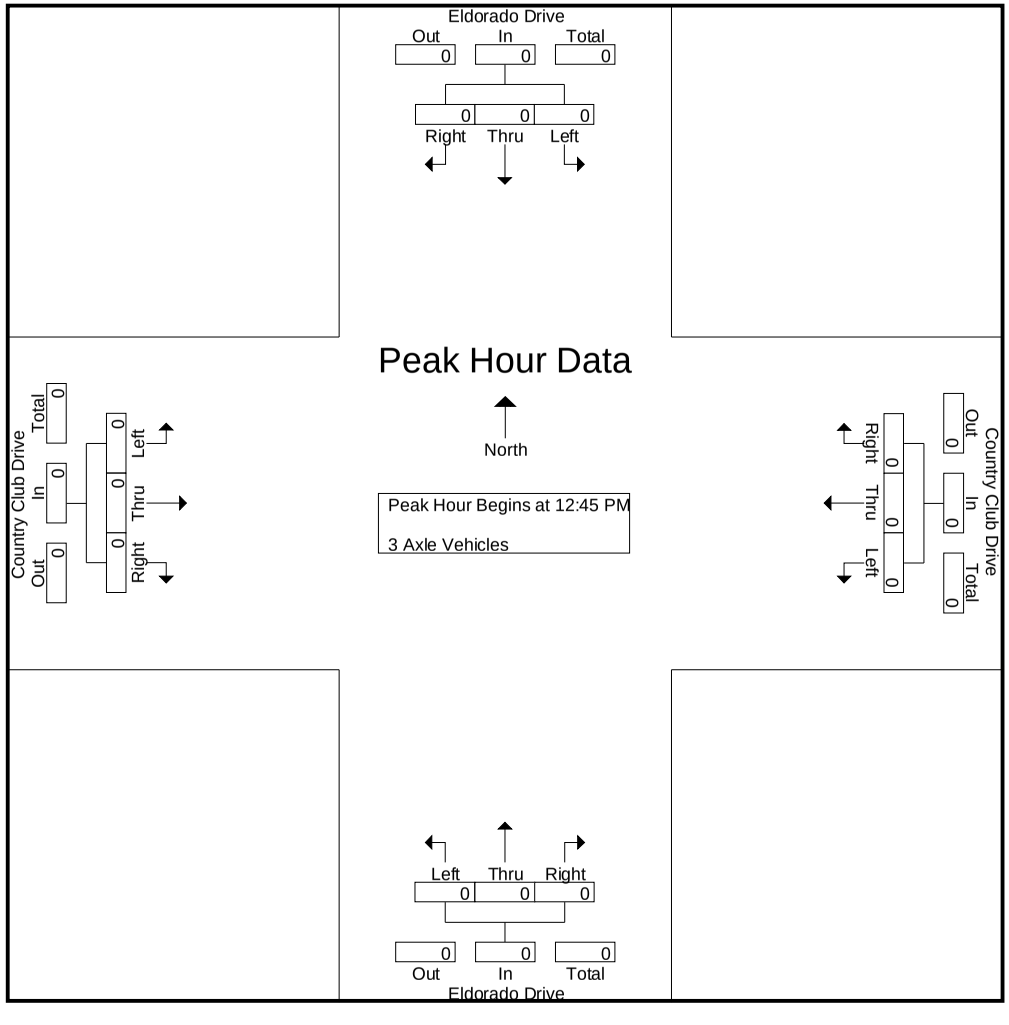
	Eldorado Drive Southbound					Country Club Drive Westbound					Eldorado Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
Total	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	4	4
11:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	5	5
Apprch %	0	100	0			0	100	0			0	100	0			0	100	0					
Total %	0	20	0		20	0	40	0		40	0	20	0		20	0	20	0		20	0	100	

	Eldorado Drive Southbound				Country Club Drive Westbound				Eldorado Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 01:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited
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City of Palm Desert
N/S: Eldorado Drive
E/W: Country Club Drive
Weather: Clear

File Name : 11_PLD_Eldorado_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 2



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City of Palm Desert
N/S: Eldorado Drive
E/W: Country Club Drive
Weather: Clear

File Name : 11_PLD_Eldorado_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 3

	Eldorado Drive Southbound				Country Club Drive Westbound				Eldorado Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 01:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	12:45 PM				12:45 PM				12:45 PM				12:45 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

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City of Palm Desert
N/S: Eldorado Drive
E/W: Country Club Drive
Weather: Clear

File Name : 11_PLD_Eldorado_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

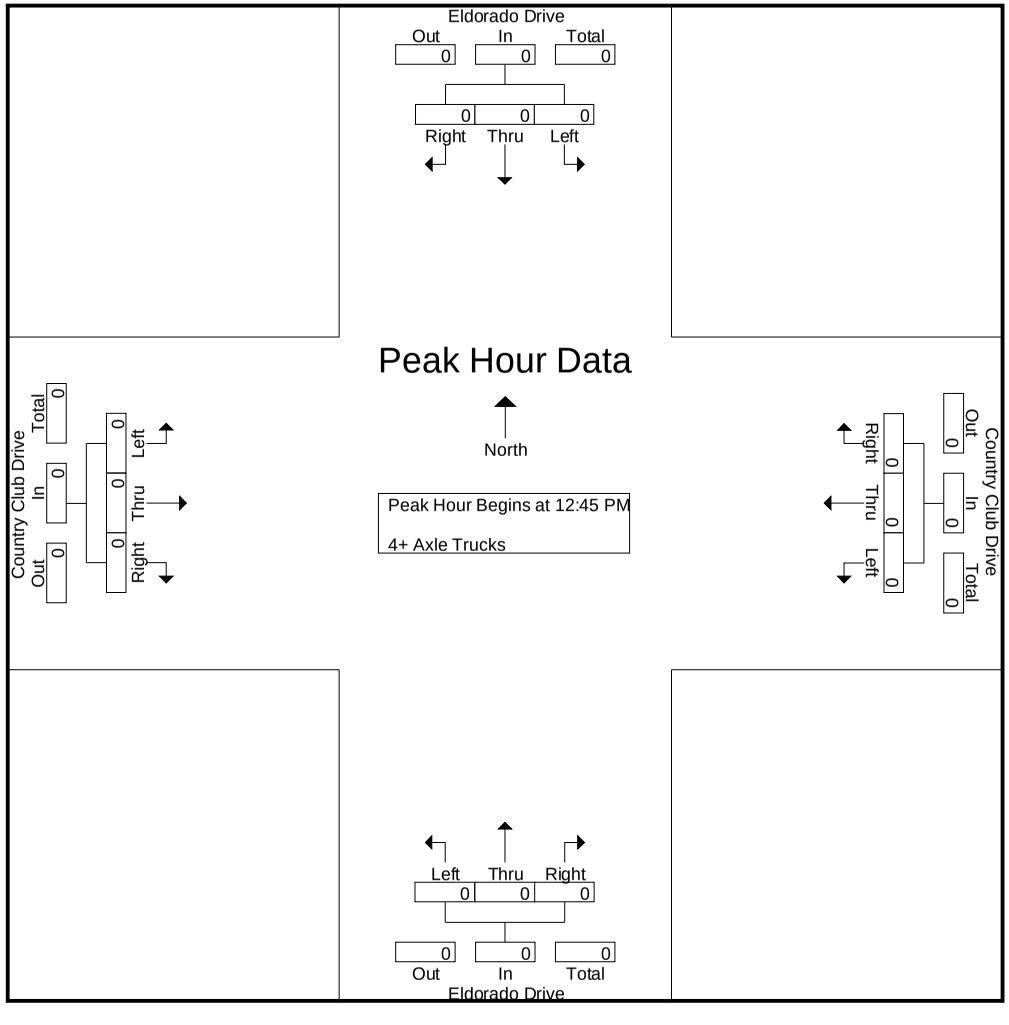
	Eldorado Drive Southbound					Country Club Drive Westbound					Eldorado Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
Apprch %	0	0	0			0	0	0			0	0	0			0	100	0					
Total %	0	0	0		0	0	0	0		0	0	0	0		0	0	100	0		100	0	100	

	Eldorado Drive Southbound				Country Club Drive Westbound				Eldorado Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 01:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited
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City of Palm Desert
N/S: Eldorado Drive
E/W: Country Club Drive
Weather: Clear

File Name : 11_PLD_Eldorado_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 2



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City of Palm Desert
N/S: Eldorado Drive
E/W: Country Club Drive
Weather: Clear

File Name : 11_PLD_Eldorado_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 3

	Eldorado Drive Southbound				Country Club Drive Westbound				Eldorado Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 01:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	12:45 PM				12:45 PM				12:45 PM				12:45 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

Location: Palm Desert
N/S: Eldorado Drive
E/W: Country Club Drive

PEDESTRIANS

Date: 1/10/2019
Day: Thursday

	North Leg Eldorado Drive	East Leg Country Club Drive	South Leg Eldorado Drive	West Leg Country Club Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
3:00 PM	0	0	0	0	0
3:15 PM	1	0	0	0	1
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	1	0	1
4:30 PM	1	0	0	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
6:00 PM	1	0	0	1	2
6:15 PM	0	0	0	0	0
6:30 PM	0	0	0	0	0
6:45 PM	1	0	0	0	1
TOTAL VOLUMES:	4	0	1	1	6

Date: 1/11/2019
Day: Friday

	North Leg Eldorado Drive	East Leg Country Club Drive	South Leg Eldorado Drive	West Leg Country Club Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	3	1	0	0	4
3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	1	1
4:30 PM	1	0	0	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0
6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	0	0
TOTAL VOLUMES:	4	1	0	1	6

Date: 1/12/2019
Day: Saturday

	North Leg Eldorado Drive	East Leg Country Club Drive	South Leg Eldorado Drive	West Leg Country Club Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
10:00 AM	0	0	0	0	0
10:15 AM	0	0	0	0	0
10:30 AM	0	2	0	0	2
10:45 AM	0	0	0	0	0
11:00 AM	2	0	0	0	2
11:15 AM	0	0	1	0	1
11:30 AM	2	0	0	0	2
11:45 AM	0	0	2	0	2
12:00 PM	0	0	0	0	0
12:15 PM	1	0	0	0	1
12:30 PM	1	0	1	0	2
12:45 PM	0	0	1	0	1
1:00 PM	0	0	0	0	0
1:15 PM	0	0	0	0	0
1:30 PM	0	0	0	0	0
1:45 PM	0	2	0	0	2
TOTAL VOLUMES:	6	4	5	0	15

Counts Unlimited, Inc.
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Corona, CA 92878
951-268-6268

Location: Palm Desert
N/S: Eldorado Drive
E/W: Country Club Drive

BICYCLES

Date: 1/10/2019
Day: Thursday

	Southbound Eldorado Drive			Westbound Country Club Drive			Northbound Eldorado Drive			Eastbound Country Club Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	1	0	0	1	1	0	0	0	3
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	2	0	0	0	0	0	0	0	0	1	0	3
4:15 PM	0	0	0	0	0	0	1	0	0	0	2	0	3
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	3	1	0	1	0	1	1	1	0	5	0	13

Date: 1/11/2019
Day: Friday

	Southbound Eldorado Drive			Westbound Country Club Drive			Northbound Eldorado Drive			Eastbound Country Club Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	1	0	1	0	0	0	0	1	1	0	4
3:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
3:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	1	0	1	0	2
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	1	0	4	0	0	0	1	1	5	0	13

Date: 1/12/2019
Day: Saturday

	Southbound Eldorado Drive			Westbound Country Club Drive			Northbound Eldorado Drive			Eastbound Country Club Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	5	0	5
10:45 AM	0	0	0	0	5	1	0	0	0	0	0	0	6
11:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	1	0	0	10	0	11
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	1	0	0	0	0	0	0	0	2	0	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	1	0	2	0	0	0	0	0	0	0	3
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
1:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	2
1:45 PM	0	0	0	0	3	0	0	0	0	0	0	0	3
TOTAL VOLUMES:	0	0	3	0	10	1	0	2	0	1	18	0	35

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City of Palm Desert
N/S: Tamarisk Row Dr/Oasis Club Dr
E/W: Country Club Drive
Weather: Clear

File Name : 12_PLD_Tamarisk_Oasis_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Tamarisk Row Drive Southbound					Country Club Drive Westbound					Oasis Club Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	47	50	3	1	100	12	122	40	13	174	15	35	33	18	83	4	226	28	8	258	40	615	655
03:15 PM	54	38	4	3	96	12	152	33	12	197	12	34	33	19	79	9	231	20	8	260	42	632	674
03:30 PM	60	34	8	5	102	12	149	48	10	209	8	44	17	7	69	4	195	20	5	219	27	599	626
03:45 PM	55	32	3	2	90	13	123	42	21	178	13	32	31	18	76	4	233	29	3	266	44	610	654
Total	216	154	18	11	388	49	546	163	56	758	48	145	114	62	307	21	885	97	24	1003	153	2456	2609
04:00 PM	49	35	5	3	89	8	124	38	9	170	14	19	27	14	60	6	194	22	5	222	31	541	572
04:15 PM	62	46	2	2	110	7	137	37	13	181	9	30	33	9	72	5	199	18	6	222	30	585	615
04:30 PM	43	47	7	3	97	9	123	37	11	169	6	31	16	10	53	4	180	13	6	197	30	516	546
04:45 PM	48	54	4	3	106	12	107	29	8	148	7	31	18	7	56	4	204	23	8	231	26	541	567
Total	202	182	18	11	402	36	491	141	41	668	36	111	94	40	241	19	777	76	25	872	117	2183	2300
05:00 PM	49	43	11	6	103	9	131	56	10	196	13	20	31	14	64	6	206	12	1	224	31	587	618
05:15 PM	60	56	6	4	122	6	130	29	7	165	9	37	15	9	61	10	258	29	5	297	25	645	670
05:30 PM	48	39	5	3	92	4	110	37	6	151	4	31	16	8	51	4	187	14	7	205	24	499	523
05:45 PM	45	38	1	0	84	9	102	36	10	147	7	31	21	11	59	4	135	14	3	153	24	443	467
Total	202	176	23	13	401	28	473	158	33	659	33	119	83	42	235	24	786	69	16	879	104	2174	2278
06:00 PM	31	33	3	0	67	5	101	24	11	130	5	22	14	10	41	3	125	7	2	135	23	373	396
06:15 PM	22	21	3	1	46	8	77	20	6	105	6	9	8	8	23	3	123	11	2	137	17	311	328
06:30 PM	16	24	5	3	45	2	82	26	9	110	4	17	6	1	27	1	99	8	2	108	15	290	305
06:45 PM	18	22	2	1	42	0	63	12	8	75	3	17	16	7	36	6	97	6	1	109	17	262	279
Total	87	100	13	5	200	15	323	82	34	420	18	65	44	26	127	13	444	32	7	489	72	1236	1308
Grand Total	707	612	72	40	1391	128	1833	544	164	2505	135	440	335	170	910	77	2892	274	72	3243	446	8049	8495
Apprch %	50.8	44	5.2			5.1	73.2	21.7			14.8	48.4	36.8			2.4	89.2	8.4					
Total %	8.8	7.6	0.9		17.3	1.6	22.8	6.8		31.1	1.7	5.5	4.2		11.3	1	35.9	3.4		40.3	5.3	94.7	
Passenger Vehicles	697	608	70		1414	126	1818	538		2644	135	431	331		1066	76	2843	268		3258	0	0	8382
% Passenger Vehicles	98.6	99.3	97.2	97.5	98.8	98.4	99.2	98.9	98.8	99.1	100	98	98.8	99.4	98.7	98.7	98.3	97.8	98.6	98.3	0	0	98.7
Large 2 Axle Vehicles	10	4	2		17	2	14	5		22	0	9	3		13	1	46	6		54	0	0	106
% Large 2 Axle Vehicles	1.4	0.7	2.8	2.5	1.2	1.6	0.8	0.9	0.6	0.8	0	2	0.9	0.6	1.2	1.3	1.6	2.2	1.4	1.6	0	0	1.2
3 Axle Vehicles	0	0	0		0	0	1	1		3	0	0	1		1	0	1	0		1	0	0	5
% 3 Axle Vehicles	0	0	0	0	0	0	0.1	0.2	0.6	0.1	0	0	0.3	0	0.1	0	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	0	0		0	0	0	0		0	0	0	0		0	0	2	0		2	0	0	2
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0

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City of Palm Desert
N/S: Tamarisk Row Dr/Oasis Club Dr
E/W: Country Club Drive
Weather: Clear

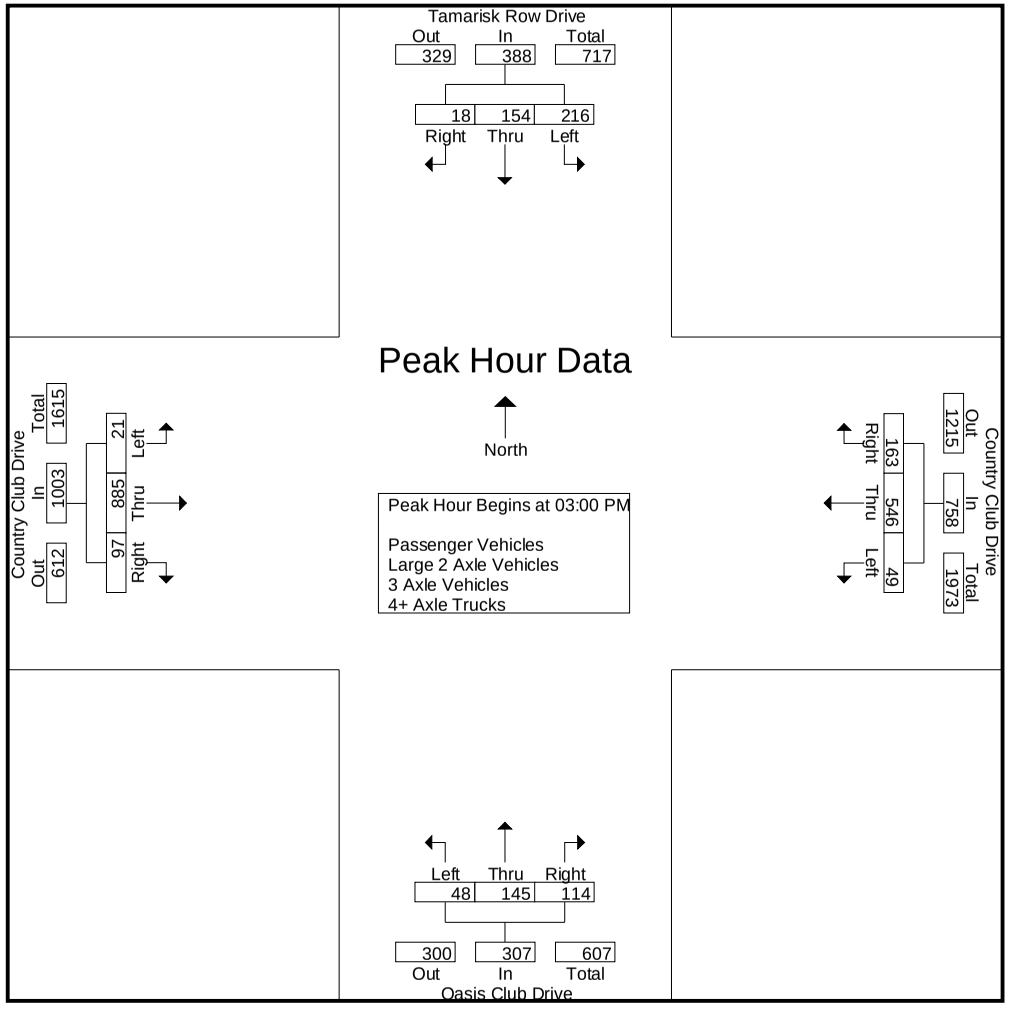
File Name : 12_PLD_Tamarisk_Oasis_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019

	Tamarisk Row Drive Southbound				Country Club Drive Westbound				Oasis Club Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	47	**50**	3	100	12	122	40	174	**15**	35	**33**	**83**	4	226	28	258	615
03:15 PM	54	38	4	96	12	**152**	33	197	12	34	33	79	**9**	231	20	260	**632**
03:30 PM	**60**	34	**8**	**102**	12	149	**48**	**209**	8	**44**	17	69	4	195	20	219	599
03:45 PM	55	32	3	90	**13**	123	42	178	13	32	31	76	4	**233**	**29**	**266**	610
Total Volume	216	154	18	388	49	546	163	758	48	145	114	307	21	885	97	1003	2456
% App. Total	55.7	39.7	4.6		6.5	72	21.5		15.6	47.2	37.1		2.1	88.2	9.7		
PHF	.900	.770	.563	.951	.942	.898	.849	.907	.800	.824	.864	.925	.583	.950	.836	.943	.972

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File Name : 12_PLD_Tamarisk_Oasis_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 3



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City of Palm Desert
N/S: Tamarisk Row Dr/Oasis Club Dr
E/W: Country Club Drive
Weather: Clear

File Name : 12_PLD_Tamarisk_Oasis_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019

	Tamarisk Row Drive Southbound				Country Club Drive Westbound				Oasis Club Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	43	47	7	97	12	122	40	174	**15**	35	**33**	**83**	4	226	28	258	
+15 mins.	48	54	4	106	12	**152**	33	197	12	34	33	79	**9**	231	20	260	
+30 mins.	49	43	**11**	103	12	149	**48**	**209**	8	**44**	17	69	4	195	20	219	
+45 mins.	**60**	**56**	6	**122**	**13**	123	42	178	13	32	31	76	4	**233**	**29**	**266**	
Total Volume	200	200	28	428	49	546	163	758	48	145	114	307	21	885	97	1003	
% App. Total	46.7	46.7	6.5		6.5	72	21.5		15.6	47.2	37.1		2.1	88.2	9.7		
PHF	.833	.893	.636	.877	.942	.898	.849	.907	.800	.824	.864	.925	.583	.950	.836	.943	

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City of Palm Desert
N/S: Tamarisk Row Dr/Oasis Club Dr
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Weather: Clear

File Name : 12_PLD_Tamarisk_Oasis_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- Passenger Vehicles

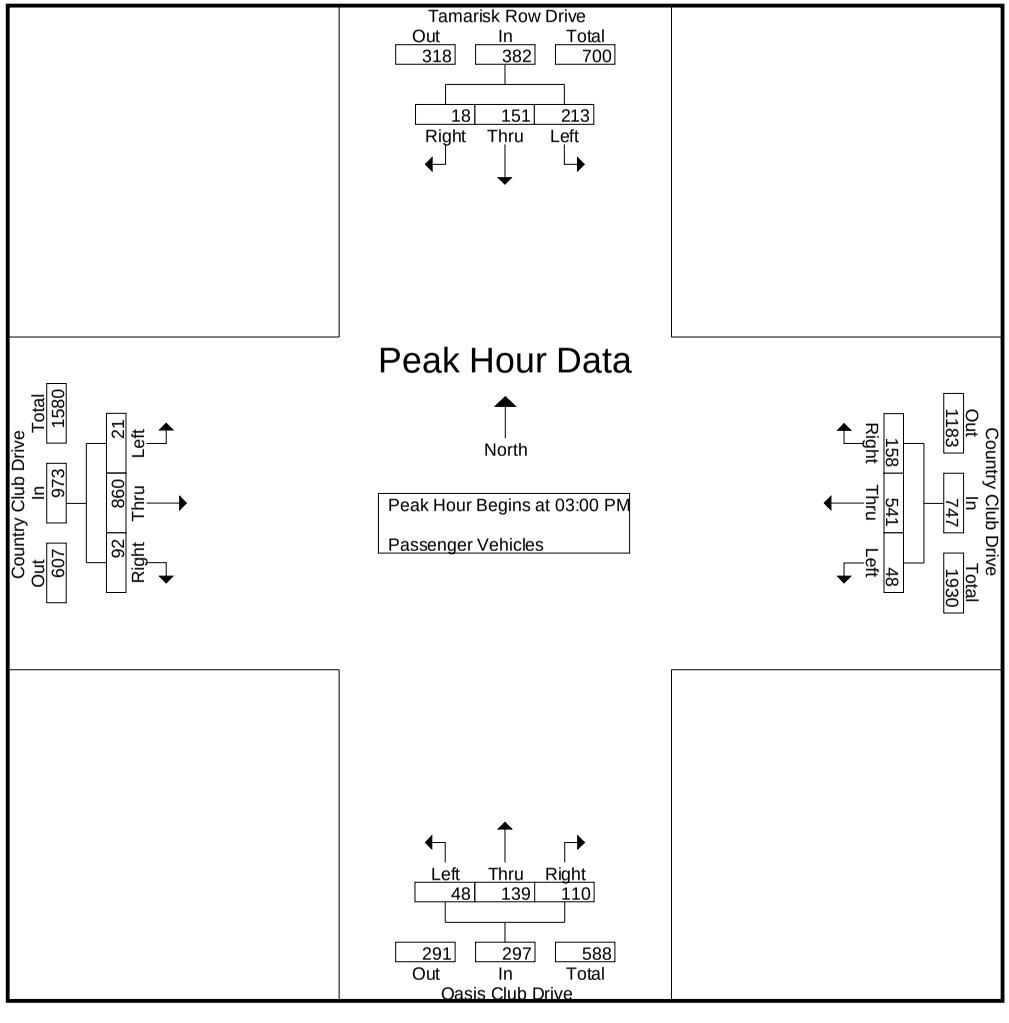
	Tamarisk Row Drive Southbound					Country Club Drive Westbound					Oasis Club Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	47	49	3	1	99	12	121	40	13	173	15	32	30	17	77	4	217	27	8	248	39	597	636
03:15 PM	53	37	4	3	94	11	150	32	11	193	12	32	33	19	77	9	224	17	8	250	41	614	655
03:30 PM	59	34	8	5	101	12	147	46	10	205	8	43	17	7	68	4	192	20	5	216	27	590	617
03:45 PM	54	31	3	2	88	13	123	40	20	176	13	32	30	18	75	4	227	28	3	259	43	598	641
Total	213	151	18	11	382	48	541	158	54	747	48	139	110	61	297	21	860	92	24	973	150	2399	2549
04:00 PM	48	35	5	3	88	8	123	38	9	169	14	19	27	14	60	6	189	22	5	217	31	534	565
04:15 PM	60	45	2	2	107	7	137	37	13	181	9	30	33	9	72	5	192	18	6	215	30	575	605
04:30 PM	43	47	7	3	97	9	123	37	11	169	6	31	16	10	53	4	175	12	5	191	29	510	539
04:45 PM	47	54	4	3	105	11	104	28	8	143	7	29	18	7	54	4	200	23	8	227	26	529	555
Total	198	181	18	11	397	35	487	140	41	662	36	109	94	40	239	19	756	75	24	850	116	2148	2264
05:00 PM	49	43	10	6	102	9	128	56	10	193	13	20	31	14	64	6	206	12	1	224	31	583	614
05:15 PM	59	56	5	3	120	6	129	29	7	164	9	37	15	9	61	10	257	29	5	296	24	641	665
05:30 PM	46	39	5	3	90	4	108	37	6	149	4	30	16	8	50	4	186	14	7	204	24	493	517
05:45 PM	45	38	1	0	84	9	102	36	10	147	7	31	21	11	59	4	134	14	3	152	24	442	466
Total	199	176	21	12	396	28	467	158	33	653	33	118	83	42	234	24	783	69	16	876	103	2159	2262
06:00 PM	31	33	3	0	67	5	101	24	11	130	5	22	14	10	41	3	125	7	2	135	23	373	396
06:15 PM	22	21	3	1	46	8	77	20	6	105	6	9	8	8	23	2	123	11	2	136	17	310	327
06:30 PM	16	24	5	3	45	2	82	26	9	110	4	17	6	1	27	1	99	8	2	108	15	290	305
06:45 PM	18	22	2	1	42	0	63	12	8	75	3	17	16	7	36	6	97	6	1	109	17	262	279
Total	87	100	13	5	200	15	323	82	34	420	18	65	44	26	127	12	444	32	7	488	72	1235	1307
Grand Total	697	608	70	39	1375	126	1818	538	162	2482	135	431	331	169	897	76	2843	268	71	3187	441	7941	8382
Apprch %	50.7	44.2	5.1			5.1	73.2	21.7			15.1	48	36.9			2.4	89.2	8.4					
Total %	8.8	7.7	0.9		17.3	1.6	22.9	6.8		31.3	1.7	5.4	4.2		11.3	1	35.8	3.4		40.1	5.3	94.7	

	Tamarisk Row Drive Southbound				Country Club Drive Westbound				Oasis Club Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	47	**49**	3	99	12	121	40	173	**15**	32	30	**77**	4	217	27	248	597
03:15 PM	53	37	4	94	11	**150**	32	193	12	32	**33**	77	**9**	224	17	250	**614**
03:30 PM	**59**	34	**8**	**101**	12	147	**46**	**205**	8	**43**	17	68	4	192	20	216	590
03:45 PM	54	31	3	88	**13**	123	40	176	13	32	30	75	4	**227**	**28**	**259**	598
Total Volume	213	151	18	382	48	541	158	747	48	139	110	297	21	860	92	973	2399
% App. Total	55.8	39.5	4.7		6.4	72.4	21.2		16.2	46.8	37		2.2	88.4	9.5		
PHF	.903	.770	.563	.946	.923	.902	.859	.911	.800	.808	.833	.964	.583	.947	.821	.939	.977

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City of Palm Desert
N/S: Tamarisk Row Dr/Oasis Club Dr
E/W: Country Club Drive
Weather: Clear

File Name : 12_PLD_Tamarisk_Oasis_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
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City of Palm Desert
N/S: Tamarisk Row Dr/Oasis Club Dr
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File Name : 12_PLD_Tamarisk_Oasis_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019

	Tamarisk Row Drive Southbound				Country Club Drive Westbound				Oasis Club Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	47	**49**	3	99	12	121	40	173	**15**	32	30	**77**	4	217	27	248	
+15 mins.	53	37	4	94	11	**150**	32	193	12	32	**33**	77	**9**	224	17	250	
+30 mins.	**59**	34	**8**	**101**	12	147	**46**	**205**	8	**43**	17	68	4	192	20	216	
+45 mins.	54	31	3	88	**13**	123	40	176	13	32	30	75	4	**227**	**28**	**259**	
Total Volume	213	151	18	382	48	541	158	747	48	139	110	297	21	860	92	973	
% App. Total	55.8	39.5	4.7		6.4	72.4	21.2		16.2	46.8	37		2.2	88.4	9.5		
PHF	.903	.770	.563	.946	.923	.902	.859	.911	.800	.808	.833	.964	.583	.947	.821	.939	

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City of Palm Desert
N/S: Tamarisk Row Dr/Oasis Club Dr
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File Name : 12_PLD_Tamarisk_Oasis_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

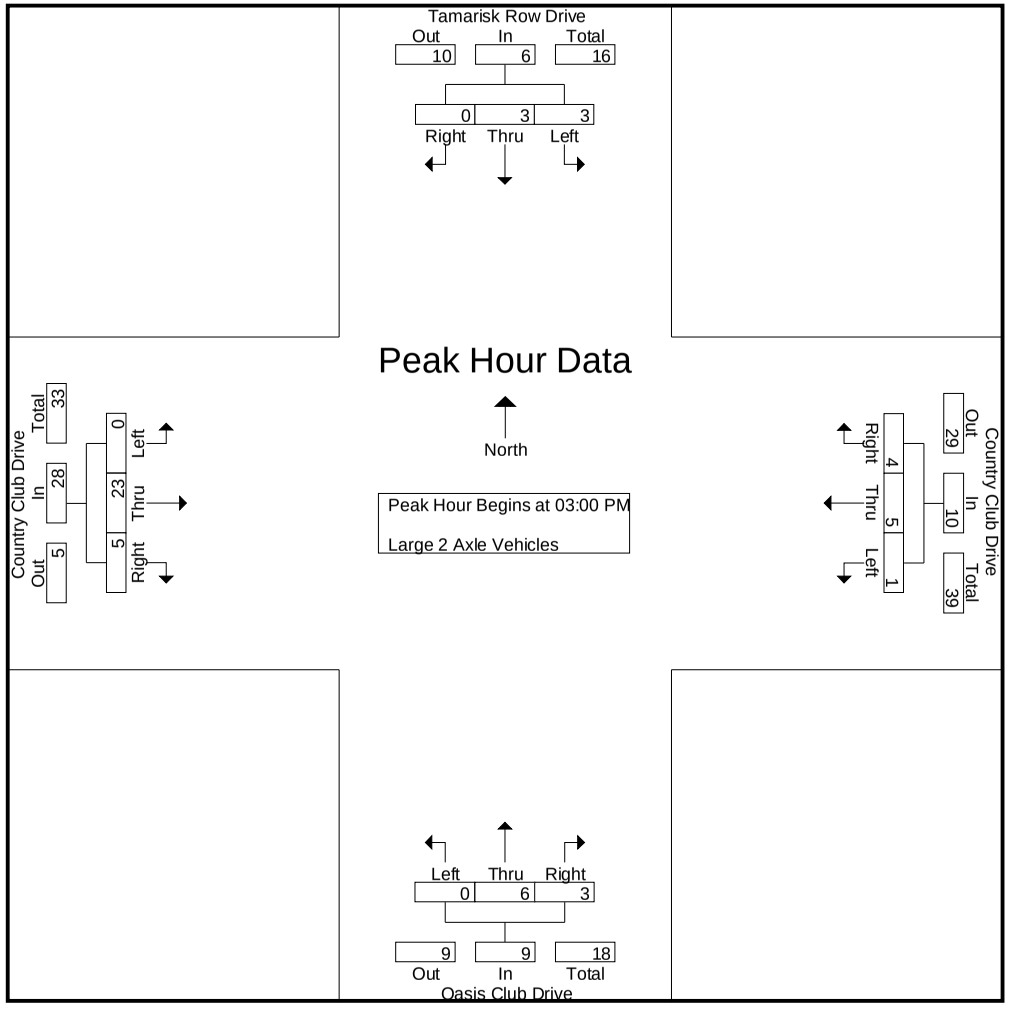
	Tamarisk Row Drive Southbound					Country Club Drive Westbound					Oasis Club Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	1	0	0	1	0	1	0	0	1	0	3	2	1	5	0	8	1	0	9	1	16	17
03:15 PM	1	1	0	0	2	1	2	1	1	4	0	2	0	0	2	0	7	3	0	10	1	18	19
03:30 PM	1	0	0	0	1	0	2	2	0	4	0	1	0	0	1	0	3	0	0	3	0	9	9
03:45 PM	1	1	0	0	2	0	0	1	0	1	0	0	1	0	1	0	5	1	0	6	0	10	10
Total	3	3	0	0	6	1	5	4	1	10	0	6	3	1	9	0	23	5	0	28	2	53	55
04:00 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	6	6
04:15 PM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	10	10
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	1	6	1	6	7
04:45 PM	1	0	0	0	1	1	3	1	0	5	0	2	0	0	2	0	4	0	0	4	0	12	12
Total	4	1	0	0	5	1	4	1	0	6	0	2	0	0	2	0	20	1	1	21	1	34	35
05:00 PM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	4	4
05:15 PM	1	0	1	1	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	4	5
05:30 PM	2	0	0	0	2	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	5	5
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
Total	3	0	2	1	5	0	5	0	0	5	0	1	0	0	1	0	3	0	0	3	1	14	15
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
Grand Total	10	4	2	1	16	2	14	5	1	21	0	9	3	1	12	1	46	6	1	53	4	102	106
Apprch %	62.5	25	12.5			9.5	66.7	23.8			0	75	25			1.9	86.8	11.3					
Total %	9.8	3.9	2		15.7	2	13.7	4.9		20.6	0	8.8	2.9		11.8	1	45.1	5.9		52	3.8	96.2	

	Tamarisk Row Drive Southbound				Country Club Drive Westbound				Oasis Club Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**1**	0	1	0	1	0	1	0	**3**	**2**	**5**	0	**8**	1	9	16
03:15 PM	**1**	1	0	**2**	**1**	**2**	1	**4**	0	2	0	2	0	7	**3**	**10**	**18**
03:30 PM	1	0	0	1	0	2	**2**	4	0	1	0	1	0	3	0	3	9
03:45 PM	1	1	0	2	0	0	1	1	0	0	1	1	0	5	1	6	10
Total Volume	3	3	0	6	1	5	4	10	0	6	3	9	0	23	5	28	53
% App. Total	50	50	0		10	50	40		0	66.7	33.3		0	82.1	17.9		
PHF	.750	.750	.000	.750	.250	.625	.500	.625	.000	.500	.375	.450	.000	.719	.417	.700	.736

Counts Unlimited
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City of Palm Desert
N/S: Tamarisk Row Dr/Oasis Club Dr
E/W: Country Club Drive
Weather: Clear

File Name : 12_PLD_Tamarisk_Oasis_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 2



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City of Palm Desert
N/S: Tamarisk Row Dr/Oasis Club Dr
E/W: Country Club Drive
Weather: Clear

File Name : 12_PLD_Tamarisk_Oasis_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 3

	Tamarisk Row Drive Southbound				Country Club Drive Westbound				Oasis Club Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	**1**	0	1	0	1	0	1	0	**3**	**2**	**5**	0	**8**	1	9	
+15 mins.	**1**	1	0	**2**	**1**	**2**	1	**4**	0	2	0	2	0	7	**3**	**10**	
+30 mins.	1	0	0	1	0	2	**2**	4	0	1	0	1	0	3	0	3	
+45 mins.	1	1	0	2	0	0	1	1	0	0	1	1	0	5	1	6	
Total Volume	3	3	0	6	1	5	4	10	0	6	3	9	0	23	5	28	
% App. Total	50	50	0		10	50	40		0	66.7	33.3		0	82.1	17.9		
PHF	.750	.750	.000	.750	.250	.625	.500	.625	.000	.500	.375	.450	.000	.719	.417	.700	

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City of Palm Desert
N/S: Tamarisk Row Dr/Oasis Club Dr
E/W: Country Club Drive
Weather: Clear

File Name : 12_PLD_Tamarisk_Oasis_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

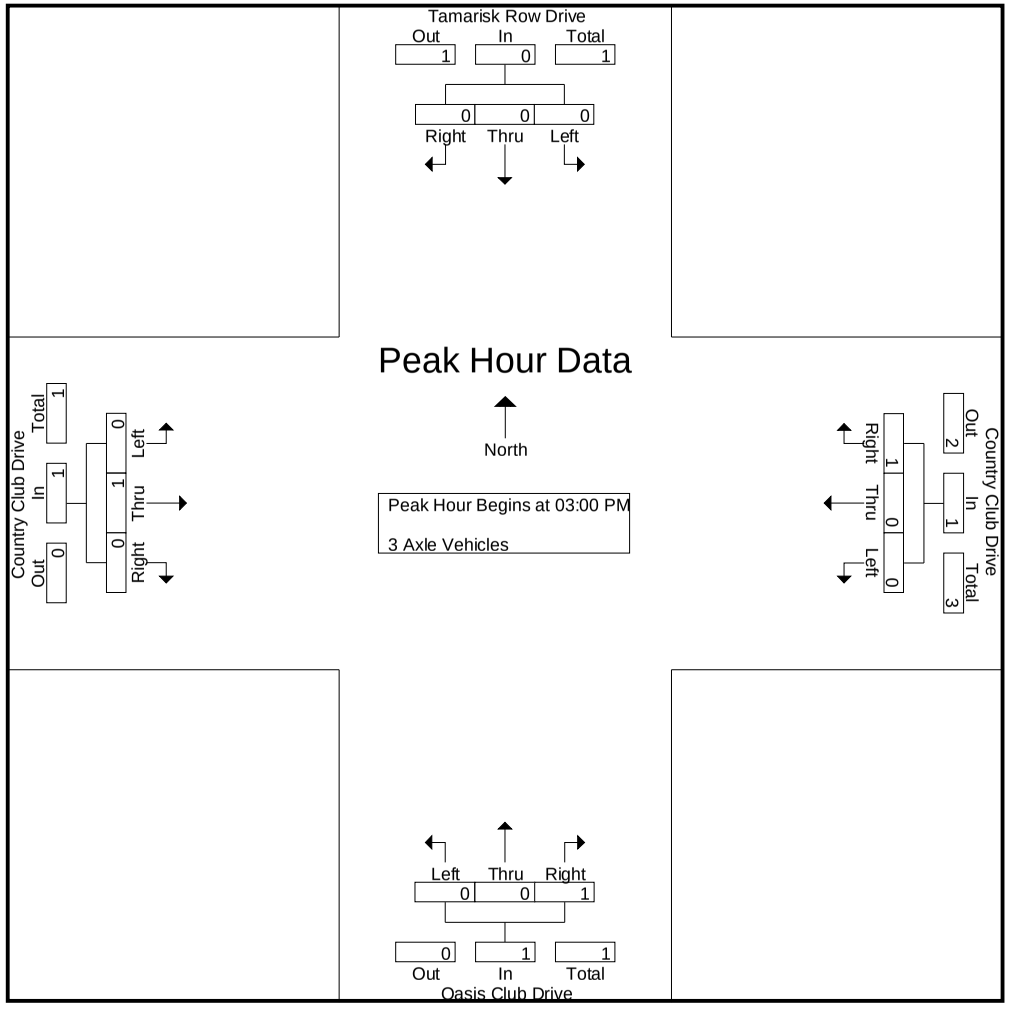
	Tamarisk Row Drive Southbound					Country Club Drive Westbound					Oasis Club Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	0	0	1	1	2	3
Total	0	0	0	0	0	0	0	1	1	1	0	0	1	0	1	0	1	0	0	1	1	3	4
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	1	1	1	2	0	0	1	0	1	0	1	0	0	1	1	4	5
Apprch %	0	0	0			0	50	50			0	0	100			0	100	0					
Total %	0	0	0		0	0	25	25		50	0	0	25		25	0	25	0		25	20	80	

	Tamarisk Row Drive Southbound				Country Club Drive Westbound				Oasis Club Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	**1**	0	**1**	**2**
Total Volume	0	0	0	0	0	0	1	1	0	0	1	1	0	1	0	1	3
% App. Total	0	0	0		0	0	100		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.250	.250	.000	.250	.000	.250	.375

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City of Palm Desert
N/S: Tamarisk Row Dr/Oasis Club Dr
E/W: Country Club Drive
Weather: Clear

File Name : 12_PLD_Tamarisk_Oasis_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 2



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City of Palm Desert
N/S: Tamarisk Row Dr/Oasis Club Dr
E/W: Country Club Drive
Weather: Clear

File Name : 12_PLD_Tamarisk_Oasis_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019

	Tamarisk Row Drive Southbound				Country Club Drive Westbound				Oasis Club Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	**1**	0	**1**	
Total Volume	0	0	0	0	0	0	1	1	0	0	1	1	0	1	0	1	
% App. Total	0	0	0		0	0	100		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.250	.250	.000	.250	.000	.250	

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City of Palm Desert
N/S: Tamarisk Row Dr/Oasis Club Dr
E/W: Country Club Drive
Weather: Clear

File Name : 12_PLD_Tamarisk_Oasis_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

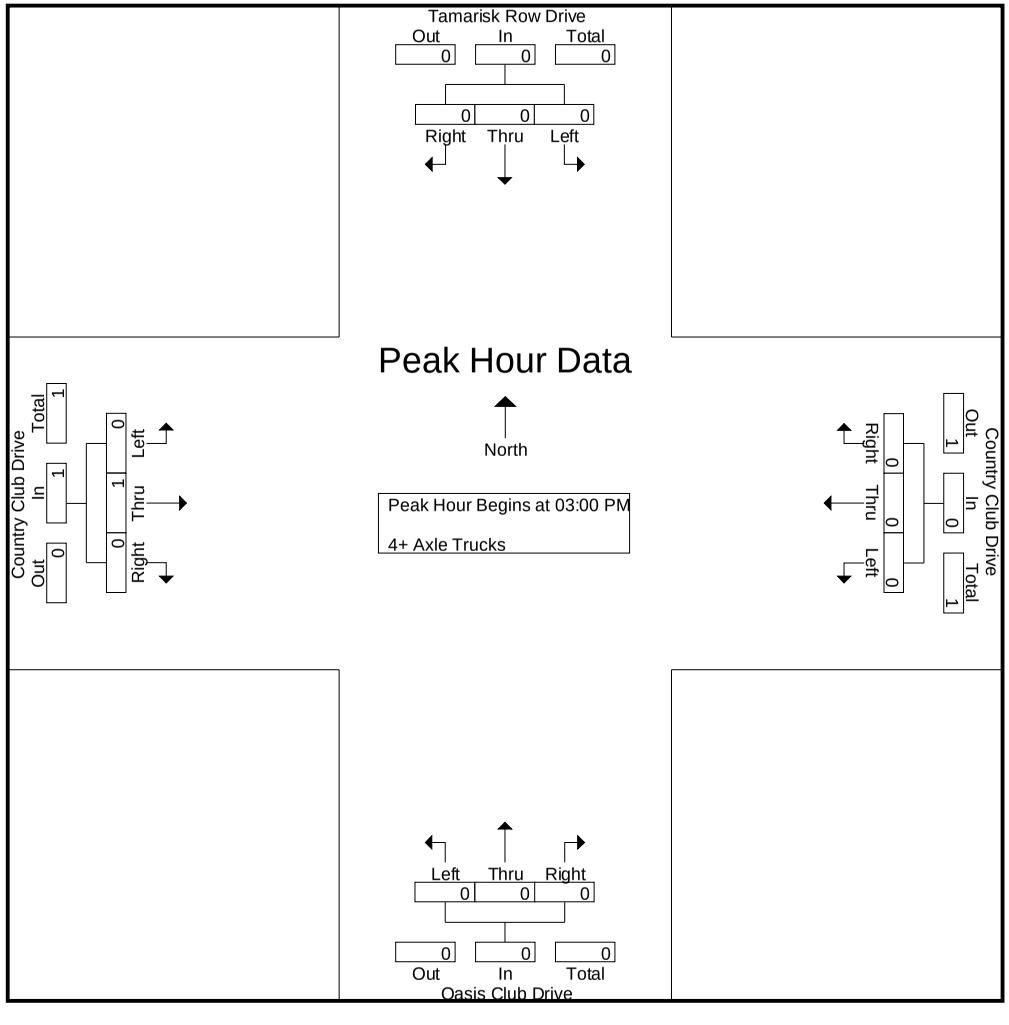
	Tamarisk Row Drive Southbound					Country Club Drive Westbound					Oasis Club Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2
Apprch %	0	0	0			0	0	0			0	0	0			0	100	0					
Total %	0	0	0		0	0	0	0		0	0	0	0		0	0	100	0		100	0	100	

	Tamarisk Row Drive Southbound				Country Club Drive Westbound				Oasis Club Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

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City of Palm Desert
N/S: Tamarisk Row Dr/Oasis Club Dr
E/W: Country Club Drive
Weather: Clear

File Name : 12_PLD_Tamarisk_Oasis_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019
Page No : 2



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City of Palm Desert
N/S: Tamarisk Row Dr/Oasis Club Dr
E/W: Country Club Drive
Weather: Clear

File Name : 12_PLD_Tamarisk_Oasis_Country Club Thurs
Site Code : 05118939
Start Date : 1/10/2019

	Tamarisk Row Drive Southbound				Country Club Drive Westbound				Oasis Club Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	

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City of Palm Desert
N/S: Tamarisk Row Dr/Oasis Club Dr
E/W: Country Club Drive
Weather: Clear

File Name : 12_PLD_Tamarisk_Oasis_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Tamarisk Row Drive Southbound					Country Club Drive Westbound					Oasis Club Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	45	29	3	1	77	15	171	52	17	238	18	36	25	9	79	5	217	14	4	236	31	630	661
03:15 PM	69	34	5	4	108	10	132	33	10	175	18	41	22	9	81	5	213	24	10	242	33	606	639
03:30 PM	50	37	3	3	90	17	161	42	18	220	10	38	22	12	70	9	215	25	10	249	43	629	672
03:45 PM	47	46	5	2	98	11	135	31	9	177	14	31	22	11	67	3	242	14	3	259	25	601	626
Total	211	146	16	10	373	53	599	158	54	810	60	146	91	41	297	22	887	77	27	986	132	2466	2598
04:00 PM	53	43	7	7	103	13	150	52	14	215	10	31	18	11	59	5	199	19	7	223	39	600	639
04:15 PM	44	39	4	2	87	6	133	29	9	168	12	28	28	17	68	6	178	16	3	200	31	523	554
04:30 PM	57	42	2	2	101	7	140	46	18	193	18	32	15	8	65	5	179	15	6	199	34	558	592
04:45 PM	46	42	5	3	93	9	126	35	7	170	16	19	18	11	53	4	193	16	5	213	26	529	555
Total	200	166	18	14	384	35	549	162	48	746	56	110	79	47	245	20	749	66	21	835	130	2210	2340
05:00 PM	42	43	2	2	87	12	134	41	15	187	6	21	21	15	48	10	214	23	7	247	39	569	608
05:15 PM	66	58	9	4	133	7	109	40	15	156	11	32	14	2	57	5	179	21	9	205	30	551	581
05:30 PM	39	30	4	1	73	9	116	30	10	155	11	32	20	7	63	6	182	12	3	200	21	491	512
05:45 PM	41	32	3	3	76	5	78	24	13	107	11	30	12	8	53	4	125	10	2	139	26	375	401
Total	188	163	18	10	369	33	437	135	53	605	39	115	67	32	221	25	700	66	21	791	116	1986	2102
06:00 PM	20	31	6	4	57	3	77	25	8	105	5	15	13	9	33	3	108	10	5	121	26	316	342
06:15 PM	32	16	5	3	53	9	92	29	7	130	8	16	12	9	36	3	116	14	6	133	25	352	377
06:30 PM	24	19	4	2	47	6	83	32	10	121	5	14	5	4	24	0	81	7	2	88	18	280	298
06:45 PM	23	13	2	1	38	1	86	15	9	102	9	10	8	5	27	4	105	13	6	122	21	289	310
Total	99	79	17	10	195	19	338	101	34	458	27	55	38	27	120	10	410	44	19	464	90	1237	1327
Grand Total	698	554	69	44	1321	140	1923	556	189	2619	182	426	275	147	883	77	2746	253	88	3076	468	7899	8367
Apprch %	52.8	41.9	5.2			5.3	73.4	21.2			20.6	48.2	31.1			2.5	89.3	8.2					
Total %	8.8	7	0.9		16.7	1.8	24.3	7		33.2	2.3	5.4	3.5		11.2	1	34.8	3.2		38.9	5.6	94.4	
Passenger Vehicles	689	550	69		1352	139	1903	548		2775	181	421	271		1018	75	2702	252		3116	0	0	8261
% Passenger Vehicles	98.7	99.3	100	100	99	99.3	99	98.6	97.9	98.8	99.5	98.8	98.5	98.6	98.8	97.4	98.4	99.6	98.9	98.5	0	0	98.7
Large 2 Axle Vehicles	9	4	0		13	1	19	8		32	1	4	3		10	2	44	1		48	0	0	103
% Large 2 Axle Vehicles	1.3	0.7	0	0	1	0.7	1	1.4	2.1	1.1	0.5	0.9	1.1	1.4	1	2.6	1.6	0.4	1.1	1.5	0	0	1.2
3 Axle Vehicles	0	0	0		0	0	0	0		0	0	1	1		2	0	0	0		0	0	0	2
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0.2	0.4	0	0.2	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0		0	0	1	0		1	0	0	0		0	0	0	0		0	0	0	1
% 4+ Axle Trucks	0	0	0	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Palm Desert
N/S: Tamarisk Row Dr/Oasis Club Dr
E/W: Country Club Drive
Weather: Clear

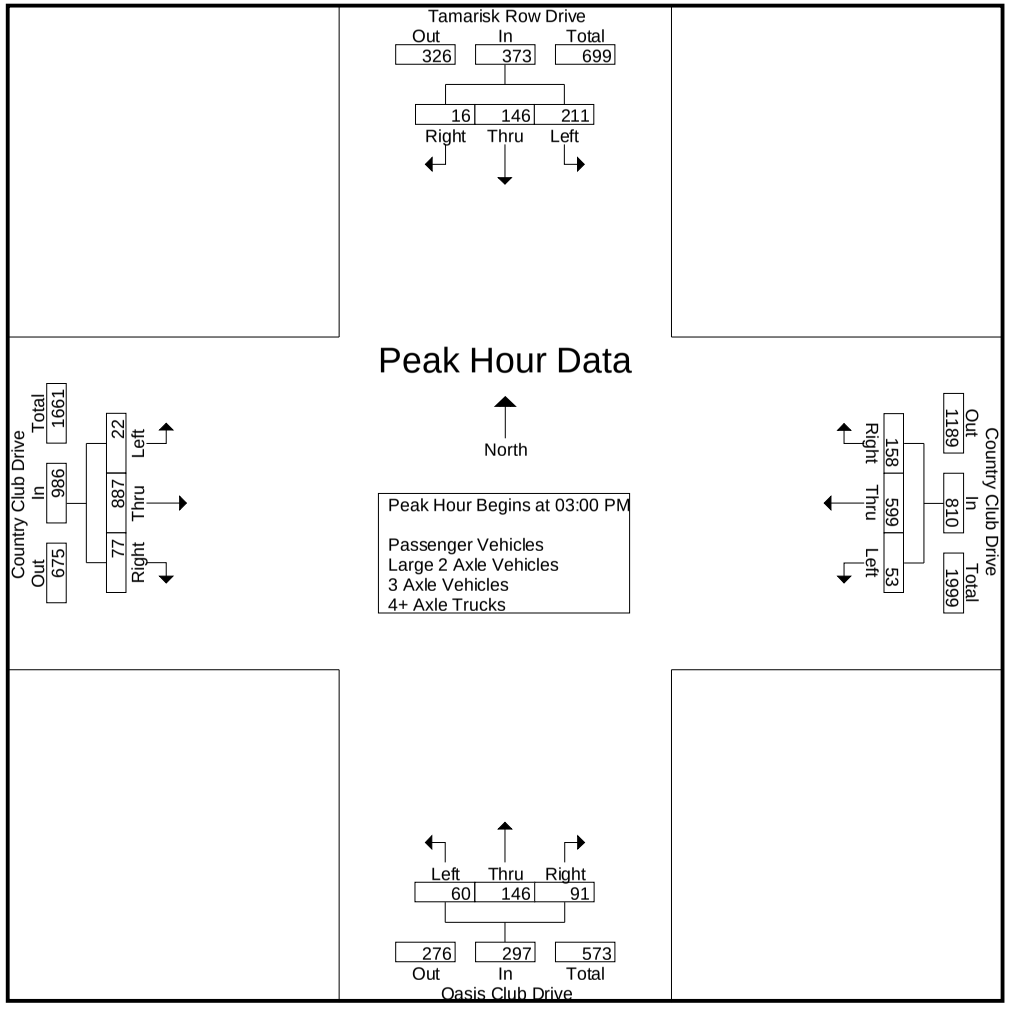
File Name : 12_PLD_Tamarisk_Oasis_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
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	Tamarisk Row Drive Southbound				Country Club Drive Westbound				Oasis Club Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	45	29	3	77	15	**171**	**52**	**238**	**18**	36	**25**	79	5	217	14	236	**630**
03:15 PM	**69**	34	**5**	**108**	10	132	33	175	18	**41**	22	**81**	5	213	24	242	606
03:30 PM	50	37	3	90	**17**	161	42	220	10	38	22	70	**9**	215	**25**	249	629
03:45 PM	47	**46**	5	98	11	135	31	177	14	31	22	67	3	**242**	14	**259**	601
Total Volume	211	146	16	373	53	599	158	810	60	146	91	297	22	887	77	986	2466
% App. Total	56.6	39.1	4.3		6.5	74	19.5		20.2	49.2	30.6		2.2	90	7.8		
PHF	.764	.793	.800	.863	.779	.876	.760	.851	.833	.890	.910	.917	.611	.916	.770	.952	.979

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City of Palm Desert
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E/W: Country Club Drive
Weather: Clear

File Name : 12_PLD_Tamarisk_Oasis_Country Club Fri
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City of Palm Desert
N/S: Tamarisk Row Dr/Oasis Club Dr
E/W: Country Club Drive
Weather: Clear

File Name : 12_PLD_Tamarisk_Oasis_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
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	Tamarisk Row Drive Southbound				Country Club Drive Westbound				Oasis Club Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	57	42	2	101	15	**171**	**52**	**238**	**18**	36	**25**	79	5	217	14	236	
+15 mins.	46	42	5	93	10	132	33	175	18	**41**	22	**81**	5	213	24	242	
+30 mins.	42	43	2	87	**17**	161	42	220	10	38	22	70	**9**	215	**25**	249	
+45 mins.	**66**	**58**	**9**	**133**	11	135	31	177	14	31	22	67	3	**242**	14	**259**	
Total Volume	211	185	18	414	53	599	158	810	60	146	91	297	22	887	77	986	
% App. Total	51	44.7	4.3		6.5	74	19.5		20.2	49.2	30.6		2.2	90	7.8		
PHF	.799	.797	.500	.778	.779	.876	.760	.851	.833	.890	.910	.917	.611	.916	.770	.952	

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City of Palm Desert
N/S: Tamarisk Row Dr/Oasis Club Dr
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Weather: Clear

File Name : 12_PLD_Tamarisk_Oasis_Country Club Fri
Site Code : 05118939
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Groups Printed- Passenger Vehicles

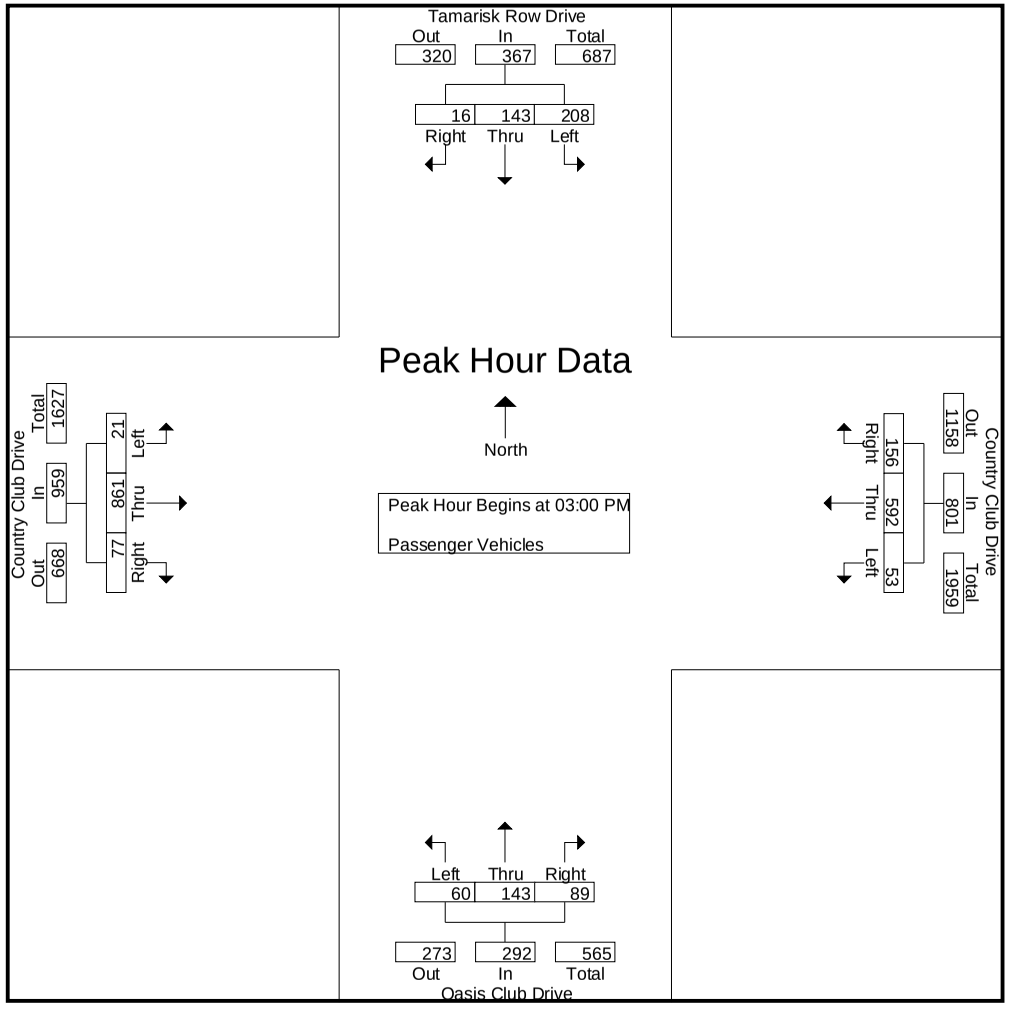
	Tamarisk Row Drive Southbound					Country Club Drive Westbound					Oasis Club Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	45	29	3	1	77	15	166	51	16	232	18	35	24	9	77	5	210	14	4	229	30	615	645
03:15 PM	68	34	5	4	107	10	131	33	10	174	18	40	22	9	80	4	205	24	10	233	33	594	627
03:30 PM	50	36	3	3	89	17	160	42	18	219	10	38	21	12	69	9	211	25	10	245	43	622	665
03:45 PM	45	44	5	2	94	11	135	30	9	176	14	30	22	11	66	3	235	14	3	252	25	588	613
Total	208	143	16	10	367	53	592	156	53	801	60	143	89	41	292	21	861	77	27	959	131	2419	2550
04:00 PM	52	43	7	7	102	13	149	49	12	211	9	30	18	11	57	5	196	18	6	219	36	589	625
04:15 PM	44	38	4	2	86	6	131	29	9	166	12	28	27	16	67	6	177	16	3	199	30	518	548
04:30 PM	57	42	2	2	101	7	137	45	17	189	18	32	15	8	65	5	175	15	6	195	33	550	583
04:45 PM	44	42	5	3	91	9	125	33	7	167	16	19	17	10	52	4	191	16	5	211	25	521	546
Total	197	165	18	14	380	35	542	156	45	733	55	109	77	45	241	20	739	65	20	824	124	2178	2302
05:00 PM	41	43	2	2	86	12	131	41	15	184	6	21	21	15	48	10	211	23	7	244	39	562	601
05:15 PM	66	58	9	4	133	7	109	40	15	156	11	32	14	2	57	5	178	21	9	204	30	550	580
05:30 PM	37	30	4	1	71	9	116	30	10	155	11	31	20	7	62	6	182	12	3	200	21	488	509
05:45 PM	41	32	3	3	76	5	78	24	13	107	11	30	12	8	53	3	123	10	2	136	26	372	398
Total	185	163	18	10	366	33	434	135	53	602	39	114	67	32	220	24	694	66	21	784	116	1972	2088
06:00 PM	20	31	6	4	57	2	77	25	8	104	5	15	13	9	33	3	108	10	5	121	26	315	341
06:15 PM	32	16	5	3	53	9	92	29	7	130	8	16	12	9	36	3	114	14	6	131	25	350	375
06:30 PM	24	19	4	2	47	6	82	32	10	120	5	14	5	4	24	0	81	7	2	88	18	279	297
06:45 PM	23	13	2	1	38	1	84	15	9	100	9	10	8	5	27	4	105	13	6	122	21	287	308
Total	99	79	17	10	195	18	335	101	34	454	27	55	38	27	120	10	408	44	19	462	90	1231	1321
Grand Total	689	550	69	44	1308	139	1903	548	185	2590	181	421	271	145	873	75	2702	252	87	3029	461	7800	8261
Apprch %	52.7	42	5.3			5.4	73.5	21.2			20.7	48.2	31			2.5	89.2	8.3					
Total %	8.8	7.1	0.9		16.8	1.8	24.4	7		33.2	2.3	5.4	3.5		11.2	1	34.6	3.2		38.8	5.6	94.4	

	Tamarisk Row Drive Southbound				Country Club Drive Westbound				Oasis Club Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	45	29	3	77	15	**166**	**51**	**232**	**18**	35	**24**	77	5	210	14	229	615
03:15 PM	**68**	34	**5**	**107**	10	131	33	174	18	**40**	22	**80**	4	205	24	233	594
03:30 PM	50	36	3	89	**17**	160	42	219	10	38	21	69	**9**	211	**25**	245	**622**
03:45 PM	45	**44**	5	94	11	135	30	176	14	30	22	66	3	**235**	14	**252**	588
Total Volume	208	143	16	367	53	592	156	801	60	143	89	292	21	861	77	959	2419
% App. Total	56.7	39	4.4		6.6	73.9	19.5		20.5	49	30.5		2.2	89.8	8		
PHF	.765	.813	.800	.857	.779	.892	.765	.863	.833	.894	.927	.913	.583	.916	.770	.951	.972

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City of Palm Desert
N/S: Tamarisk Row Dr/Oasis Club Dr
E/W: Country Club Drive
Weather: Clear

File Name : 12_PLD_Tamarisk_Oasis_Country Club Fri
Site Code : 05118939
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City of Palm Desert
N/S: Tamarisk Row Dr/Oasis Club Dr
E/W: Country Club Drive
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File Name : 12_PLD_Tamarisk_Oasis_Country Club Fri
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	Tamarisk Row Drive Southbound				Country Club Drive Westbound				Oasis Club Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	45	29	3	77	15	**166**	**51**	**232**	**18**	35	**24**	77	5	210	14	229	
+15 mins.	**68**	34	**5**	**107**	10	131	33	174	18	**40**	22	**80**	4	205	24	233	
+30 mins.	50	36	3	89	**17**	160	42	219	10	38	21	69	**9**	211	**25**	245	
+45 mins.	45	**44**	5	94	11	135	30	176	14	30	22	66	3	**235**	14	**252**	
Total Volume	208	143	16	367	53	592	156	801	60	143	89	292	21	861	77	959	
% App. Total	56.7	39	4.4		6.6	73.9	19.5		20.5	49	30.5		2.2	89.8	8		
PHF	.765	.813	.800	.857	.779	.892	.765	.863	.833	.894	.927	.913	.583	.916	.770	.951	

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City of Palm Desert
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File Name : 12_PLD_Tamarisk_Oasis_Country Club Fri
Site Code : 05118939
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Groups Printed- Large 2 Axle Vehicles

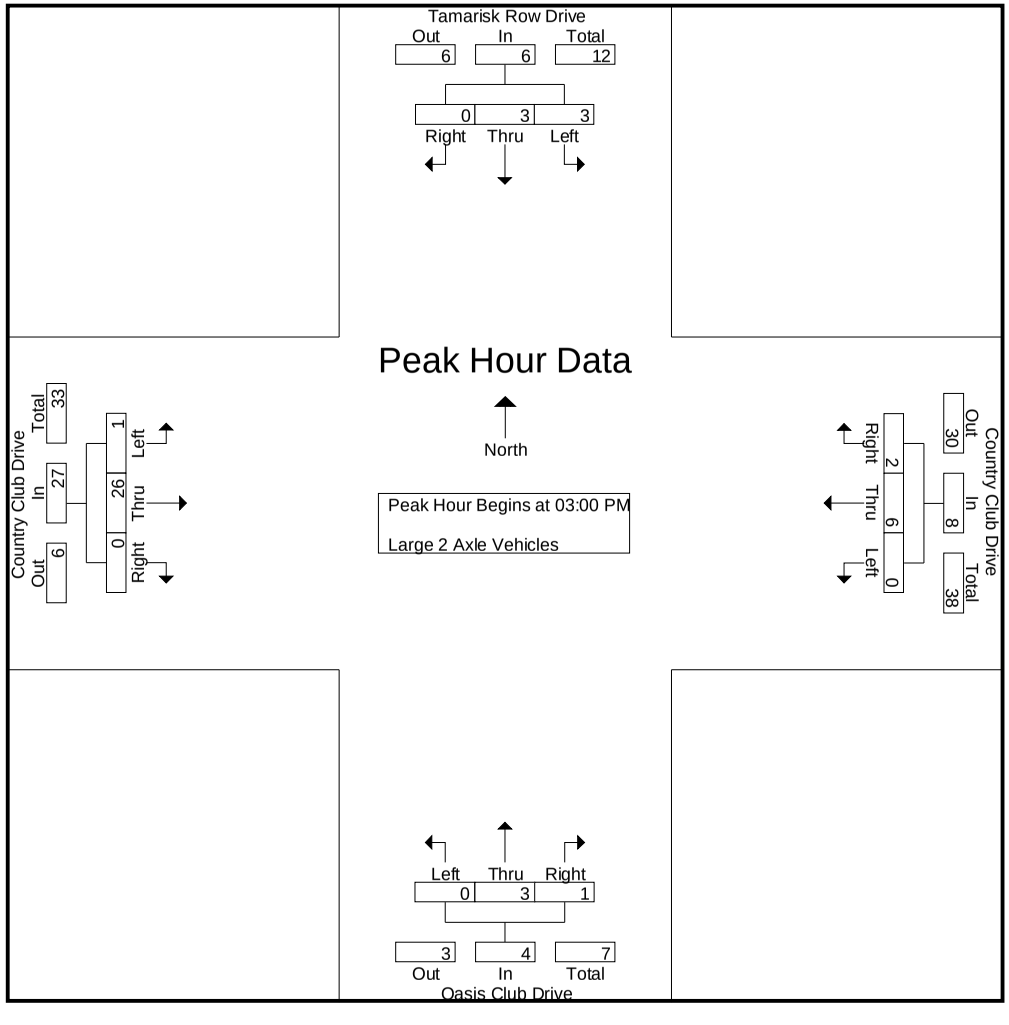
	Tamarisk Row Drive Southbound					Country Club Drive Westbound					Oasis Club Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	0	0	0	0	0	5	1	1	6	0	1	1	0	2	0	7	0	0	7	1	15	16
03:15 PM	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	1	8	0	0	9	0	12	12
03:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	5	5
03:45 PM	2	2	0	0	4	0	0	1	0	1	0	1	0	0	1	0	7	0	0	7	0	13	13
Total	3	3	0	0	6	0	6	2	1	8	0	3	1	0	4	1	26	0	0	27	1	45	46
04:00 PM	1	0	0	0	1	0	1	3	2	4	1	0	0	0	1	0	3	1	1	4	3	10	13
04:15 PM	0	1	0	0	1	0	2	0	0	2	0	0	1	1	1	0	1	0	0	1	1	5	6
04:30 PM	0	0	0	0	0	0	3	1	1	4	0	0	0	0	0	0	4	0	0	4	1	8	9
04:45 PM	2	0	0	0	2	0	1	2	0	3	0	0	1	1	1	0	2	0	0	2	1	8	9
Total	3	1	0	0	4	0	7	6	3	13	1	0	2	2	3	0	10	1	1	11	6	31	37
05:00 PM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	7	7
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
05:30 PM	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	3	3
Total	3	0	0	0	3	0	3	0	0	3	0	1	0	0	1	1	6	0	0	7	0	14	14
06:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2
06:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
06:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	0	6	6
Grand Total	9	4	0	0	13	1	19	8	4	28	1	4	3	2	8	2	44	1	1	47	7	96	103
Apprch %	69.2	30.8	0			3.6	67.9	28.6			12.5	50	37.5			4.3	93.6	2.1					
Total %	9.4	4.2	0		13.5	1	19.8	8.3		29.2	1	4.2	3.1		8.3	2.1	45.8	1		49	6.8	93.2	

	Tamarisk Row Drive Southbound				Country Club Drive Westbound				Oasis Club Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	**5**	**1**	**6**	0	**1**	**1**	**2**	0	7	0	7	**15**
03:15 PM	1	0	0	1	0	1	0	1	0	1	0	1	**1**	**8**	0	**9**	12
03:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	4	0	4	5
03:45 PM	**2**	**2**	0	**4**	0	0	1	1	0	1	0	1	0	7	0	7	13
Total Volume	3	3	0	6	0	6	2	8	0	3	1	4	1	26	0	27	45
% App. Total	50	50	0		0	75	25		0	75	25		3.7	96.3	0		
PHF	.375	.375	.000	.375	.000	.300	.500	.333	.000	.750	.250	.500	.250	.813	.000	.750	.750

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Weather: Clear

File Name : 12_PLD_Tamarisk_Oasis_Country Club Fri
Site Code : 05118939
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File Name : 12_PLD_Tamarisk_Oasis_Country Club Fri
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	Tamarisk Row Drive Southbound				Country Club Drive Westbound				Oasis Club Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	0	0	0	0	**5**	**1**	**6**	0	**1**	**1**	**2**	0	7	0	7	
+15 mins.	1	0	0	1	0	1	0	1	0	1	0	1	**1**	**8**	0	**9**	
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	4	0	4	
+45 mins.	**2**	**2**	0	**4**	0	0	1	1	0	1	0	1	0	7	0	7	
Total Volume	3	3	0	6	0	6	2	8	0	3	1	4	1	26	0	27	
% App. Total	50	50	0		0	75	25		0	75	25		3.7	96.3	0		
PHF	.375	.375	.000	.375	.000	.300	.500	.333	.000	.750	.250	.500	.250	.813	.000	.750	

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File Name : 12_PLD_Tamarisk_Oasis_Country Club Fri
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Groups Printed- 3 Axle Vehicles

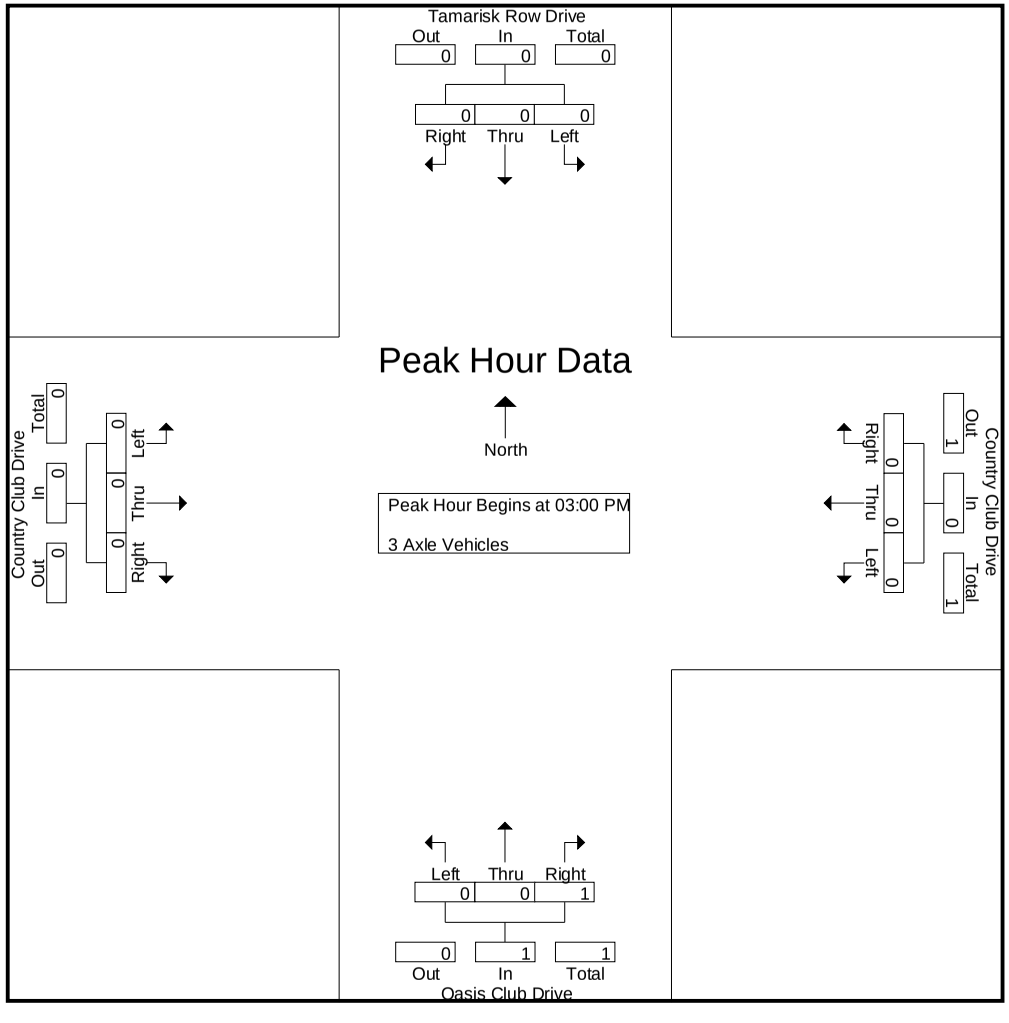
	Tamarisk Row Drive Southbound					Country Club Drive Westbound					Oasis Club Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	2
Apprch %	0	0	0			0	0	0			0	50	50			0	0	0					
Total %	0	0	0		0	0	0	0		0	0	50	50		100	0	0	0		0	0	100	

	Tamarisk Row Drive Southbound				Country Club Drive Westbound				Oasis Club Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	**1**
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.250

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City of Palm Desert
N/S: Tamarisk Row Dr/Oasis Club Dr
E/W: Country Club Drive
Weather: Clear

File Name : 12_PLD_Tamarisk_Oasis_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 2



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City of Palm Desert
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File Name : 12_PLD_Tamarisk_Oasis_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 3

	Tamarisk Row Drive Southbound				Country Club Drive Westbound				Oasis Club Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	
% App. Total	0	0	0		0	0	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	

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City of Palm Desert
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Weather: Clear

File Name : 12_PLD_Tamarisk_Oasis_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

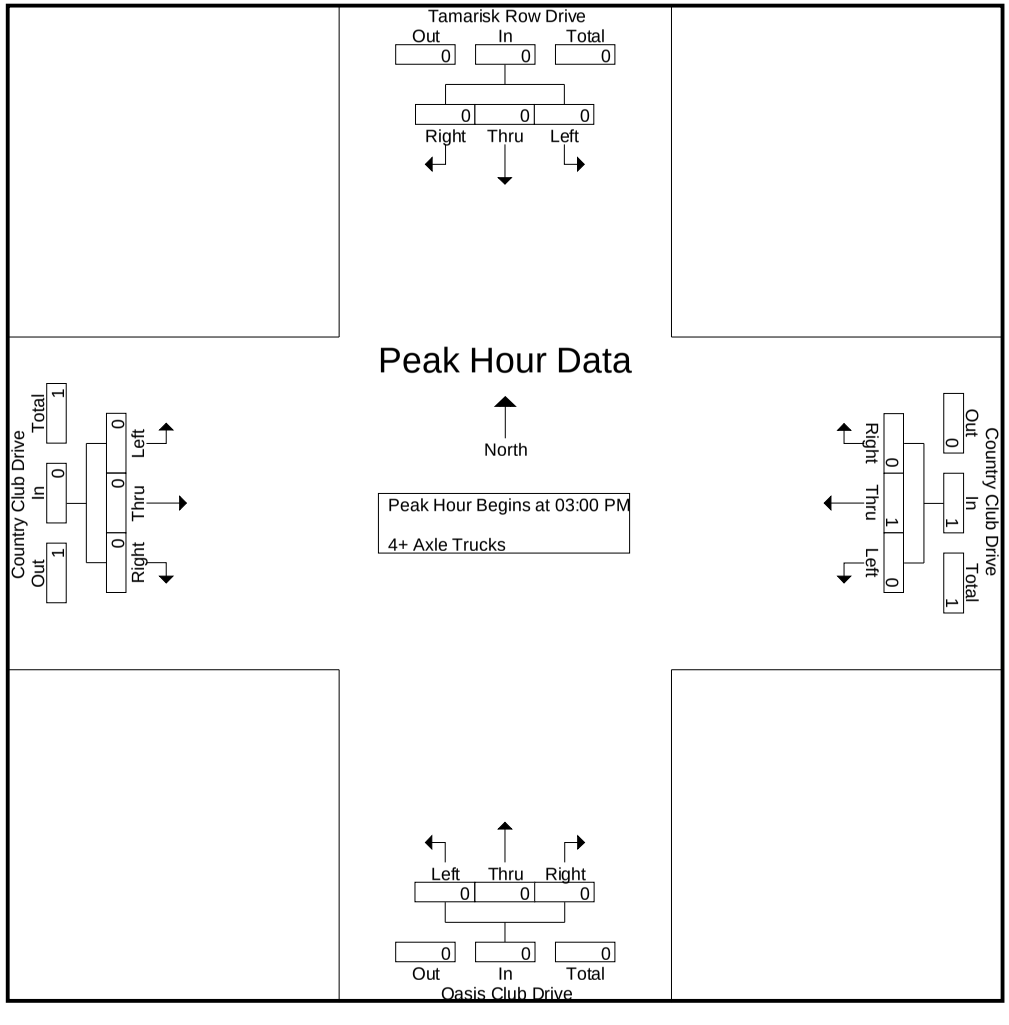
	Tamarisk Row Drive Southbound					Country Club Drive Westbound					Oasis Club Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Apprch %	0	0	0			0	100	0			0	0	0			0	0	0					
Total %	0	0	0		0	0	100	0		100	0	0	0		0	0	0	0		0	0	100	

	Tamarisk Row Drive Southbound				Country Club Drive Westbound				Oasis Club Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

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City of Palm Desert
N/S: Tamarisk Row Dr/Oasis Club Dr
E/W: Country Club Drive
Weather: Clear

File Name : 12_PLD_Tamarisk_Oasis_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019
Page No : 2



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City of Palm Desert
N/S: Tamarisk Row Dr/Oasis Club Dr
E/W: Country Club Drive
Weather: Clear

File Name : 12_PLD_Tamarisk_Oasis_Country Club Fri
Site Code : 05118939
Start Date : 1/11/2019

	Tamarisk Row Drive Southbound				Country Club Drive Westbound				Oasis Club Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	

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City of Palm Desert
N/S: Tamarisk Row Dr/Oasis Club Dr
E/W: Country Club Drive
Weather: Clear

File Name : 12_PLD_Tamarisk_Oasis_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Tamarisk Row Drive Southbound					Country Club Drive Westbound					Oasis Club Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	17	23	4	2	44	8	120	22	5	150	8	17	6	3	31	1	98	15	5	114	15	339	354
10:15 AM	19	18	2	1	39	8	100	23	5	131	2	18	9	5	29	2	106	13	2	121	13	320	333
10:30 AM	23	21	7	3	51	10	121	32	11	163	7	16	9	4	32	2	101	5	3	108	21	354	375
10:45 AM	17	20	8	6	45	4	125	17	6	146	11	21	13	9	45	2	84	13	6	99	27	335	362
Total	76	82	21	12	179	30	466	94	27	590	28	72	37	21	137	7	389	46	16	442	76	1348	1424
11:00 AM	22	23	0	0	45	3	102	24	9	129	4	21	14	4	39	5	88	7	2	100	15	313	328
11:15 AM	32	15	2	2	49	10	110	24	9	144	7	18	7	2	32	3	113	9	2	125	15	350	365
11:30 AM	25	21	2	0	48	8	128	21	2	157	6	20	14	7	40	3	99	9	4	111	13	356	369
11:45 AM	41	26	4	2	71	6	135	26	11	167	9	30	7	5	46	5	109	10	3	124	21	408	429
Total	120	85	8	4	213	27	475	95	31	597	26	89	42	18	157	16	409	35	11	460	64	1427	1491
12:00 PM	33	31	11	7	75	6	120	31	13	157	10	19	7	3	36	5	107	10	3	122	26	390	416
12:15 PM	31	23	4	0	58	6	116	26	9	148	13	25	13	6	51	1	109	7	3	117	18	374	392
12:30 PM	36	30	7	5	73	11	124	37	13	172	6	21	8	3	35	8	105	13	4	126	25	406	431
12:45 PM	31	26	5	2	62	7	104	28	6	139	11	25	9	4	45	2	110	12	5	124	17	370	387
Total	131	110	27	14	268	30	464	122	41	616	40	90	37	16	167	16	431	42	15	489	86	1540	1626
01:00 PM	26	26	7	0	59	8	84	22	9	114	10	22	4	3	36	4	105	11	3	120	15	329	344
01:15 PM	23	17	3	2	43	5	103	30	11	138	9	14	12	4	35	2	158	12	1	172	18	388	406
01:30 PM	17	32	3	2	52	9	143	29	8	181	16	20	7	3	43	3	112	14	3	129	16	405	421
01:45 PM	36	17	2	1	55	9	113	21	9	143	7	17	12	9	36	5	127	9	5	141	24	375	399
Total	102	92	15	5	209	31	443	102	37	576	42	73	35	19	150	14	502	46	12	562	73	1497	1570
Grand Total	429	369	71	35	869	118	1848	413	136	2379	136	324	151	74	611	53	1731	169	54	1953	299	5812	6111
Apprch %	49.4	42.5	8.2			5	77.7	17.4			22.3	53	24.7			2.7	88.6	8.7					
Total %	7.4	6.3	1.2		15	2	31.8	7.1		40.9	2.3	5.6	2.6		10.5	0.9	29.8	2.9		33.6	4.9	95.1	
Passenger Vehicles	424	361	71		891	116	1816	407		2473	133	323	148		677	52	1691	164		1960	0	0	6001
% Passenger Vehicles	98.8	97.8	100	100	98.6	98.3	98.3	98.5	98.5	98.3	97.8	99.7	98	98.6	98.8	98.1	97.7	97	98.1	97.7	0	0	98.2
Large 2 Axle Vehicles	4	8	0		12	2	31	6		41	3	1	3		8	1	39	5		46	0	0	107
% Large 2 Axle Vehicles	0.9	2.2	0	0	1.3	1.7	1.7	1.5	1.5	1.6	2.2	0.3	2	1.4	1.2	1.9	2.3	3	1.9	2.3	0	0	1.8
3 Axle Vehicles	0	0	0		0	0	1	0		1	0	0	0		0	0	1	0		1	0	0	2
% 3 Axle Vehicles	0	0	0	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0.1	0	0	0	0	0	0
4+ Axle Trucks	1	0	0		1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	1
% 4+ Axle Trucks	0.2	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Palm Desert
N/S: Tamarisk Row Dr/Oasis Club Dr
E/W: Country Club Drive
Weather: Clear

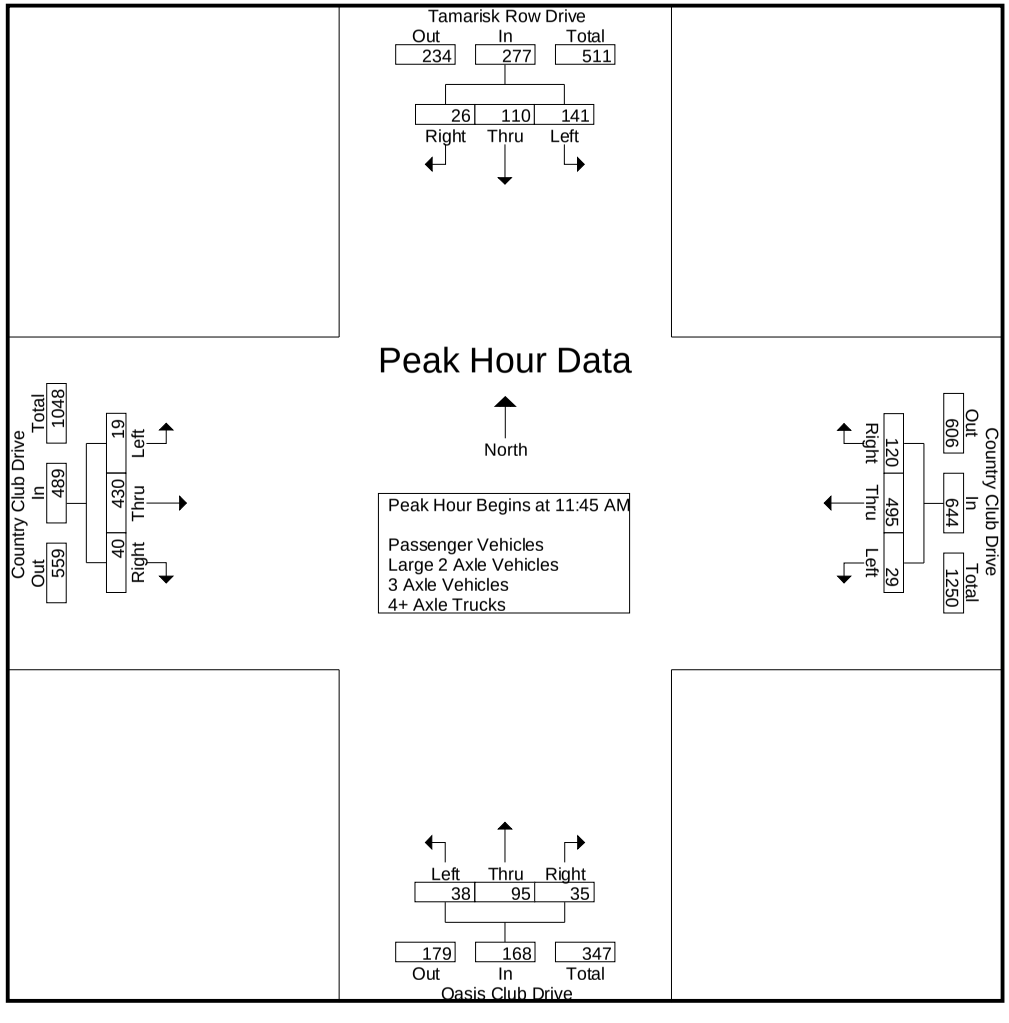
File Name : 12_PLD_Tamarisk_Oasis_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019

	Tamarisk Row Drive Southbound				Country Club Drive Westbound				Oasis Club Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	**41**	26	4	71	6	**135**	26	167	9	**30**	7	46	5	**109**	10	124	**408**
12:00 PM	33	**31**	**11**	**75**	6	120	31	157	10	19	7	36	5	107	10	122	390
12:15 PM	31	23	4	58	6	116	26	148	**13**	25	**13**	**51**	1	109	7	117	374
12:30 PM	36	30	7	73	**11**	124	**37**	**172**	6	21	8	35	**8**	105	**13**	**126**	406
Total Volume	141	110	26	277	29	495	120	644	38	95	35	168	19	430	40	489	1578
% App. Total	50.9	39.7	9.4		4.5	76.9	18.6		22.6	56.5	20.8		3.9	87.9	8.2		
PHF	.860	.887	.591	.923	.659	.917	.811	.936	.731	.792	.673	.824	.594	.986	.769	.970	.967

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City of Palm Desert
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File Name : 12_PLD_Tamarisk_Oasis_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 3



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City of Palm Desert
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E/W: Country Club Drive
Weather: Clear

File Name : 12_PLD_Tamarisk_Oasis_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 4

	Tamarisk Row Drive Southbound				Country Club Drive Westbound				Oasis Club Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	11:45 AM				11:45 AM				11:30 AM				01:00 PM				
+0 mins.	**41**	26	4	71	6	**135**	26	167	6	20	**14**	40	4	105	11	120	
+15 mins.	33	**31**	**11**	**75**	6	120	31	157	9	**30**	7	46	2	**158**	12	**172**	
+30 mins.	31	23	4	58	6	116	26	148	10	19	7	36	3	112	**14**	129	
+45 mins.	36	30	7	73	**11**	124	**37**	**172**	**13**	25	13	**51**	**5**	127	9	141	
Total Volume	141	110	26	277	29	495	120	644	38	94	41	173	14	502	46	562	
% App. Total	50.9	39.7	9.4		4.5	76.9	18.6		22	54.3	23.7		2.5	89.3	8.2		
PHF	.860	.887	.591	.923	.659	.917	.811	.936	.731	.783	.732	.848	.700	.794	.821	.817	

Counts Unlimited
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City of Palm Desert
N/S: Tamarisk Row Dr/Oasis Club Dr
E/W: Country Club Drive
Weather: Clear

File Name : 12_PLD_Tamarisk_Oasis_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 1

Groups Printed- Passenger Vehicles

	Tamarisk Row Drive Southbound					Country Club Drive Westbound					Oasis Club Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	17	23	4	2	44	8	113	21	5	142	8	16	6	3	30	1	95	15	5	111	15	327	342
10:15 AM	19	17	2	1	38	8	99	23	5	130	2	18	9	5	29	2	101	12	2	115	13	312	325
10:30 AM	23	21	7	3	51	10	119	32	11	161	6	16	9	4	31	2	95	5	3	102	21	345	366
10:45 AM	17	20	8	6	45	4	123	17	6	144	11	21	13	9	45	2	83	12	6	97	27	331	358
Total	76	81	21	12	178	30	454	93	27	577	27	71	37	21	135	7	374	44	16	425	76	1315	1391
11:00 AM	21	23	0	0	44	3	99	24	9	126	4	21	14	4	39	5	86	7	2	98	15	307	322
11:15 AM	32	14	2	2	48	10	110	24	9	144	7	18	6	2	31	3	111	9	2	123	15	346	361
11:30 AM	25	21	2	0	48	8	126	21	2	155	6	20	14	7	40	3	97	9	4	109	13	352	365
11:45 AM	38	24	4	2	66	6	131	25	10	162	8	30	7	5	45	5	106	10	3	121	20	394	414
Total	116	82	8	4	206	27	466	94	30	587	25	89	41	18	155	16	400	35	11	451	63	1399	1462
12:00 PM	33	30	11	7	74	5	119	31	13	155	10	19	5	2	34	4	105	9	3	118	25	381	406
12:15 PM	31	22	4	0	57	6	113	26	9	145	13	25	13	6	51	1	109	7	3	117	18	370	388
12:30 PM	36	30	7	5	73	10	122	35	13	167	6	21	8	3	35	8	102	12	4	122	25	397	422
12:45 PM	30	25	5	2	60	7	102	28	6	137	11	25	9	4	45	2	110	12	5	124	17	366	383
Total	130	107	27	14	264	28	456	120	41	604	40	90	35	15	165	15	426	40	15	481	85	1514	1599
01:00 PM	26	26	7	0	59	8	84	22	9	114	10	22	4	3	36	4	103	10	2	117	14	326	340
01:15 PM	23	17	3	2	43	5	102	28	10	135	9	14	12	4	35	2	157	12	1	171	17	384	401
01:30 PM	17	32	3	2	52	9	142	29	8	180	15	20	7	3	42	3	108	14	3	125	16	399	415
01:45 PM	36	16	2	1	54	9	112	21	9	142	7	17	12	9	36	5	123	9	5	137	24	369	393
Total	102	91	15	5	208	31	440	100	36	571	41	73	35	19	149	14	491	45	11	550	71	1478	1549
Grand Total	424	361	71	35	856	116	1816	407	134	2339	133	323	148	73	604	52	1691	164	53	1907	295	5706	6001
Apprch %	49.5	42.2	8.3			5	77.6	17.4			22	53.5	24.5			2.7	88.7	8.6					
Total %	7.4	6.3	1.2		15	2	31.8	7.1		41	2.3	5.7	2.6		10.6	0.9	29.6	2.9		33.4	4.9	95.1	

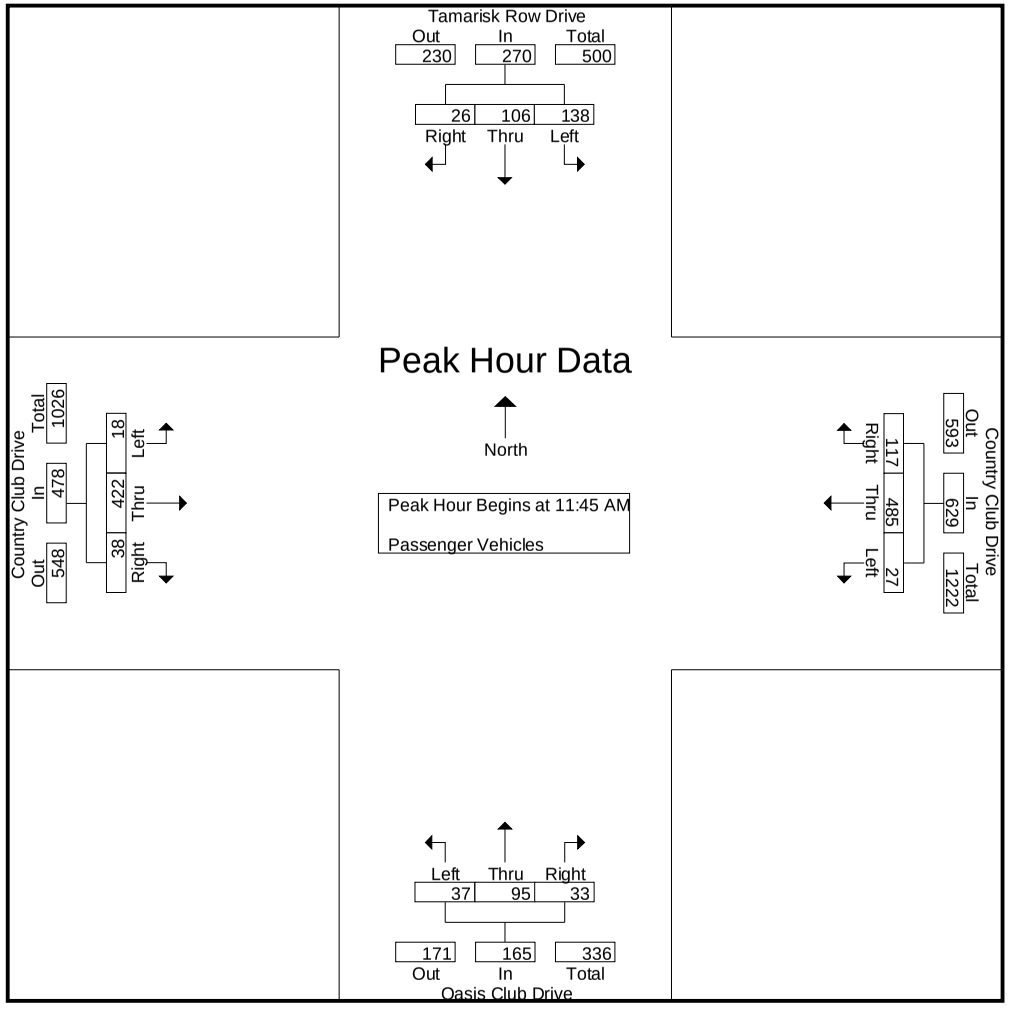
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	Tamarisk Row Drive Southbound				Country Club Drive Westbound				Oasis Club Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	**38**	24	4	66	6	**131**	25	162	8	**30**	7	45	5	106	10	121	394
12:00 PM	33	**30**	**11**	**74**	5	119	31	155	10	19	5	34	4	105	9	118	381
12:15 PM	31	22	4	57	6	113	26	145	**13**	25	**13**	**51**	1	**109**	7	117	370
12:30 PM	36	30	7	73	**10**	122	**35**	**167**	6	21	8	35	**8**	102	**12**	**122**	**397**
Total Volume	138	106	26	270	27	485	117	629	37	95	33	165	18	422	38	478	1542
% App. Total	51.1	39.3	9.6		4.3	77.1	18.6		22.4	57.6	20		3.8	88.3	7.9		
PHF	.908	.883	.591	.912	.675	.926	.836	.942	.712	.792	.635	.809	.563	.968	.792	.980	.971

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City of Palm Desert
N/S: Tamarisk Row Dr/Oasis Club Dr
E/W: Country Club Drive
Weather: Clear

File Name : 12_PLD_Tamarisk_Oasis_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
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City of Palm Desert
N/S: Tamarisk Row Dr/Oasis Club Dr
E/W: Country Club Drive
Weather: Clear

File Name : 12_PLD_Tamarisk_Oasis_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 3

	Tamarisk Row Drive Southbound				Country Club Drive Westbound				Oasis Club Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	11:45 AM				11:45 AM				11:45 AM				11:45 AM				
+0 mins.	**38**	24	4	66	6	**131**	25	162	8	**30**	7	45	5	106	10	121	
+15 mins.	33	**30**	**11**	**74**	5	119	31	155	10	19	5	34	4	105	9	118	
+30 mins.	31	22	4	57	6	113	26	145	**13**	25	**13**	**51**	1	**109**	7	117	
+45 mins.	36	30	7	73	**10**	122	**35**	**167**	6	21	8	35	**8**	102	**12**	**122**	
Total Volume	138	106	26	270	27	485	117	629	37	95	33	165	18	422	38	478	
% App. Total	51.1	39.3	9.6		4.3	77.1	18.6		22.4	57.6	20		3.8	88.3	7.9		
PHF	.908	.883	.591	.912	.675	.926	.836	.942	.712	.792	.635	.809	.563	.968	.792	.980	

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City of Palm Desert
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File Name : 12_PLD_Tamarisk_Oasis_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
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Groups Printed- Large 2 Axle Vehicles

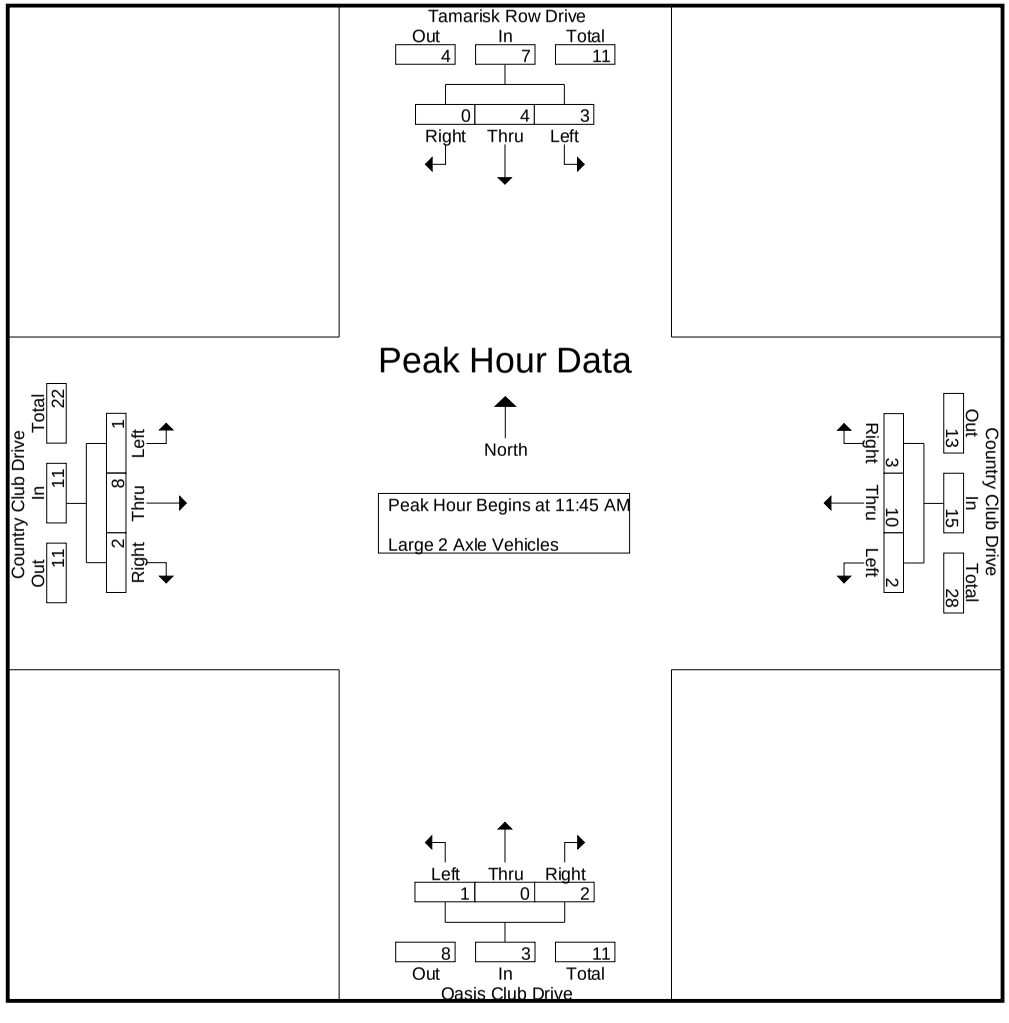
	Tamarisk Row Drive Southbound					Country Club Drive Westbound					Oasis Club Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	0	0	0	0	0	0	7	1	0	8	0	1	0	0	1	0	3	0	0	3	0	12	12
10:15 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	5	1	0	6	0	8	8
10:30 AM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	5	0	0	5	0	8	8
10:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	0	4	4
Total	0	1	0	0	1	0	12	1	0	13	1	1	0	0	2	0	14	2	0	16	0	32	32
11:00 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	5	5
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	4	4
11:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	4	4
11:45 AM	3	2	0	0	5	0	4	1	1	5	1	0	0	0	1	0	3	0	0	3	1	14	15
Total	4	3	0	0	7	0	8	1	1	9	1	0	1	0	2	0	9	0	0	9	1	27	28
12:00 PM	0	1	0	0	1	1	1	0	0	2	0	0	2	1	2	1	2	1	0	4	1	9	10
12:15 PM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	4	4
12:30 PM	0	0	0	0	0	1	2	2	0	5	0	0	0	0	0	0	3	1	0	4	0	9	9
12:45 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	0	3	0	0	3	2	8	2	0	12	0	0	2	1	2	1	5	2	0	8	1	25	26
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	3	1	3	4
01:15 PM	0	0	0	0	0	0	1	2	1	3	0	0	0	0	0	0	1	0	0	1	1	4	5
01:30 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	4	0	0	4	0	6	6
01:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	6	6
Total	0	1	0	0	1	0	3	2	1	5	1	0	0	0	1	0	11	1	1	12	2	19	21
Grand Total	4	8	0	0	12	2	31	6	2	39	3	1	3	1	7	1	39	5	1	45	4	103	107
Apprch %	33.3	66.7	0			5.1	79.5	15.4			42.9	14.3	42.9			2.2	86.7	11.1					
Total %	3.9	7.8	0		11.7	1.9	30.1	5.8		37.9	2.9	1	2.9		6.8	1	37.9	4.9		43.7	3.7	96.3	

	Tamarisk Row Drive Southbound				Country Club Drive Westbound				Oasis Club Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	**3**	**2**	0	**5**	0	**4**	1	**5**	**1**	0	0	1	0	**3**	0	3	**14**
12:00 PM	0	1	0	1	**1**	1	0	2	0	0	**2**	**2**	**1**	2	**1**	**4**	9
12:15 PM	0	1	0	1	0	3	0	3	0	0	0	0	0	0	0	0	4
12:30 PM	0	0	0	0	1	2	**2**	5	0	0	0	0	0	3	1	4	9
Total Volume	3	4	0	7	2	10	3	15	1	0	2	3	1	8	2	11	36
% App. Total	42.9	57.1	0		13.3	66.7	20		33.3	0	66.7		9.1	72.7	18.2		
PHF	.250	.500	.000	.350	.500	.625	.375	.750	.250	.000	.250	.375	.250	.667	.500	.688	.643

Counts Unlimited
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City of Palm Desert
N/S: Tamarisk Row Dr/Oasis Club Dr
E/W: Country Club Drive
Weather: Clear

File Name : 12_PLD_Tamarisk_Oasis_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
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City of Palm Desert
N/S: Tamarisk Row Dr/Oasis Club Dr
E/W: Country Club Drive
Weather: Clear

File Name : 12_PLD_Tamarisk_Oasis_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019

	Tamarisk Row Drive Southbound				Country Club Drive Westbound				Oasis Club Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	11:45 AM				11:45 AM				11:45 AM				11:45 AM				
+0 mins.	**3**	**2**	0	**5**	0	**4**	1	**5**	**1**	0	0	1	0	**3**	0	3	
+15 mins.	0	1	0	1	**1**	1	0	2	0	0	**2**	**2**	**1**	2	**1**	**4**	
+30 mins.	0	1	0	1	0	3	0	3	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	1	2	**2**	5	0	0	0	0	0	3	1	4	
Total Volume	3	4	0	7	2	10	3	15	1	0	2	3	1	8	2	11	
% App. Total	42.9	57.1	0		13.3	66.7	20		33.3	0	66.7		9.1	72.7	18.2		
PHF	.250	.500	.000	.350	.500	.625	.375	.750	.250	.000	.250	.375	.250	.667	.500	.688	

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City of Palm Desert
N/S: Tamarisk Row Dr/Oasis Club Dr
E/W: Country Club Drive
Weather: Clear

File Name : 12_PLD_Tamarisk_Oasis_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
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Groups Printed- 3 Axle Vehicles

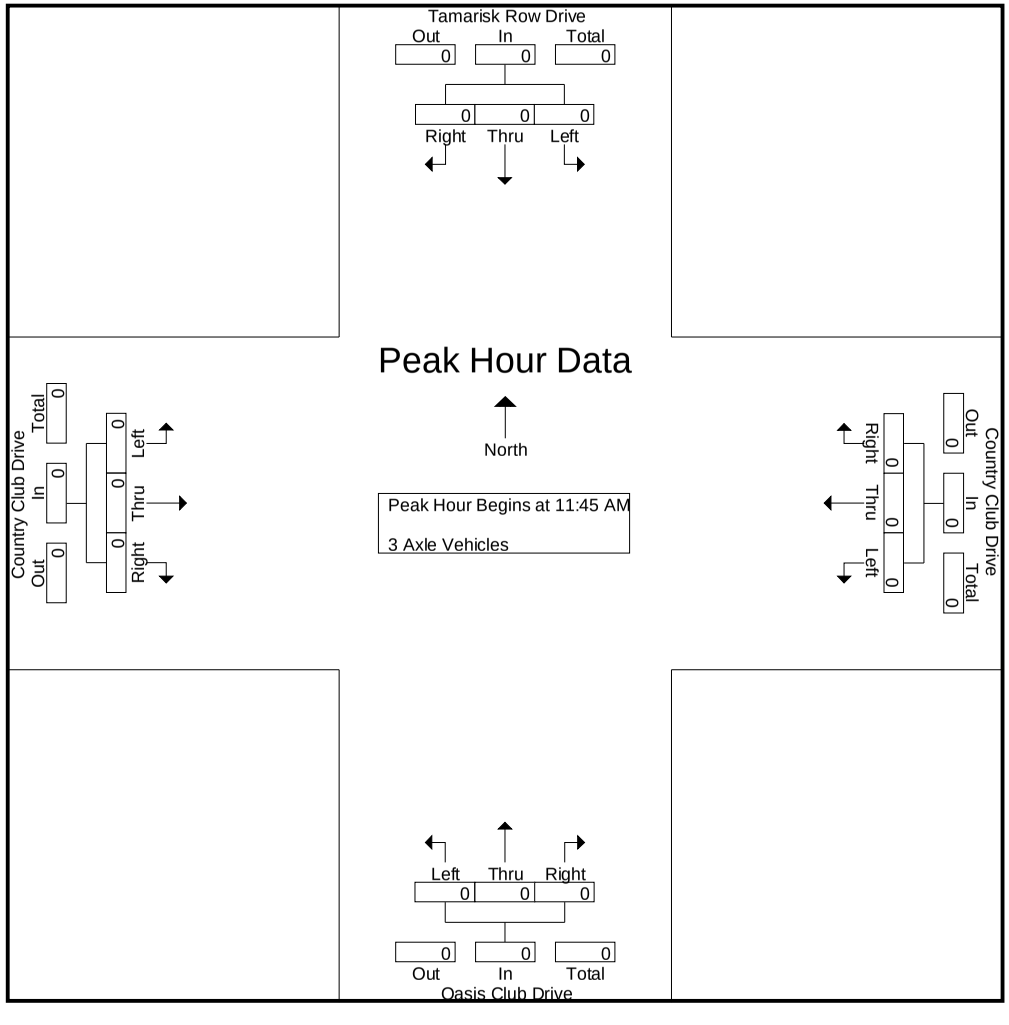
	Tamarisk Row Drive Southbound					Country Club Drive Westbound					Oasis Club Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
11:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2
Apprch %	0	0	0			0	100	0			0	0	0			0	100	0					
Total %	0	0	0		0	0	50	0		50	0	0	0		0	0	50	0		50	0	100	

	Tamarisk Row Drive Southbound				Country Club Drive Westbound				Oasis Club Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Palm Desert
N/S: Tamarisk Row Dr/Oasis Club Dr
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File Name : 12_PLD_Tamarisk_Oasis_Country Club Sat
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	Tamarisk Row Drive Southbound				Country Club Drive Westbound				Oasis Club Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	11:45 AM				11:45 AM				11:45 AM				11:45 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

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City of Palm Desert
N/S: Tamarisk Row Dr/Oasis Club Dr
E/W: Country Club Drive
Weather: Clear

File Name : 12_PLD_Tamarisk_Oasis_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

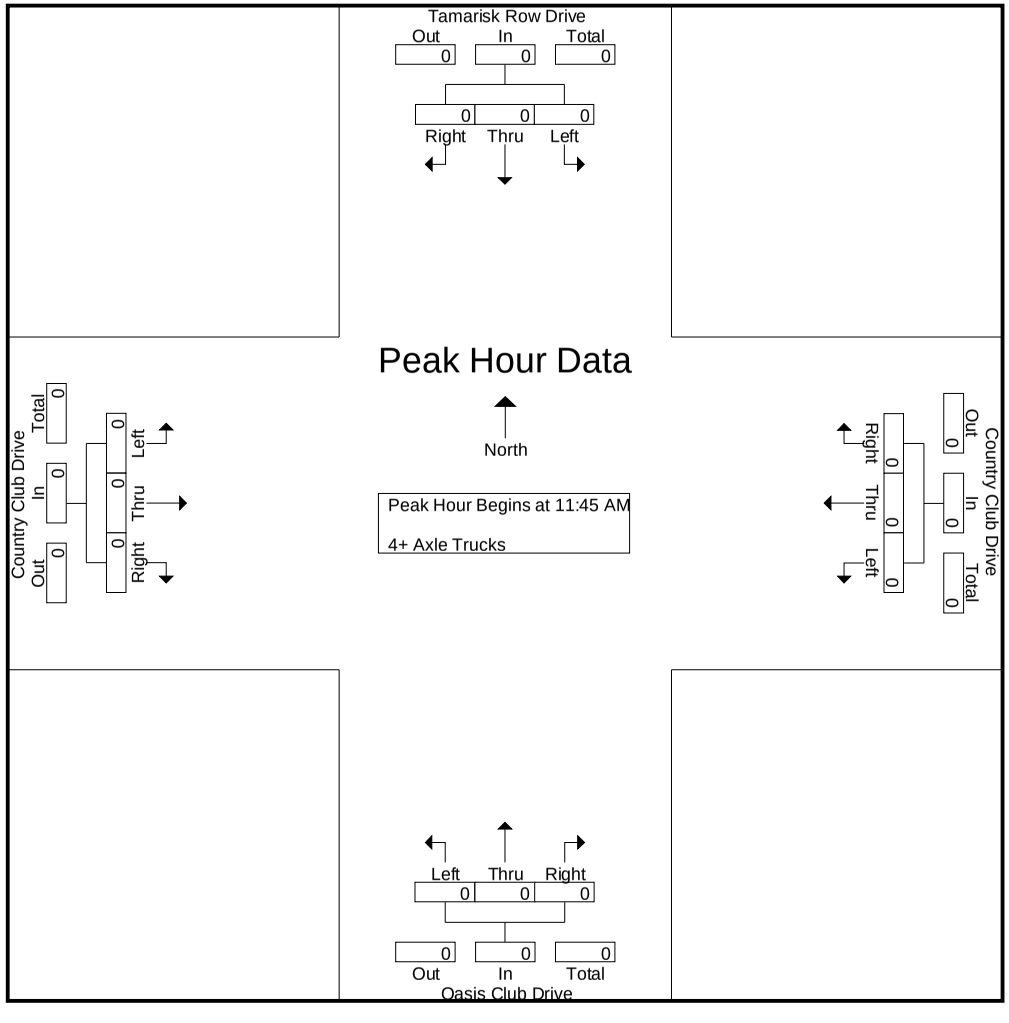
	Tamarisk Row Drive Southbound					Country Club Drive Westbound					Oasis Club Drive Northbound					Country Club Drive Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Apprch %	100	0	0			0	0	0			0	0	0			0	0	0					
Total %	100	0	0		100	0	0	0		0	0	0	0		0	0	0	0		0	0	100	

	Tamarisk Row Drive Southbound				Country Club Drive Westbound				Oasis Club Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Palm Desert
N/S: Tamarisk Row Dr/Oasis Club Dr
E/W: Country Club Drive
Weather: Clear

File Name : 12_PLD_Tamarisk_Oasis_Country Club Sat
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City of Palm Desert
N/S: Tamarisk Row Dr/Oasis Club Dr
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File Name : 12_PLD_Tamarisk_Oasis_Country Club Sat
Site Code : 05118939
Start Date : 1/12/2019
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	Tamarisk Row Drive Southbound				Country Club Drive Westbound				Oasis Club Drive Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	11:45 AM				11:45 AM				11:45 AM				11:45 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

Location: Palm Desert
N/S: Tamarisk Row Dr/Oasis Club Dr
E/W: Country Club Drive

PEDESTRIANS

Date: 1/10/2019
Day: Thursday

	North Leg Tamarisk Row Drive	East Leg Country Club Drive	South Leg Oasis Club Drive	West Leg Country Club Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
3:00 PM	1	0	0	0	1
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0
6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	1

Date: 1/11/2019
Day: Friday

	North Leg Tamarisk Row Drive	East Leg Country Club Drive	South Leg Oasis Club Drive	West Leg Country Club Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	2	0	1	0	3
3:45 PM	0	0	1	0	1
4:00 PM	0	0	0	0	0
4:15 PM	1	0	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0
6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	0	0
TOTAL VOLUMES:	3	0	2	0	5

Date: 1/12/2019
Day: Saturday

	North Leg Tamarisk Row Drive	East Leg Country Club Drive	South Leg Oasis Club Drive	West Leg Country Club Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
10:00 AM	0	2	2	0	4
10:15 AM	0	0	0	0	0
10:30 AM	0	0	0	0	0
10:45 AM	2	0	0	0	2
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	0	2	2	0	4
11:45 AM	0	0	0	0	0
12:00 PM	0	0	2	0	2
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	1	0	1
1:00 PM	0	0	0	0	0
1:15 PM	0	0	1	0	1
1:30 PM	0	0	0	0	0
1:45 PM	0	0	1	0	1
TOTAL VOLUMES:	2	4	9	0	15

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Location: Palm Desert
N/S: Tamarisk Row Dr/Oasis Club Dr
E/W: Country Club Drive

BICYCLES

Date: 1/10/2019
Day: Thursday

	Southbound Tamarisk Row Drive			Westbound Country Club Drive			Northbound Oasis Club Drive			Eastbound Country Club Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
3:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	2	0	0	2	0	0	0	0	4
4:00 PM	0	1	0	0	0	2	0	1	0	0	1	0	5
4:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
4:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	2	0	0	4	2	0	4	0	0	3	0	16

Date: 1/11/2019
Day: Friday

	Southbound Tamarisk Row Drive			Westbound Country Club Drive			Northbound Oasis Club Drive			Eastbound Country Club Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3:00 PM	0	0	0	0	0	1	0	0	0	0	1	0	2
3:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
3:30 PM	0	1	0	0	1	0	0	0	0	0	1	0	3
3:45 PM	0	0	0	0	1	0	1	0	0	0	0	0	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	2	0	0	4	1	1	0	0	0	3	1	13

Date: 1/12/2019
Day: Saturday

	Southbound Tamarisk Row Drive			Westbound Country Club Drive			Northbound Oasis Club Drive			Eastbound Country Club Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	6	0	0	0	0	0	5	0	11
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	10	0	10
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	2
12:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
1:15 PM	0	1	0	0	1	0	0	0	0	0	1	0	3
1:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	2
TOTAL VOLUMES:	2	1	1	0	10	0	1	0	0	0	20	1	36

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Counts Unlimited, Inc.

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email: counts@countsunlimited.com

City of Palm Desert
Cook Street
N/ Country Club Drive
48 Hour Directional Volume Count

PLDCONCC
Site Code: 051-18939

Start Time	1/11/2019 Fri	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		12	223			22	235				
12:15		6	255			12	256				
12:30		9	238			8	302				
12:45		5	232	32	948	10	272	52	1065	84	2013
01:00		12	205			8	244				
01:15		10	194			14	241				
01:30		8	216			10	251				
01:45		4	203	34	818	10	268	42	1004	76	1822
02:00		8	250			7	239				
02:15		7	247			8	**300**				
02:30		3	273			5	**306**				
02:45		9	293	27	1063	5	**336**	25	1181	52	2244
03:00		12	**322**			11	**336**				
03:15		11	**287**			10	295				
03:30		7	**295**			15	289				
03:45		12	**309**	42	1213	7	318	43	1238	85	2451
04:00		10	288			8	257				
04:15		13	260			11	283				
04:30		9	243			22	264				
04:45		22	257	54	1048	46	263	87	1067	141	2115
05:00		11	302			42	247				
05:15		13	236			55	232				
05:30		31	224			47	228				
05:45		43	193	98	955	96	236	240	943	338	1898
06:00		51	154			69	185				
06:15		55	152			125	182				
06:30		66	136			155	171				
06:45		92	150	264	592	236	163	585	701	849	1293
07:00		138	117			252	126				
07:15		156	88			**336**	142				
07:30		220	89			**285**	120				
07:45		158	71	672	365	**338**	126	1211	514	1883	879
08:00		157	101			**292**	122				
08:15		199	98			255	100				
08:30		159	70			263	95				
08:45		198	57	713	326	249	108	1059	425	1772	751
09:00		155	62			223	92				
09:15		171	73			212	111				
09:30		178	60			220	90				
09:45		**204**	59	708	254	231	78	886	371	1594	625
10:00		**220**	62			209	83				
10:15		**209**	59			229	66				
10:30		**196**	40			221	67				
10:45		196	35	821	196	249	59	908	275	1729	471
11:00		208	42			229	57				
11:15		187	28			239	47				
11:30		222	35			228	34				
11:45		202	22	819	127	217	36	913	174	1732	301
Total		4284	7905	4284	7905	6051	8958	6051	8958	10335	16863
Combined Total		12189		12189		15009		15009		27198	
AM Peak	-	09:45	-	-	-	07:15	-	-	-	-	-
Vol.	-	829	-	-	-	1251	-	-	-	-	-
P.H.F.		0.942				0.925					
PM Peak	-	-	03:00	-	-	-	02:15	-	-	-	-
Vol.	-	-	1213	-	-	-	1278	-	-	-	-
P.H.F.			0.942				0.951				
Percentage		35.1%	64.9%			40.3%	59.7%				

Counts Unlimited, Inc.

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Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Palm Desert
Cook Street
N/ Country Club Drive
48 Hour Directional Volume Count

PLDCONCC
Site Code: 051-18939

Start Time	1/12/2019 Sat	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		20	179			30	198				
12:15		27	174			16	215				
12:30		13	206			26	223				
12:45		15	152	75	711	19	**209**	91	845	166	1556
01:00		16	174			21	**218**				
01:15		9	171			12	**233**				
01:30		12	156			7	**239**				
01:45		13	157	50	658	13	197	53	887	103	1545
02:00		6	151			12	180				
02:15		9	176			10	190				
02:30		8	174			11	214				
02:45		3	157	26	658	7	225	40	809	66	1467
03:00		8	**170**			8	218				
03:15		4	**188**			14	218				
03:30		3	**168**			9	219				
03:45		14	**204**	29	730	5	216	36	871	65	1601
04:00		15	150			10	166				
04:15		6	149			11	185				
04:30		16	167			26	200				
04:45		20	148	57	614	25	161	72	712	129	1326
05:00		7	158			25	167				
05:15		18	150			21	191				
05:30		16	138			34	187				
05:45		17	151	58	597	54	155	134	700	192	1297
06:00		35	127			40	155				
06:15		51	114			47	178				
06:30		32	134			56	115				
06:45		29	92	147	467	117	115	260	563	407	1030
07:00		52	131			95	102				
07:15		58	86			97	92				
07:30		61	92			134	95				
07:45		87	57	258	366	161	83	487	372	745	738
08:00		95	74			134	77				
08:15		115	90			120	82				
08:30		140	82			139	106				
08:45		153	107	503	353	172	90	565	355	1068	708
09:00		123	89			136	72				
09:15		143	84			140	82				
09:30		143	65			172	73				
09:45		**178**	59	587	297	196	79	644	306	1231	603
10:00		**169**	61			154	63				
10:15		**169**	48			162	58				
10:30		**180**	55			180	71				
10:45		154	34	672	198	201	56	697	248	1369	446
11:00		150	38			**168**	41				
11:15		160	26			**195**	41				
11:30		153	33			**216**	35				
11:45		160	26	623	123	**206**	25	785	142	1408	265
Total		3085	5772	3085	5772	3864	6810	3864	6810	6949	12582
Combined Total		8857		8857		10674		10674		19531	
AM Peak	-	09:45	-	-	-	11:00	-	-	-	-	-
Vol.	-	696	-	-	-	785	-	-	-	-	-
P.H.F.		0.967				0.909					
PM Peak	-	-	03:00	-	-	-	00:45	-	-	-	-
Vol.	-	-	730	-	-	-	899	-	-	-	-
P.H.F.			0.886				0.940				
Percentage		34.8%	65.2%			36.2%	63.8%				
ADT/AADT		ADT 23,364		AADT 23,364							

Counts Unlimited, Inc.

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City of Palm Desert
Country Club Drive
W/ Cook Street
48 Hour Directional Volume Count

PLDCCWCO
Site Code: 051-18939

Start Time	1/11/2019 Fri	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		21	171			10	209				
12:15		9	199			6	209				
12:30		17	191			3	223				
12:45		20	199	67	760	7	235	26	876	93	1636
01:00		21	175			4	230				
01:15		8	181			5	200				
01:30		19	243			5	224				
01:45		8	230	56	829	7	233	21	887	77	1716
02:00		8	221			4	189				
02:15		10	233			4	215				
02:30		4	231			3	**229**				
02:45		7	**255**	29	940	4	**238**	15	871	44	1811
03:00		4	**256**			5	**229**				
03:15		2	**246**			4	**235**				
03:30		7	**267**			7	199				
03:45		2	247	15	1016	14	209	30	872	45	1888
04:00		6	240			8	162				
04:15		8	238			18	191				
04:30		6	213			31	185				
04:45		11	263	31	954	50	202	107	740	138	1694
05:00		13	238			33	174				
05:15		11	251			43	203				
05:30		22	200			47	173				
05:45		25	168	71	857	95	166	218	716	289	1573
06:00		31	136			56	113				
06:15		25	158			79	155				
06:30		46	132			125	129				
06:45		61	113	163	539	140	108	400	505	563	1044
07:00		86	124			162	112				
07:15		88	119			205	72				
07:30		100	104			**266**	73				
07:45		109	110	383	457	**304**	69	937	326	1320	783
08:00		102	113			**268**	68				
08:15		115	114			**232**	54				
08:30		129	83			246	45				
08:45		148	92	494	402	244	57	990	224	1484	626
09:00		126	90			212	49				
09:15		117	89			210	63				
09:30		126	77			206	47				
09:45		159	89	528	345	214	40	842	199	1370	544
10:00		133	101			226	54				
10:15		144	82			199	37				
10:30		159	57			218	56				
10:45		184	34	620	274	273	28	916	175	1536	449
11:00		**176**	43			234	28				
11:15		**181**	36			218	14				
11:30		**184**	40			213	19				
11:45		**185**	28	726	147	194	22	859	83	1585	230
Total		3183	7520	3183	7520	5361	6474	5361	6474	8544	13994
Combined Total		10703		10703		11835		11835		22538	
AM Peak	-	11:00	-	-	-	07:30	-	-	-	-	-
Vol.	-	726	-	-	-	1070	-	-	-	-	-
P.H.F.		0.981				0.880					
PM Peak	-	-	02:45	-	-	-	02:30	-	-	-	-
Vol.	-	-	1024	-	-	-	931	-	-	-	-
P.H.F.			0.959				0.978				
Percentage		29.7%	70.3%			45.3%	54.7%				

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City of Palm Desert
Country Club Drive
W/ Cook Street
48 Hour Directional Volume Count

PLDCCWCO
Site Code: 051-18939

Start Time	1/12/2019 Sat	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		19	149			17	**170**				
12:15		20	172			10	**190**				
12:30		22	137			14	**171**				
12:45		16	168	77	626	6	**164**	47	695	124	1321
01:00		22	152			7	161				
01:15		16	163			10	165				
01:30		9	164			7	165				
01:45		11	157	58	636	6	183	30	674	88	1310
02:00		10	165			8	131				
02:15		7	135			3	137				
02:30		12	179			6	163				
02:45		9	137	38	616	6	156	23	587	61	1203
03:00		4	**161**			2	149				
03:15		4	**160**			2	151				
03:30		9	**190**			7	138				
03:45		3	**185**	20	696	16	194	27	632	47	1328
04:00		5	135			9	124				
04:15		3	143			15	138				
04:30		12	112			24	128				
04:45		10	127	30	517	42	141	90	531	120	1048
05:00		10	131			24	136				
05:15		5	136			26	152				
05:30		18	130			54	130				
05:45		14	117	47	514	65	137	169	555	216	1069
06:00		18	105			33	144				
06:15		24	147			49	202				
06:30		40	116			68	147				
06:45		24	123	106	491	100	106	250	599	356	1090
07:00		40	111			67	83				
07:15		40	92			71	77				
07:30		66	121			119	72				
07:45		65	117	211	441	127	64	384	296	595	737
08:00		59	94			109	64				
08:15		60	107			119	72				
08:30		68	139			126	80				
08:45		94	148	281	488	156	80	510	296	791	784
09:00		76	111			107	64				
09:15		71	131			134	57				
09:30		86	97			171	59				
09:45		97	108	330	447	163	46	575	226	905	673
10:00		100	95			141	48				
10:15		124	59			166	43				
10:30		122	48			150	41				
10:45		90	54	436	256	**195**	32	652	164	1088	420
11:00		**104**	40			**162**	22				
11:15		**140**	42			**154**	19				
11:30		**132**	36			**163**	18				
11:45		**125**	21	501	139	176	17	655	76	1156	215
Total		2135	5867	2135	5867	3412	5331	3412	5331	5547	11198
Combined Total		8002		8002		8743		8743		16745	
AM Peak	-	11:00	-	-	-	10:45	-	-	-	-	-
Vol.	-	501	-	-	-	674	-	-	-	-	-
P.H.F.		0.895				0.864					
PM Peak	-	-	03:00	-	-	-	12:00	-	-	-	-
Vol.	-	-	696	-	-	-	695	-	-	-	-
P.H.F.			0.916				0.914				
Percentage		26.7%	73.3%			39.0%	61.0%				
ADT/AADT		ADT 19,642		AADT 19,642							

APPENDIX 3.2:

EXISTING (2019) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

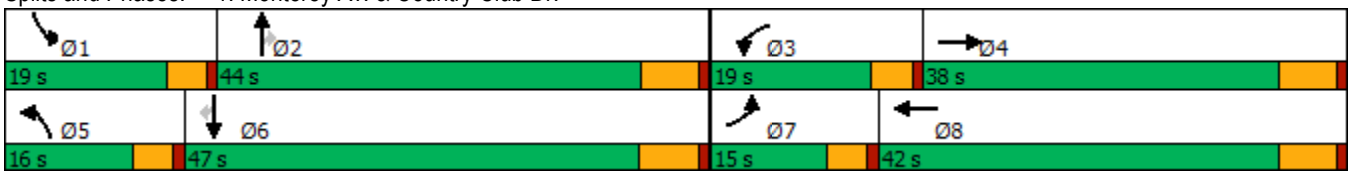
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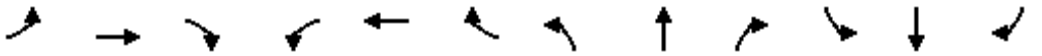
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	162	671	232	264	434	178	216	1167	180	223	977	90
Future Volume (vph)	162	671	232	264	434	178	216	1167	180	223	977	90
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2		9.6	39.2		9.6	36.2	36.2	9.6	35.4	35.4
Total Split (s)	15.0	38.0		19.0	42.0		16.0	44.0	44.0	19.0	47.0	47.0
Total Split (%)	12.5%	31.7%		15.8%	35.0%		13.3%	36.7%	36.7%	15.8%	39.2%	39.2%
Yellow Time (s)	3.6	5.2		3.6	5.2		3.6	5.2	5.2	3.6	5.4	5.4
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2		4.6	6.2		4.6	6.2	6.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 106.7
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Monterey Av. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	671	232	264	434	178	216	1167	180	223	977	90
Future Volume (veh/h)	162	671	232	264	434	178	216	1167	180	223	977	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	169	699	0	275	452	0	225	1216	99	232	1018	30
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	235	1016		344	1177		292	2036	631	302	2050	636
Arrive On Green	0.07	0.20	0.00	0.10	0.23	0.00	0.08	0.40	0.40	0.09	0.40	0.40
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1584	3456	5106	1584
Grp Volume(v), veh/h	169	699	0	275	452	0	225	1216	99	232	1018	30
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1584	1728	1702	1584
Q Serve(g_s), s	4.8	12.9	0.0	7.9	7.6	0.0	6.4	19.0	4.1	6.6	15.1	1.2
Cycle Q Clear(g_c), s	4.8	12.9	0.0	7.9	7.6	0.0	6.4	19.0	4.1	6.6	15.1	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	235	1016		344	1177		292	2036	631	302	2050	636
V/C Ratio(X)	0.72	0.69		0.80	0.38		0.77	0.60	0.16	0.77	0.50	0.05
Avail Cap(c_a), veh/h	355	1605		492	1807		389	2036	631	492	2050	636
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.2	37.6	0.0	44.5	32.8	0.0	45.3	24.0	19.5	45.2	22.6	18.5
Incr Delay (d2), s/veh	1.6	0.8	0.0	3.8	0.2	0.0	4.4	1.3	0.5	1.6	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	5.1	0.0	3.4	3.0	0.0	2.8	7.2	1.5	2.8	5.6	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.8	38.4	0.0	48.3	33.1	0.0	49.8	25.3	20.0	46.7	23.5	18.6
LnGrp LOS	D	D		D	C		D	C	C	D	C	B
Approach Vol, veh/h		868	A		727	A		1540			1280	
Approach Delay, s/veh		40.3			38.8			28.5			27.6	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.4	46.7	14.7	26.3	13.1	47.0	11.5	29.5
Change Period (Y+Rc), s	4.6	* 6.4	4.6	6.2	4.6	6.4	4.6	6.2
Max Green Setting (Gmax), s	14.4	* 38	14.4	31.8	11.4	40.6	10.4	35.8
Max Q Clear Time (g_c+I1), s	8.6	21.0	9.9	14.9	8.4	17.1	6.8	9.6
Green Ext Time (p_c), s	0.2	7.5	0.2	3.9	0.1	6.6	0.1	2.7

Intersection Summary	
HCM 6th Ctrl Delay	32.3
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

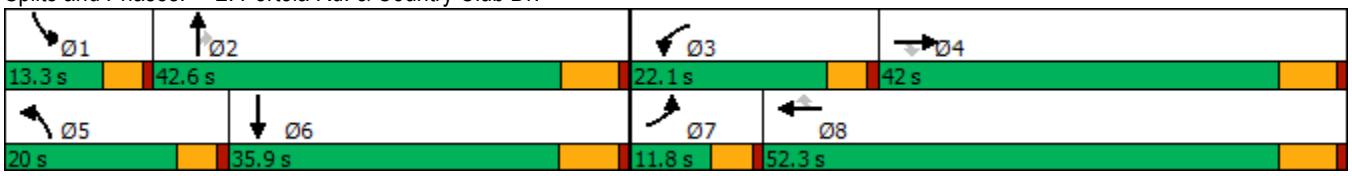
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

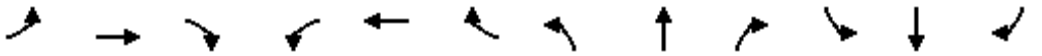
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	56	775	218	185	569	144	200	606	189	67	391
Future Volume (vph)	56	775	218	185	569	144	200	606	189	67	391
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	33.2	33.2	9.6	33.2	33.2	9.6	39.2	39.2	9.6	34.4
Total Split (s)	11.8	42.0	42.0	22.1	52.3	52.3	20.0	42.6	42.6	13.3	35.9
Total Split (%)	9.8%	35.0%	35.0%	18.4%	43.6%	43.6%	16.7%	35.5%	35.5%	11.1%	29.9%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 113.7
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Portola Rd. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	775	218	185	569	144	200	606	189	67	391	44
Future Volume (veh/h)	56	775	218	185	569	144	200	606	189	67	391	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	59	816	140	195	599	74	211	638	116	71	412	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	963	422	225	1260	554	240	1254	552	91	912	60
Arrive On Green	0.04	0.27	0.27	0.13	0.35	0.35	0.13	0.35	0.35	0.05	0.27	0.27
Sat Flow, veh/h	1781	3554	1559	1781	3554	1564	1781	3554	1565	1781	3386	221
Grp Volume(v), veh/h	59	816	140	195	599	74	211	638	116	71	216	223
Grp Sat Flow(s),veh/h/ln	1781	1777	1559	1781	1777	1564	1781	1777	1565	1781	1777	1831
Q Serve(g_s), s	3.6	23.8	7.9	11.8	14.3	3.5	12.7	15.5	5.7	4.3	11.0	11.1
Cycle Q Clear(g_c), s	3.6	23.8	7.9	11.8	14.3	3.5	12.7	15.5	5.7	4.3	11.0	11.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	76	963	422	225	1260	554	240	1254	552	91	479	493
V/C Ratio(X)	0.78	0.85	0.33	0.87	0.48	0.13	0.88	0.51	0.21	0.78	0.45	0.45
Avail Cap(c_a), veh/h	117	1161	509	285	1496	658	250	1254	552	141	479	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.9	37.8	32.0	47.0	27.4	24.0	46.5	28.0	24.8	51.4	33.3	33.3
Incr Delay (d2), s/veh	6.8	5.2	0.5	17.2	0.3	0.1	26.4	1.5	0.9	5.6	3.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	10.4	2.9	6.1	5.8	1.2	7.1	6.4	2.1	2.0	4.9	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.7	42.9	32.4	64.1	27.7	24.1	72.9	29.4	25.6	56.9	36.3	36.3
LnGrp LOS	E	D	C	E	C	C	E	C	C	E	D	D
Approach Vol, veh/h		1015			868			965			510	
Approach Delay, s/veh		42.4			35.6			38.5			39.2	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	45.0	18.4	35.9	19.3	35.9	9.3	45.0
Change Period (Y+Rc), s	4.6	* 6.4	4.6	6.2	4.6	6.4	4.6	6.2
Max Green Setting (Gmax), s	8.7	* 36	17.5	35.8	15.4	29.5	7.2	46.1
Max Q Clear Time (g_c+I1), s	6.3	17.5	13.8	25.8	14.7	13.1	5.6	16.3
Green Ext Time (p_c), s	0.0	4.0	0.1	3.9	0.0	1.9	0.0	4.0

Intersection Summary	
HCM 6th Ctrl Delay	39.0
HCM 6th LOS	D

Notes

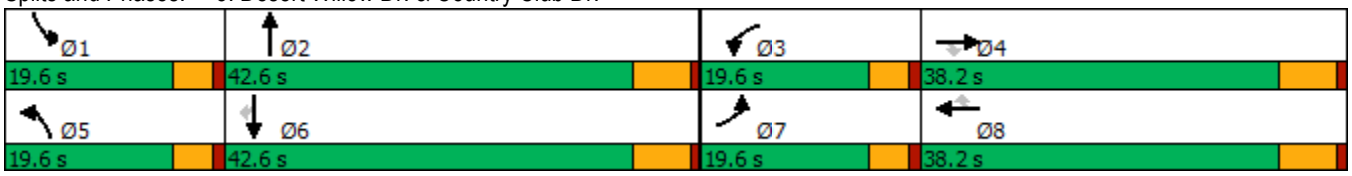
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	107	933	41	79	779	18	58	6	28	2	56
Future Volume (vph)	107	933	41	79	779	18	58	6	28	2	56
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	23.2	23.2	9.6	27.2	27.2	9.6	33.2	9.6	36.2	36.2
Total Split (s)	19.6	38.2	38.2	19.6	38.2	38.2	19.6	42.6	19.6	42.6	42.6
Total Split (%)	16.3%	31.8%	31.8%	16.3%	31.8%	31.8%	16.3%	35.5%	16.3%	35.5%	35.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 79.3
Natural Cycle: 85
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Desert Willow Dr. & Country Club Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	933	41	79	779	18	58	6	131	28	2	56
Future Volume (veh/h)	107	933	41	79	779	18	58	6	131	28	2	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	109	952	0	81	795	16	59	6	66	29	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	214	1603		105	1592	701	86	21	229	106	261	
Arrive On Green	0.06	0.45	0.00	0.06	0.45	0.45	0.05	0.16	0.16	0.03	0.14	0.00
Sat Flow, veh/h	3456	3554	1585	1781	3554	1564	1781	132	1456	3456	1870	1585
Grp Volume(v), veh/h	109	952	0	81	795	16	59	0	72	29	2	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1564	1781	0	1588	1728	1870	1585
Q Serve(g_s), s	2.2	14.3	0.0	3.2	11.4	0.4	2.3	0.0	2.9	0.6	0.1	0.0
Cycle Q Clear(g_c), s	2.2	14.3	0.0	3.2	11.4	0.4	2.3	0.0	2.9	0.6	0.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.92	1.00		1.00
Lane Grp Cap(c), veh/h	214	1603		105	1592	701	86	0	249	106	261	
V/C Ratio(X)	0.51	0.59		0.77	0.50	0.02	0.69	0.00	0.29	0.27	0.01	
Avail Cap(c_a), veh/h	726	1603		374	1592	701	374	0	809	726	953	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.5	14.7	0.0	33.1	14.0	11.0	33.5	0.0	26.6	33.8	26.5	0.0
Incr Delay (d2), s/veh	0.7	1.6	0.0	4.5	1.1	0.1	3.6	0.0	0.6	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	5.0	0.0	1.4	3.9	0.1	1.1	0.0	1.1	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.2	16.3	0.0	37.7	15.1	11.1	37.0	0.0	27.2	34.4	26.5	0.0
LnGrp LOS	C	B		D	B	B	D	A	C	C	C	
Approach Vol, veh/h		1061	A		892			131			31	A
Approach Delay, s/veh		18.1			17.1			31.6			33.9	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	17.4	8.8	38.4	8.0	16.2	9.0	38.2
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	6.2	4.6	6.2
Max Green Setting (Gmax), s	15.0	36.4	15.0	32.0	15.0	36.4	15.0	32.0
Max Q Clear Time (g_c+I1), s	2.6	4.9	5.2	16.3	4.3	2.1	4.2	13.4
Green Ext Time (p_c), s	0.0	0.4	0.0	5.3	0.0	0.0	0.1	4.7

Intersection Summary	
HCM 6th Ctrl Delay	18.7
HCM 6th LOS	B

Notes

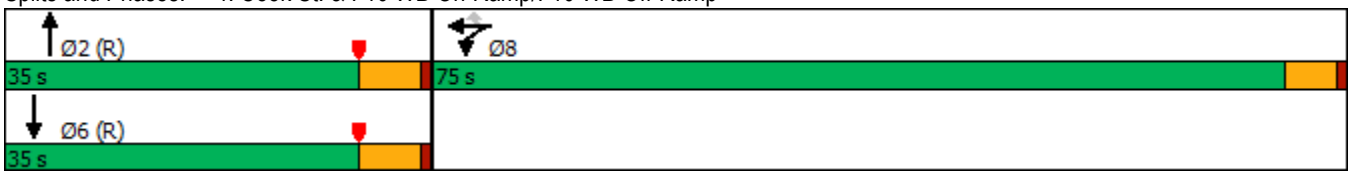
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

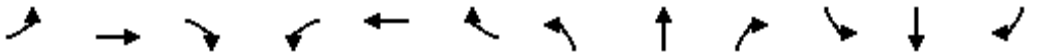
Lane Group	WBT	WBR	NBT	NBR	SBT
Lane Configurations					
Traffic Volume (vph)	1	44	352	667	225
Future Volume (vph)	1	44	352	667	225
Turn Type	NA	Perm	NA	Free	NA
Protected Phases	8		2		6
Permitted Phases		8		Free	
Detector Phase	8	8	2		6
Switch Phase					
Minimum Initial (s)	5.0	5.0	7.0		7.0
Minimum Split (s)	10.3	10.3	13.0		29.0
Total Split (s)	75.0	75.0	35.0		35.0
Total Split (%)	68.2%	68.2%	31.8%		31.8%
Yellow Time (s)	4.3	4.3	5.0		5.0
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	6.0		6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Max		C-Max

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 6 (5%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 4: Cook St. & I-10 WB On-Ramp/I-10 WB Off-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	451	1	44	0	352	667	0	225	38
Future Volume (veh/h)	0	0	0	451	1	44	0	352	667	0	225	38
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	907	1900	0	1796	1826	0	1737	1737
Adj Flow Rate, veh/h				480	1	30	0	374	0	0	239	22
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				0	67	0	0	7	5	0	11	11
Cap, veh/h				494	1	923	0	1107		0	1435	129
Arrive On Green				0.57	0.57	0.57	0.00	0.32	0.00	0.00	0.32	0.32
Sat Flow, veh/h				862	2	1610	0	3503	1547	0	4583	399
Grp Volume(v), veh/h				481	0	30	0	374	0	0	169	92
Grp Sat Flow(s),veh/h/ln				864	0	1610	0	1706	1547	0	1581	1665
Q Serve(g_s), s				59.0	0.0	0.9	0.0	9.1	0.0	0.0	4.2	4.3
Cycle Q Clear(g_c), s				59.0	0.0	0.9	0.0	9.1	0.0	0.0	4.2	4.3
Prop In Lane				1.00		1.00	0.00		1.00	0.00		0.24
Lane Grp Cap(c), veh/h				495	0	923	0	1107		0	1025	540
V/C Ratio(X)				0.97	0.00	0.03	0.00	0.34		0.00	0.17	0.17
Avail Cap(c_a), veh/h				547	0	1020	0	1107		0	1025	540
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				22.6	0.0	10.2	0.0	28.2	0.0	0.0	26.5	26.6
Incr Delay (d2), s/veh				30.0	0.0	0.0	0.0	0.8	0.0	0.0	0.3	0.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				14.4	0.0	0.3	0.0	3.6	0.0	0.0	1.5	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				52.7	0.0	10.2	0.0	29.0	0.0	0.0	26.9	27.3
LnGrp LOS				D	A	B	A	C		A	C	C
Approach Vol, veh/h					511			374	A		261	
Approach Delay, s/veh					50.2			29.0			27.0	
Approach LOS					D			C			C	

Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	41.7		41.7		68.3			
Change Period (Y+Rc), s	6.0		6.0		5.3			
Max Green Setting (Gmax), s	29.0		29.0		69.7			
Max Q Clear Time (g_c+I1), s	11.1		6.3		61.0			
Green Ext Time (p_c), s	1.2		0.8		2.0			

Intersection Summary		
HCM 6th Ctrl Delay	38.0	
HCM 6th LOS	D	

Notes

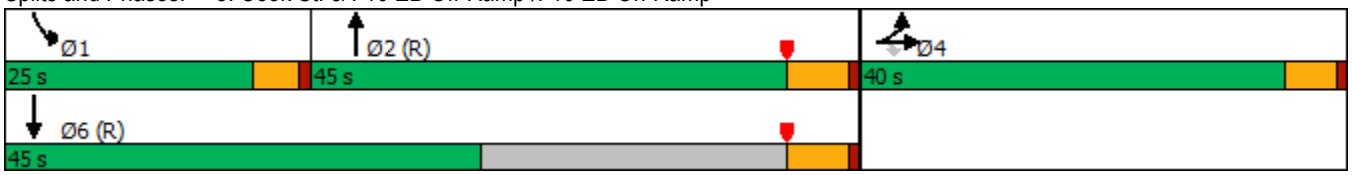
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

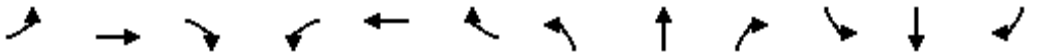
Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	58	2	477	961	65	611
Future Volume (vph)	58	2	477	961	65	611
Turn Type	Split	NA	Perm	NA	Prot	NA
Protected Phases	4	4		2	1	6
Permitted Phases			4			
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	7.0	5.0	8.0
Minimum Split (s)	10.3	10.3	10.3	13.0	9.7	37.0
Total Split (s)	40.0	40.0	40.0	45.0	25.0	45.0
Total Split (%)	36.4%	36.4%	36.4%	40.9%	22.7%	40.9%
Yellow Time (s)	4.3	4.3	4.3	5.0	3.7	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	6.0	4.7	6.0
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 5: Cook St. & I-10 EB Off-Ramp /I-10 EB On-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	2	477	0	0	0	0	961	722	65	611	0
Future Volume (veh/h)	58	2	477	0	0	0	0	961	722	65	611	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1781	1900	1752				0	1811	1811	1426	1811	0
Adj Flow Rate, veh/h	61	0	210				0	1012	709	68	643	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	8	0	10				0	6	6	32	6	0
Cap, veh/h	159	0	278				0	2312	1076	81	3974	0
Arrive On Green	0.09	0.00	0.09				0.00	0.70	0.70	0.06	0.80	0.00
Sat Flow, veh/h	1697	0	2969				0	3459	1535	1358	5107	0
Grp Volume(v), veh/h	61	0	210				0	1012	709	68	643	0
Grp Sat Flow(s),veh/h/ln	1697	0	1485				0	1648	1535	1358	1648	0
Q Serve(g_s), s	3.7	0.0	7.6				0.0	14.6	28.2	5.5	3.2	0.0
Cycle Q Clear(g_c), s	3.7	0.0	7.6				0.0	14.6	28.2	5.5	3.2	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	159	0	278				0	2312	1076	81	3974	0
V/C Ratio(X)	0.38	0.00	0.76				0.00	0.44	0.66	0.84	0.16	0.00
Avail Cap(c_a), veh/h	535	0	937				0	2312	1076	251	3974	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.75	0.75	1.00	1.00	0.00
Uniform Delay (d), s/veh	46.9	0.0	48.6				0.0	7.1	9.1	51.2	2.4	0.0
Incr Delay (d2), s/veh	1.1	0.0	3.1				0.0	0.5	2.4	8.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	2.8				0.0	3.9	7.5	2.0	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.0	0.0	51.8				0.0	7.5	11.5	59.6	2.5	0.0
LnGrp LOS	D	A	D				A	A	B	E	A	A
Approach Vol, veh/h		271						1721			711	
Approach Delay, s/veh		50.9						9.2			8.0	
Approach LOS		D						A			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.3	83.2		15.6		94.4
Change Period (Y+Rc), s	* 4.7	6.0		5.3		6.0
Max Green Setting (Gmax), s	* 20	39.0		34.7		39.0
Max Q Clear Time (g_c+I1), s	7.5	30.2		9.6		5.2
Green Ext Time (p_c), s	0.0	4.8		0.7		2.5

Intersection Summary		
HCM 6th Ctrl Delay		13.0
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

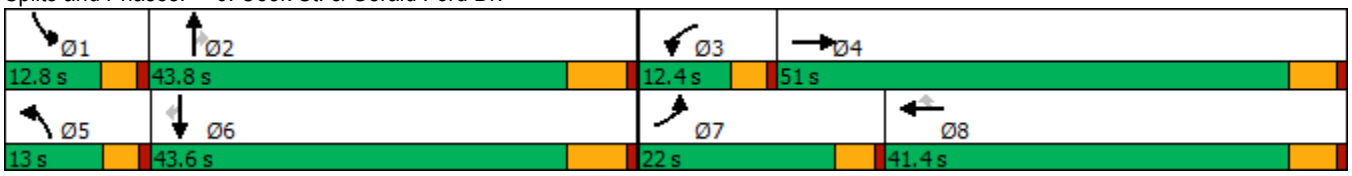
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

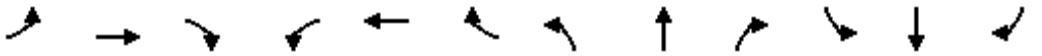
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	460	252	99	49	178	151	179	1020	25	183	699	166
Future Volume (vph)	460	252	99	49	178	151	179	1020	25	183	699	166
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			8			2			6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.5	41.4		9.2	41.4	41.4	9.2	42.5	42.5	9.2	42.5	42.5
Total Split (s)	22.0	51.0		12.4	41.4	41.4	13.0	43.8	43.8	12.8	43.6	43.6
Total Split (%)	18.3%	42.5%		10.3%	34.5%	34.5%	10.8%	36.5%	36.5%	10.7%	36.3%	36.3%
Yellow Time (s)	3.5	4.4		3.2	4.4	4.4	3.2	5.5	5.5	3.2	5.5	5.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.4		4.2	5.4	5.4	4.2	6.5	6.5	4.2	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 99.1
Natural Cycle: 115
Control Type: Actuated-Uncoordinated

Splits and Phases: 6: Cook St. & Gerald Ford Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	460	252	99	49	178	151	179	1020	25	183	699	166
Future Volume (veh/h)	460	252	99	49	178	151	179	1020	25	183	699	166
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	484	265	0	52	187	67	188	1074	13	193	736	97
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	563	845		140	398	175	261	2132	662	266	2139	661
Arrive On Green	0.16	0.24	0.00	0.04	0.11	0.11	0.08	0.42	0.42	0.08	0.42	0.42
Sat Flow, veh/h	3456	3554	1585	3456	3554	1563	3456	5106	1585	3456	5106	1578
Grp Volume(v), veh/h	484	265	0	52	187	67	188	1074	13	193	736	97
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1563	1728	1702	1585	1728	1702	1578
Q Serve(g_s), s	12.2	5.5	0.0	1.3	4.4	3.6	4.8	13.9	0.4	4.9	8.7	3.4
Cycle Q Clear(g_c), s	12.2	5.5	0.0	1.3	4.4	3.6	4.8	13.9	0.4	4.9	8.7	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	563	845		140	398	175	261	2132	662	266	2139	661
V/C Ratio(X)	0.86	0.31		0.37	0.47	0.38	0.72	0.50	0.02	0.73	0.34	0.15
Avail Cap(c_a), veh/h	677	1814		317	1432	630	340	2132	662	333	2139	661
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.4	28.0	0.0	41.7	37.2	36.8	40.4	19.2	15.3	40.3	17.6	16.1
Incr Delay (d2), s/veh	8.2	0.2	0.0	0.6	0.9	1.4	3.1	0.9	0.1	3.9	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	2.3	0.0	0.6	1.9	1.4	2.0	4.9	0.2	2.1	3.1	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.6	28.3	0.0	42.3	38.0	38.2	43.4	20.0	15.3	44.3	18.1	16.5
LnGrp LOS	D	C		D	D	D	D	C	B	D	B	B
Approach Vol, veh/h		749	A		306			1275			1026	
Approach Delay, s/veh		38.8			38.8			23.4			22.8	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	43.8	7.8	26.6	10.9	43.9	19.1	15.4
Change Period (Y+Rc), s	* 4.2	6.5	* 4.2	5.4	* 4.2	6.5	4.5	5.4
Max Green Setting (Gmax), s	* 8.6	37.3	* 8.2	45.6	* 8.8	37.1	17.5	36.0
Max Q Clear Time (g_c+I1), s	6.9	15.9	3.3	7.5	6.8	10.7	14.2	6.4
Green Ext Time (p_c), s	0.1	6.8	0.0	1.7	0.1	4.9	0.4	1.3

Intersection Summary	
HCM 6th Ctrl Delay	28.1
HCM 6th LOS	C

Notes

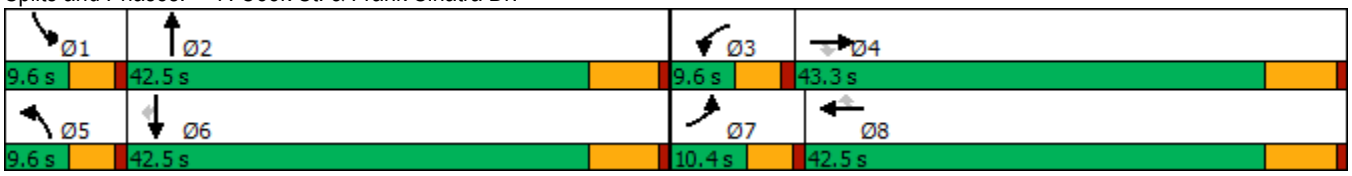
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

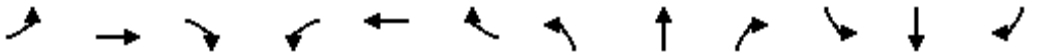
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	252	275	155	41	191	53	105	932	48	820	167
Future Volume (vph)	252	275	155	41	191	53	105	932	48	820	167
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	42.5	42.5	9.6	42.5	42.5	9.6	42.5	9.6	42.5	42.5
Total Split (s)	10.4	43.3	43.3	9.6	42.5	42.5	9.6	42.5	9.6	42.5	42.5
Total Split (%)	9.9%	41.2%	41.2%	9.1%	40.5%	40.5%	9.1%	40.5%	9.1%	40.5%	40.5%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	5.5	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	6.5	4.6	6.5	4.6	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	Max	Max

Intersection Summary
Cycle Length: 105
Actuated Cycle Length: 84.8
Natural Cycle: 105
Control Type: Actuated-Uncoordinated

Splits and Phases: 7: Cook St. & Frank Sinatra Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	252	275	155	41	191	53	105	932	69	48	820	167
Future Volume (veh/h)	252	275	155	41	191	53	105	932	69	48	820	167
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	260	284	78	42	197	27	108	961	55	49	845	106
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	253	600	267	132	475	208	198	1608	92	144	2324	720
Arrive On Green	0.07	0.17	0.17	0.04	0.13	0.13	0.06	0.47	0.47	0.04	0.46	0.46
Sat Flow, veh/h	3456	3554	1579	3456	3554	1558	3456	3416	196	3456	5106	1583
Grp Volume(v), veh/h	260	284	78	42	197	27	108	500	516	49	845	106
Grp Sat Flow(s),veh/h/ln	1728	1777	1579	1728	1777	1558	1728	1777	1835	1728	1702	1583
Q Serve(g_s), s	5.8	5.7	3.4	0.9	4.0	1.2	2.4	16.4	16.4	1.1	8.5	3.1
Cycle Q Clear(g_c), s	5.8	5.7	3.4	0.9	4.0	1.2	2.4	16.4	16.4	1.1	8.5	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	253	600	267	132	475	208	198	836	864	144	2324	720
V/C Ratio(X)	1.03	0.47	0.29	0.32	0.41	0.13	0.55	0.60	0.60	0.34	0.36	0.15
Avail Cap(c_a), veh/h	253	1653	735	218	1617	709	218	836	864	218	2324	720
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.7	29.7	28.7	37.0	31.4	30.2	36.3	15.4	15.4	36.8	14.1	12.6
Incr Delay (d2), s/veh	63.5	0.6	0.6	0.5	0.6	0.3	0.9	3.1	3.0	0.5	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	2.2	1.2	0.4	1.6	0.4	1.0	6.0	6.2	0.4	2.8	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	100.1	30.3	29.3	37.6	32.0	30.5	37.2	18.6	18.5	37.4	14.5	13.0
LnGrp LOS	F	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		622			266			1124			1000	
Approach Delay, s/veh		59.4			32.7			20.3			15.5	
Approach LOS		E			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	43.7	7.6	19.9	9.1	42.5	10.4	17.1
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5
Max Green Setting (Gmax), s	5.0	36.0	5.0	36.8	5.0	36.0	5.8	36.0
Max Q Clear Time (g_c+I1), s	3.1	18.4	2.9	7.7	4.4	10.5	7.8	6.0
Green Ext Time (p_c), s	0.0	5.3	0.0	1.8	0.0	5.7	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	27.9
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	53	28	5	1078	995	32
Future Vol, veh/h	53	28	5	1078	995	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	90	0	120	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	55	29	5	1111	1026	33

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1592	513	1059	0	-	0
Stage 1	1026	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	98	506	653	-	-	-
Stage 1	307	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	97	506	653	-	-	-
Mov Cap-2 Maneuver	97	-	-	-	-	-
Stage 1	305	-	-	-	-	-
Stage 2	532	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	57.9	0	0
HCM LOS	F		

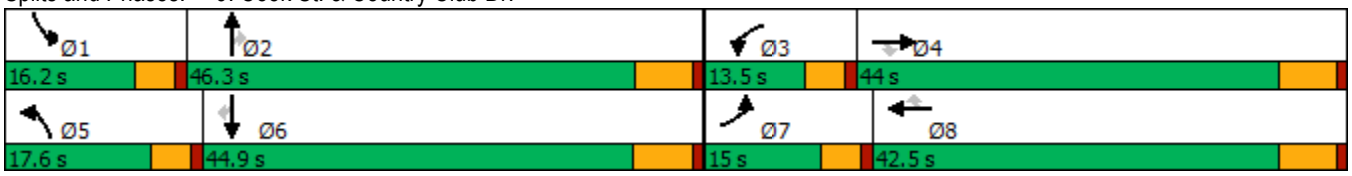
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	653	-	97	506	-	-
HCM Lane V/C Ratio	0.008	-	0.563	0.057	-	-
HCM Control Delay (s)	10.6	-	81.9	12.5	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0	-	2.6	0.2	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	670	225	141	474	138	273	882	171	247	810	138
Future Volume (vph)	155	670	225	141	474	138	273	882	171	247	810	138
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.2	37.2	9.6	42.2	42.2	9.6	39.2	39.2	9.6	40.4	40.4
Total Split (s)	15.0	44.0	44.0	13.5	42.5	42.5	17.6	46.3	46.3	16.2	44.9	44.9
Total Split (%)	12.5%	36.7%	36.7%	11.3%	35.4%	35.4%	14.7%	38.6%	38.6%	13.5%	37.4%	37.4%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.4	5.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 109.8
Natural Cycle: 105
Control Type: Actuated-Uncoordinated

Splits and Phases: 9: Cook St. & Country Club Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	670	225	141	474	138	273	882	171	247	810	138
Future Volume (veh/h)	155	670	225	141	474	138	273	882	171	247	810	138
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	163	705	153	148	499	85	287	928	124	260	853	78
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	227	892	390	210	875	383	352	1368	602	324	1340	596
Arrive On Green	0.07	0.25	0.25	0.06	0.25	0.25	0.10	0.39	0.39	0.09	0.38	0.38
Sat Flow, veh/h	3456	3554	1555	3456	3554	1557	3456	3554	1564	3456	3554	1581
Grp Volume(v), veh/h	163	705	153	148	499	85	287	928	124	260	853	78
Grp Sat Flow(s),veh/h/ln	1728	1777	1555	1728	1777	1557	1728	1777	1564	1728	1777	1581
Q Serve(g_s), s	4.8	19.3	8.5	4.4	12.8	4.5	8.5	22.6	5.5	7.7	20.5	3.4
Cycle Q Clear(g_c), s	4.8	19.3	8.5	4.4	12.8	4.5	8.5	22.6	5.5	7.7	20.5	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	227	892	390	210	875	383	352	1368	602	324	1340	596
V/C Ratio(X)	0.72	0.79	0.39	0.70	0.57	0.22	0.82	0.68	0.21	0.80	0.64	0.13
Avail Cap(c_a), veh/h	345	1290	565	295	1239	543	431	1368	602	385	1340	596
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.7	36.4	32.4	48.0	34.4	31.3	45.8	26.6	21.4	46.2	26.6	21.3
Incr Delay (d2), s/veh	1.6	2.2	0.6	1.7	0.6	0.3	7.9	2.7	0.8	8.3	2.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	8.1	3.1	1.9	5.3	1.6	3.9	9.3	2.0	3.5	8.3	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.3	38.6	33.0	49.6	35.0	31.6	53.7	29.4	22.2	54.5	28.9	21.7
LnGrp LOS	D	D	C	D	D	C	D	C	C	D	C	C
Approach Vol, veh/h		1021			732			1339			1191	
Approach Delay, s/veh		39.5			37.6			33.9			34.0	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	46.5	10.9	32.3	15.2	45.7	11.4	31.8
Change Period (Y+Rc), s	4.6	* 6.4	4.6	6.2	4.6	6.4	4.6	6.2
Max Green Setting (Gmax), s	11.6	* 40	8.9	37.8	13.0	38.5	10.4	36.3
Max Q Clear Time (g_c+I1), s	9.7	24.6	6.4	21.3	10.5	22.5	6.8	14.8
Green Ext Time (p_c), s	0.1	5.5	0.1	4.4	0.1	4.9	0.1	3.1

Intersection Summary	
HCM 6th Ctrl Delay	35.9
HCM 6th LOS	D

Notes

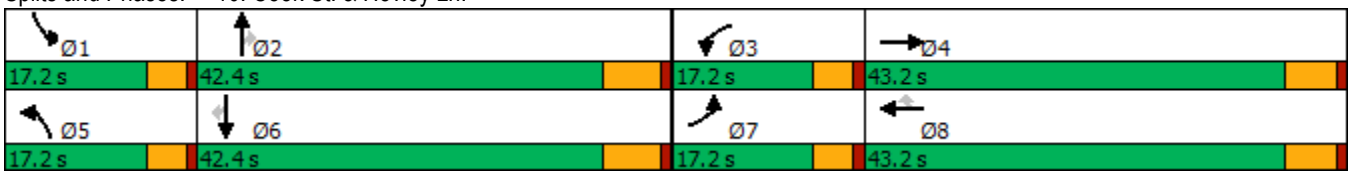
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

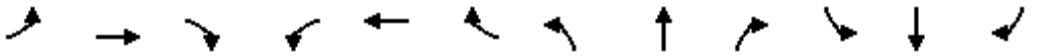
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	216	415	189	333	146	138	933	276	148	803	187
Future Volume (vph)	216	415	189	333	146	138	933	276	148	803	187
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	31.8	9.6	36.8	36.8	9.6	39.2	39.2	9.6	37.2	37.2
Total Split (s)	17.2	43.2	17.2	43.2	43.2	17.2	42.4	42.4	17.2	42.4	42.4
Total Split (%)	14.3%	36.0%	14.3%	36.0%	36.0%	14.3%	35.3%	35.3%	14.3%	35.3%	35.3%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	6.2	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 99.7
Natural Cycle: 100
Control Type: Actuated-Uncoordinated

Splits and Phases: 10: Cook St. & Hovley Ln.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	216	415	128	189	333	146	138	933	276	148	803	187
Future Volume (veh/h)	216	415	128	189	333	146	138	933	276	148	803	187
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	237	456	126	208	366	120	152	1025	217	163	882	136
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	313	594	163	284	739	325	225	1419	624	237	1431	630
Arrive On Green	0.09	0.22	0.22	0.08	0.21	0.21	0.06	0.40	0.40	0.07	0.40	0.40
Sat Flow, veh/h	3456	2746	753	3456	3554	1562	3456	3554	1562	3456	3554	1564
Grp Volume(v), veh/h	237	294	288	208	366	120	152	1025	217	163	882	136
Grp Sat Flow(s),veh/h/ln	1728	1777	1722	1728	1777	1562	1728	1777	1562	1728	1777	1564
Q Serve(g_s), s	6.1	14.1	14.3	5.3	8.2	6.0	3.9	22.1	8.8	4.2	17.9	5.2
Cycle Q Clear(g_c), s	6.1	14.1	14.3	5.3	8.2	6.0	3.9	22.1	8.8	4.2	17.9	5.2
Prop In Lane	1.00		0.44	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	313	385	373	284	739	325	225	1419	624	237	1431	630
V/C Ratio(X)	0.76	0.76	0.77	0.73	0.50	0.37	0.68	0.72	0.35	0.69	0.62	0.22
Avail Cap(c_a), veh/h	480	733	710	480	1466	644	480	1419	624	480	1431	630
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.3	33.4	33.4	40.6	31.7	30.8	41.5	23.0	19.0	41.3	21.5	17.7
Incr Delay (d2), s/veh	1.4	3.2	3.5	1.4	0.5	0.7	1.3	3.2	1.5	1.3	2.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	6.0	6.0	2.2	3.4	2.2	1.6	8.8	3.2	1.7	7.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	36.5	36.9	42.0	32.2	31.5	42.8	26.2	20.5	42.6	23.5	18.5
LnGrp LOS	D	D	D	D	C	C	D	C	C	D	C	B
Approach Vol, veh/h		819			694			1394			1181	
Approach Delay, s/veh		38.1			35.0			27.1			25.6	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	42.4	12.1	25.4	10.5	42.7	12.8	24.7
Change Period (Y+Rc), s	4.6	6.2	4.6	5.8	4.6	6.2	4.6	5.8
Max Green Setting (Gmax), s	12.6	36.2	12.6	37.4	12.6	36.2	12.6	37.4
Max Q Clear Time (g_c+I1), s	6.2	24.1	7.3	16.3	5.9	19.9	8.1	10.2
Green Ext Time (p_c), s	0.1	5.6	0.2	3.2	0.1	5.4	0.2	2.6

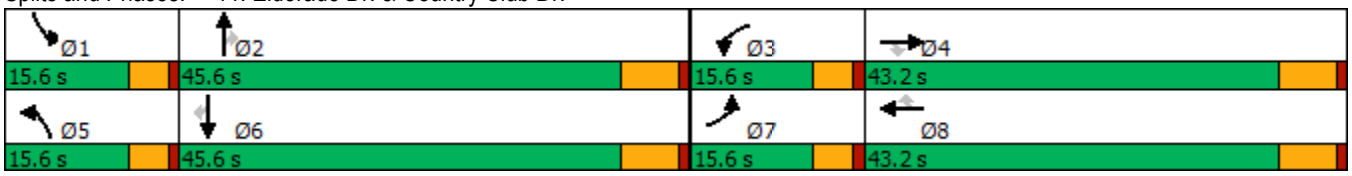
Intersection Summary	
HCM 6th Ctrl Delay	30.2
HCM 6th LOS	C

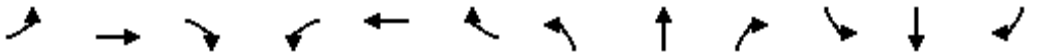
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	933	71	60	575	62	57	107	87	63	97	30
Future Volume (vph)	35	933	71	60	575	62	57	107	87	63	97	30
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.2	37.2	9.6	37.2	37.2	9.6	36.2	36.2	9.6	35.2	35.2
Total Split (s)	15.6	43.2	43.2	15.6	43.2	43.2	15.6	45.6	45.6	15.6	45.6	45.6
Total Split (%)	13.0%	36.0%	36.0%	13.0%	36.0%	36.0%	13.0%	38.0%	38.0%	13.0%	38.0%	38.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 85.6
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 11: Eldorado Dr. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	933	71	60	575	62	57	107	87	63	97	30
Future Volume (veh/h)	35	933	71	60	575	62	57	107	87	63	97	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	972	48	62	599	44	59	111	33	66	101	19
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	1730	772	86	1776	782	83	467	205	88	476	212
Arrive On Green	0.04	0.49	0.49	0.05	0.50	0.50	0.05	0.13	0.13	0.05	0.13	0.13
Sat Flow, veh/h	1781	3554	1585	1781	3554	1564	1781	3554	1563	1781	3554	1585
Grp Volume(v), veh/h	36	972	48	62	599	44	59	111	33	66	101	19
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1564	1781	1777	1563	1781	1777	1585
Q Serve(g_s), s	1.5	14.7	1.2	2.6	7.7	1.1	2.5	2.1	1.4	2.8	1.9	0.8
Cycle Q Clear(g_c), s	1.5	14.7	1.2	2.6	7.7	1.1	2.5	2.1	1.4	2.8	1.9	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	62	1730	772	86	1776	782	83	467	205	88	476	212
V/C Ratio(X)	0.58	0.56	0.06	0.72	0.34	0.06	0.71	0.24	0.16	0.75	0.21	0.09
Avail Cap(c_a), veh/h	258	1730	772	258	1776	782	258	1842	811	258	1842	822
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.1	13.8	10.3	35.7	11.4	9.8	35.7	29.6	29.3	35.7	29.3	28.8
Incr Delay (d2), s/veh	3.1	1.3	0.2	4.3	0.5	0.1	4.0	0.3	0.4	4.7	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	5.0	0.4	1.2	2.6	0.3	1.1	0.9	0.5	1.2	0.8	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.2	15.1	10.5	40.0	11.9	9.9	39.8	29.8	29.6	40.4	29.5	29.0
LnGrp LOS	D	B	B	D	B	A	D	C	C	D	C	C
Approach Vol, veh/h		1056			705			203			186	
Approach Delay, s/veh		15.7			14.3			32.7			33.3	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	16.2	8.2	43.2	8.2	16.4	7.3	44.2
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	6.2	4.6	6.2
Max Green Setting (Gmax), s	11.0	39.4	11.0	37.0	11.0	39.4	11.0	37.0
Max Q Clear Time (g_c+I1), s	4.8	4.1	4.6	16.7	4.5	3.9	3.5	9.7
Green Ext Time (p_c), s	0.0	0.7	0.0	6.3	0.0	0.6	0.0	3.9

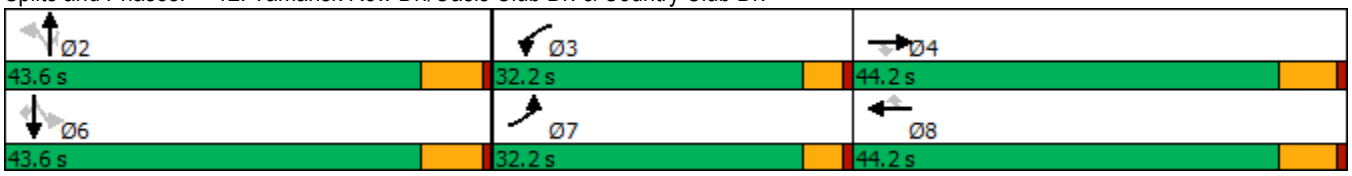
Intersection Summary	
HCM 6th Ctrl Delay	18.4
HCM 6th LOS	B

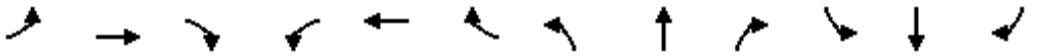
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	887	77	53	599	158	60	146	91	211	146	16
Future Volume (vph)	22	887	77	53	599	158	60	146	91	211	146	16
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases			4			8	2		2	6		6
Detector Phase	7	4	4	3	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.2	16.2	9.6	40.2	40.2	35.5	35.5	35.5	35.5	35.5	35.5
Total Split (s)	32.2	44.2	44.2	32.2	44.2	44.2	43.6	43.6	43.6	43.6	43.6	43.6
Total Split (%)	26.8%	36.8%	36.8%	26.8%	36.8%	36.8%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	5.5	5.5	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 81
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 12: Tamarisk Row Dr./Oasis Club Dr. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	887	77	53	599	158	60	146	91	211	146	16
Future Volume (veh/h)	22	887	77	53	599	158	60	146	91	211	146	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	914	54	55	618	105	62	151	30	218	151	5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	45	1722	768	79	1791	787	359	890	391	353	890	392
Arrive On Green	0.03	0.48	0.48	0.04	0.50	0.50	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1781	3554	1585	1781	3554	1562	1231	3554	1563	1203	3554	1565
Grp Volume(v), veh/h	23	914	54	55	618	105	62	151	30	218	151	5
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1562	1231	1777	1563	1203	1777	1565
Q Serve(g_s), s	1.0	14.0	1.4	2.4	8.2	2.8	3.3	2.6	1.2	13.6	2.6	0.2
Cycle Q Clear(g_c), s	1.0	14.0	1.4	2.4	8.2	2.8	5.9	2.6	1.2	16.2	2.6	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	45	1722	768	79	1791	787	359	890	391	353	890	392
V/C Ratio(X)	0.51	0.53	0.07	0.69	0.35	0.13	0.17	0.17	0.08	0.62	0.17	0.01
Avail Cap(c_a), veh/h	627	1722	768	627	1791	787	633	1681	739	621	1681	740
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.8	14.0	10.8	36.9	11.7	10.3	25.3	23.0	22.5	29.4	23.0	22.1
Incr Delay (d2), s/veh	3.4	1.2	0.2	4.0	0.5	0.4	0.2	0.1	0.1	1.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	4.9	0.5	1.1	2.8	0.9	0.9	1.0	0.4	3.6	1.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.1	15.2	11.0	40.9	12.2	10.7	25.5	23.1	22.5	31.1	23.1	22.1
LnGrp LOS	D	B	B	D	B	B	C	C	C	C	C	C
Approach Vol, veh/h		991			778			243			374	
Approach Delay, s/veh		15.6			14.0			23.7			27.8	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		26.1	8.1	44.2		26.1	6.6	45.7				
Change Period (Y+Rc), s		6.5	4.6	6.2		6.5	4.6	6.2				
Max Green Setting (Gmax), s		37.1	27.6	38.0		37.1	27.6	38.0				
Max Q Clear Time (g_c+I1), s		7.9	4.4	16.0		18.2	3.0	10.2				
Green Ext Time (p_c), s		1.1	0.0	6.0		1.4	0.0	4.2				

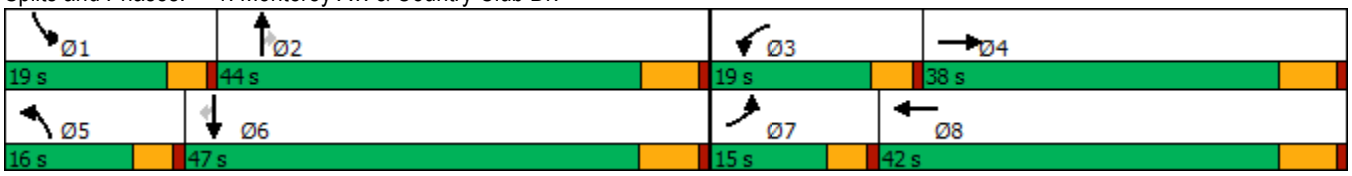
Intersection Summary												
HCM 6th Ctrl Delay			17.8									
HCM 6th LOS			B									

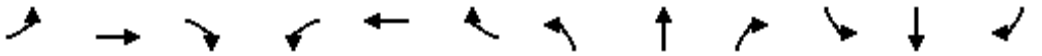
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	383	123	298	272	157	135	974	89	166	1142	38
Future Volume (vph)	99	383	123	298	272	157	135	974	89	166	1142	38
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2		9.6	39.2		9.6	36.2	36.2	9.6	35.4	35.4
Total Split (s)	15.0	38.0		19.0	42.0		16.0	44.0	44.0	19.0	47.0	47.0
Total Split (%)	12.5%	31.7%		15.8%	35.0%		13.3%	36.7%	36.7%	15.8%	39.2%	39.2%
Yellow Time (s)	3.6	5.2		3.6	5.2		3.6	5.2	5.2	3.6	5.4	5.4
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2		4.6	6.2		4.6	6.2	6.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 98.8
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Monterey Av. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	383	123	298	272	157	135	974	89	166	1142	38
Future Volume (veh/h)	99	383	123	298	272	157	135	974	89	166	1142	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	387	0	301	275	0	136	984	23	168	1154	18
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	177	674		380	974		207	2265	702	244	2319	720
Arrive On Green	0.05	0.13	0.00	0.11	0.19	0.00	0.06	0.44	0.44	0.07	0.45	0.45
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1583	3456	5106	1584
Grp Volume(v), veh/h	100	387	0	301	275	0	136	984	23	168	1154	18
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1583	1728	1702	1584
Q Serve(g_s), s	2.5	6.4	0.0	7.6	4.1	0.0	3.4	11.9	0.7	4.2	14.2	0.6
Cycle Q Clear(g_c), s	2.5	6.4	0.0	7.6	4.1	0.0	3.4	11.9	0.7	4.2	14.2	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	177	674		380	974		207	2265	702	244	2319	720
V/C Ratio(X)	0.56	0.57		0.79	0.28		0.66	0.43	0.03	0.69	0.50	0.03
Avail Cap(c_a), veh/h	402	1817		557	2045		441	2265	702	557	2319	720
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.4	36.4	0.0	38.8	30.9	0.0	41.1	17.1	14.0	40.6	17.2	13.5
Incr Delay (d2), s/veh	1.1	0.8	0.0	2.7	0.2	0.0	1.3	0.6	0.1	1.3	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.5	0.0	3.2	1.6	0.0	1.4	4.2	0.3	1.7	4.9	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.5	37.2	0.0	41.5	31.1	0.0	42.5	17.8	14.1	41.9	18.0	13.5
LnGrp LOS	D	D		D	C		D	B	B	D	B	B
Approach Vol, veh/h		487	A		576	A		1143			1340	
Approach Delay, s/veh		38.3			36.5			20.6			20.9	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	46.0	14.4	18.0	9.9	47.0	9.2	23.3
Change Period (Y+Rc), s	4.6	* 6.4	4.6	6.2	4.6	6.4	4.6	6.2
Max Green Setting (Gmax), s	14.4	* 38	14.4	31.8	11.4	40.6	10.4	35.8
Max Q Clear Time (g_c+I1), s	6.2	13.9	9.6	8.4	5.4	16.2	4.5	6.1
Green Ext Time (p_c), s	0.2	6.6	0.3	2.2	0.1	7.8	0.1	1.6

Intersection Summary	
HCM 6th Ctrl Delay	25.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

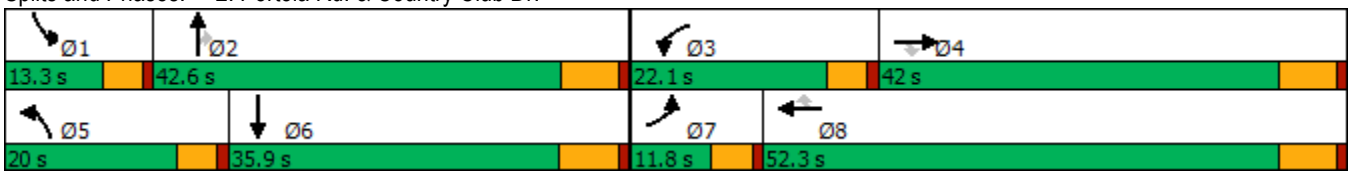
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

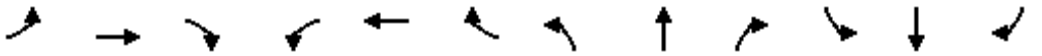
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	27	511	133	140	445	67	138	300	138	57	272
Future Volume (vph)	27	511	133	140	445	67	138	300	138	57	272
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	33.2	33.2	9.6	33.2	33.2	9.6	39.2	39.2	9.6	34.4
Total Split (s)	11.8	42.0	42.0	22.1	52.3	52.3	20.0	42.6	42.6	13.3	35.9
Total Split (%)	9.8%	35.0%	35.0%	18.4%	43.6%	43.6%	16.7%	35.5%	35.5%	11.1%	29.9%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 99.3
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Portola Rd. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	511	133	140	445	67	138	300	138	57	272	26
Future Volume (veh/h)	27	511	133	140	445	67	138	300	138	57	272	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	549	72	151	478	45	148	323	67	61	292	12
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	51	748	331	185	1016	445	181	1426	635	78	1194	49
Arrive On Green	0.03	0.21	0.21	0.10	0.29	0.29	0.10	0.40	0.40	0.04	0.34	0.34
Sat Flow, veh/h	1781	3554	1571	1781	3554	1559	1781	3554	1583	1781	3477	142
Grp Volume(v), veh/h	29	549	72	151	478	45	148	323	67	61	149	155
Grp Sat Flow(s),veh/h/ln	1781	1777	1571	1781	1777	1559	1781	1777	1583	1781	1777	1842
Q Serve(g_s), s	1.5	13.1	3.4	7.5	10.1	1.9	7.4	5.4	2.4	3.1	5.4	5.5
Cycle Q Clear(g_c), s	1.5	13.1	3.4	7.5	10.1	1.9	7.4	5.4	2.4	3.1	5.4	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	51	748	331	185	1016	445	181	1426	635	78	610	633
V/C Ratio(X)	0.57	0.73	0.22	0.82	0.47	0.10	0.82	0.23	0.11	0.78	0.24	0.25
Avail Cap(c_a), veh/h	141	1403	620	344	1806	792	302	1426	635	171	610	633
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.5	33.4	29.6	39.8	26.7	23.8	39.9	17.9	17.0	42.9	21.3	21.3
Incr Delay (d2), s/veh	3.7	1.4	0.3	3.3	0.3	0.1	3.4	0.4	0.3	6.1	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	5.4	1.2	3.3	4.0	0.7	3.2	2.1	0.8	1.4	2.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.2	34.9	30.0	43.1	27.1	23.9	43.3	18.3	17.3	49.0	22.3	22.3
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	C	C
Approach Vol, veh/h		650			674			538			365	
Approach Delay, s/veh		34.9			30.5			25.0			26.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	42.8	14.0	25.3	13.8	37.6	7.2	32.1
Change Period (Y+Rc), s	4.6	* 6.4	4.6	6.2	4.6	6.4	4.6	6.2
Max Green Setting (Gmax), s	8.7	* 36	17.5	35.8	15.4	29.5	7.2	46.1
Max Q Clear Time (g_c+I1), s	5.1	7.4	9.5	15.1	9.4	7.5	3.5	12.1
Green Ext Time (p_c), s	0.0	2.1	0.1	3.4	0.1	1.4	0.0	3.1

Intersection Summary	
HCM 6th Ctrl Delay	29.8
HCM 6th LOS	C

Notes

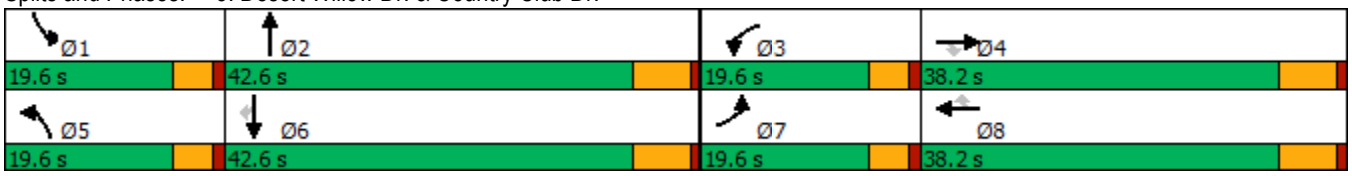
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

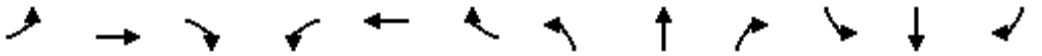
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	110	550	54	111	562	17	59	8	22	4	1
Future Volume (vph)	110	550	54	111	562	17	59	8	22	4	1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	23.2	23.2	9.6	27.2	27.2	9.6	33.2	9.6	36.2	36.2
Total Split (s)	19.6	38.2	38.2	19.6	38.2	38.2	19.6	42.6	19.6	42.6	42.6
Total Split (%)	16.3%	31.8%	31.8%	16.3%	31.8%	31.8%	16.3%	35.5%	16.3%	35.5%	35.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 75.4
Natural Cycle: 85
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Desert Willow Dr. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	550	54	111	562	17	59	8	69	22	4	1
Future Volume (veh/h)	110	550	54	111	562	17	59	8	69	22	4	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	111	556	0	112	568	10	60	8	30	22	4	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	208	1523		144	1596	706	85	60	225	85	287	
Arrive On Green	0.06	0.43	0.00	0.08	0.45	0.45	0.05	0.18	0.18	0.02	0.15	0.00
Sat Flow, veh/h	3456	3554	1585	1781	3554	1571	1781	340	1275	3456	1870	1585
Grp Volume(v), veh/h	111	556	0	112	568	10	60	0	38	22	4	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1571	1781	0	1615	1728	1870	1585
Q Serve(g_s), s	2.3	7.9	0.0	4.6	7.8	0.3	2.5	0.0	1.5	0.5	0.1	0.0
Cycle Q Clear(g_c), s	2.3	7.9	0.0	4.6	7.8	0.3	2.5	0.0	1.5	0.5	0.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.79	1.00		1.00
Lane Grp Cap(c), veh/h	208	1523		144	1596	706	85	0	286	85	287	
V/C Ratio(X)	0.53	0.36		0.78	0.36	0.01	0.71	0.00	0.13	0.26	0.01	
Avail Cap(c_a), veh/h	694	1523		358	1596	706	358	0	787	694	912	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.1	14.4	0.0	33.7	13.5	11.4	35.0	0.0	25.9	35.7	26.8	0.0
Incr Delay (d2), s/veh	0.8	0.7	0.0	3.4	0.6	0.0	4.0	0.0	0.2	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.8	0.0	2.0	2.7	0.1	1.2	0.0	0.6	0.2	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.8	15.1	0.0	37.1	14.1	11.4	39.0	0.0	26.1	36.3	26.8	0.0
LnGrp LOS	C	B		D	B	B	D	A	C	D	C	
Approach Vol, veh/h		667	A		690			98			26	A
Approach Delay, s/veh		18.4			17.8			34.0			34.9	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	19.4	10.6	38.2	8.2	17.7	9.1	39.7
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	6.2	4.6	6.2
Max Green Setting (Gmax), s	15.0	36.4	15.0	32.0	15.0	36.4	15.0	32.0
Max Q Clear Time (g_c+I1), s	2.5	3.5	6.6	9.9	4.5	2.1	4.3	9.8
Green Ext Time (p_c), s	0.0	0.2	0.1	3.2	0.0	0.0	0.1	3.4

Intersection Summary	
HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Notes

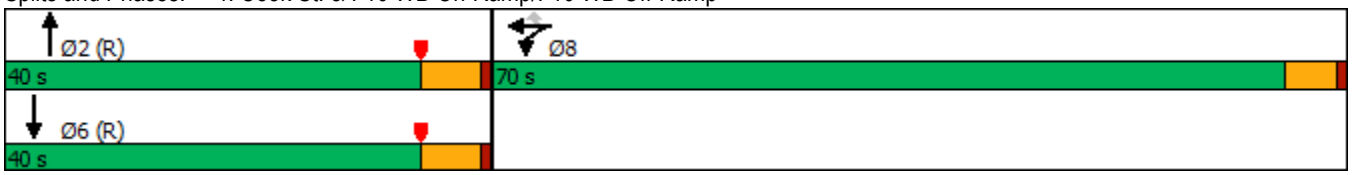
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

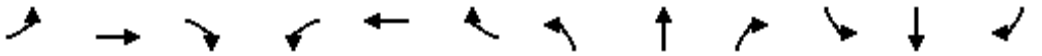
Lane Group	WBT	WBR	NBT	NBR	SBT
Lane Configurations					
Traffic Volume (vph)	3	23	132	332	111
Future Volume (vph)	3	23	132	332	111
Turn Type	NA	Perm	NA	Free	NA
Protected Phases	8		2		6
Permitted Phases		8		Free	
Detector Phase	8	8	2		6
Switch Phase					
Minimum Initial (s)	5.0	5.0	7.0		7.0
Minimum Split (s)	10.3	10.3	13.0		29.0
Total Split (s)	70.0	70.0	40.0		40.0
Total Split (%)	63.6%	63.6%	36.4%		36.4%
Yellow Time (s)	4.3	4.3	5.0		5.0
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	6.0		6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Max		C-Max

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 6 (5%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 4: Cook St. & I-10 WB On-Ramp/I-10 WB Off-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	307	3	23	0	132	332	0	111	16
Future Volume (veh/h)	0	0	0	307	3	23	0	132	332	0	111	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1530	1870	0	1781	1826	0	1856	1856
Adj Flow Rate, veh/h				313	3	8	0	135	0	0	113	8
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				2	25	2	0	8	5	0	3	3
Cap, veh/h				354	3	388	0	2208		0	3151	218
Arrive On Green				0.24	0.24	0.24	0.00	0.65	0.00	0.00	0.65	0.65
Sat Flow, veh/h				1443	14	1585	0	3474	1547	0	4997	334
Grp Volume(v), veh/h				316	0	8	0	135	0	0	78	43
Grp Sat Flow(s),veh/h/ln				1457	0	1585	0	1692	1547	0	1689	1787
Q Serve(g_s), s				23.0	0.0	0.4	0.0	1.6	0.0	0.0	0.9	0.9
Cycle Q Clear(g_c), s				23.0	0.0	0.4	0.0	1.6	0.0	0.0	0.9	0.9
Prop In Lane				0.99		1.00	0.00		1.00	0.00		0.19
Lane Grp Cap(c), veh/h				357	0	388	0	2208		0	2203	1166
V/C Ratio(X)				0.89	0.00	0.02	0.00	0.06		0.00	0.04	0.04
Avail Cap(c_a), veh/h				857	0	932	0	2208		0	2203	1166
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				40.0	0.0	31.5	0.0	6.9	0.0	0.0	6.8	6.8
Incr Delay (d2), s/veh				7.4	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.6	0.0	0.2	0.0	0.5	0.0	0.0	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				47.4	0.0	31.5	0.0	7.0	0.0	0.0	6.8	6.9
LnGrp LOS				D	A	C	A	A		A	A	A
Approach Vol, veh/h					324			135	A		121	
Approach Delay, s/veh					47.0			7.0			6.8	
Approach LOS					D			A			A	

Timer - Assigned Phs	2			6		8			
Phs Duration (G+Y+Rc), s	77.8			77.8		32.2			
Change Period (Y+Rc), s	6.0			6.0		5.3			
Max Green Setting (Gmax), s	34.0			34.0		64.7			
Max Q Clear Time (g_c+I1), s	3.6			2.9		25.0			
Green Ext Time (p_c), s	0.4			0.4		1.9			

Intersection Summary		
HCM 6th Ctrl Delay	29.3	
HCM 6th LOS	C	

Notes

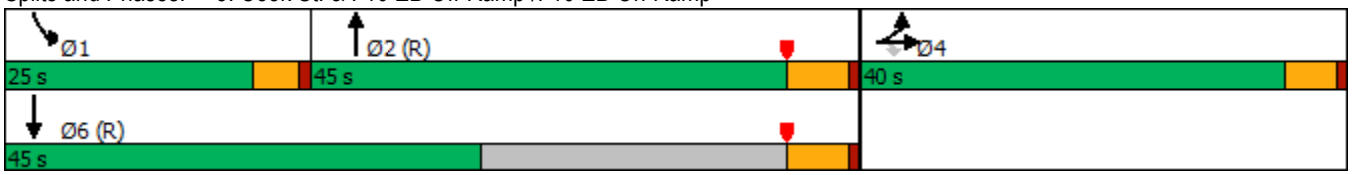
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

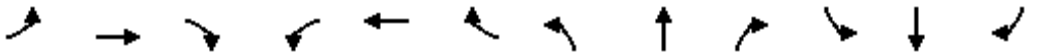
Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	33	1	428	431	18	400
Future Volume (vph)	33	1	428	431	18	400
Turn Type	Split	NA	Perm	NA	Prot	NA
Protected Phases	4	4		2	1	6
Permitted Phases			4			
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	7.0	5.0	8.0
Minimum Split (s)	10.3	10.3	10.3	13.0	9.7	37.0
Total Split (s)	40.0	40.0	40.0	45.0	25.0	45.0
Total Split (%)	36.4%	36.4%	36.4%	40.9%	22.7%	40.9%
Yellow Time (s)	4.3	4.3	4.3	5.0	3.7	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	6.0	4.7	6.0
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 5: Cook St. & I-10 EB Off-Ramp /I-10 EB On-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	1	428	0	0	0	0	431	273	18	400	0
Future Volume (veh/h)	33	1	428	0	0	0	0	431	273	18	400	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1841	1900	1811				0	1811	1811	1648	1856	0
Adj Flow Rate, veh/h	34	0	206				0	449	264	19	417	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	0	6				0	6	6	17	3	0
Cap, veh/h	157	0	274				0	2456	1144	31	4093	0
Arrive On Green	0.09	0.00	0.09				0.00	0.75	0.75	0.02	0.81	0.00
Sat Flow, veh/h	1753	0	3070				0	3459	1535	1570	5233	0
Grp Volume(v), veh/h	34	0	206				0	449	264	19	417	0
Grp Sat Flow(s),veh/h/ln	1753	0	1535				0	1648	1535	1570	1689	0
Q Serve(g_s), s	2.0	0.0	7.2				0.0	4.4	5.8	1.3	1.9	0.0
Cycle Q Clear(g_c), s	2.0	0.0	7.2				0.0	4.4	5.8	1.3	1.9	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	157	0	274				0	2456	1144	31	4093	0
V/C Ratio(X)	0.22	0.00	0.75				0.00	0.18	0.23	0.60	0.10	0.00
Avail Cap(c_a), veh/h	553	0	968				0	2456	1144	290	4093	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.97	0.97	1.00	1.00	0.00
Uniform Delay (d), s/veh	46.5	0.0	48.9				0.0	4.1	4.3	53.5	2.2	0.0
Incr Delay (d2), s/veh	0.5	0.0	3.1				0.0	0.2	0.5	6.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	2.8				0.0	1.0	1.3	0.6	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.0	0.0	52.0				0.0	4.3	4.8	60.2	2.3	0.0
LnGrp LOS	D	A	D				A	A	A	E	A	A
Approach Vol, veh/h		240						713			436	
Approach Delay, s/veh		51.3						4.5			4.8	
Approach LOS		D						A			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	6.9	88.0		15.1		94.9
Change Period (Y+Rc), s	* 4.7	6.0		5.3		6.0
Max Green Setting (Gmax), s	* 20	39.0		34.7		39.0
Max Q Clear Time (g_c+I1), s	3.3	7.8		9.2		3.9
Green Ext Time (p_c), s	0.0	2.6		0.6		1.6

Intersection Summary		
HCM 6th Ctrl Delay		12.7
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

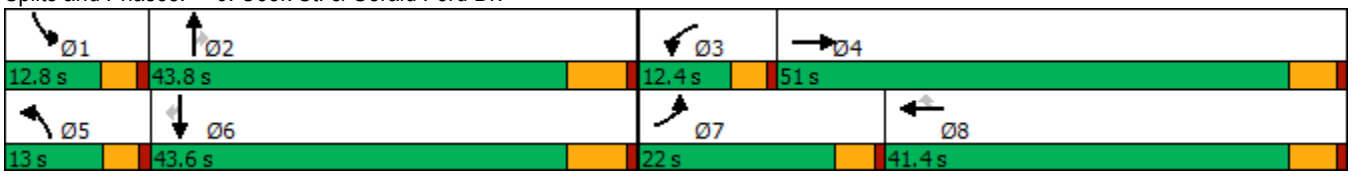
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

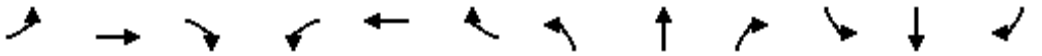
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	169	167	105	52	184	78	182	458	29	154	552	97
Future Volume (vph)	169	167	105	52	184	78	182	458	29	154	552	97
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			8			2			6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.5	41.4		9.2	41.4	41.4	9.2	42.5	42.5	9.2	42.5	42.5
Total Split (s)	22.0	51.0		12.4	41.4	41.4	13.0	43.8	43.8	12.8	43.6	43.6
Total Split (%)	18.3%	42.5%		10.3%	34.5%	34.5%	10.8%	36.5%	36.5%	10.7%	36.3%	36.3%
Yellow Time (s)	3.5	4.4		3.2	4.4	4.4	3.2	5.5	5.5	3.2	5.5	5.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.4		4.2	5.4	5.4	4.2	6.5	6.5	4.2	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 90.8
Natural Cycle: 105
Control Type: Actuated-Uncoordinated

Splits and Phases: 6: Cook St. & Gerald Ford Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	167	105	52	184	78	182	458	29	154	552	97
Future Volume (veh/h)	169	167	105	52	184	78	182	458	29	154	552	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	178	176	0	55	194	26	192	482	17	162	581	59
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	264	572		152	443	198	273	2411	748	241	2364	733
Arrive On Green	0.08	0.16	0.00	0.04	0.12	0.12	0.08	0.47	0.47	0.07	0.46	0.46
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1584
Grp Volume(v), veh/h	178	176	0	55	194	26	192	482	17	162	581	59
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1584
Q Serve(g_s), s	4.0	3.5	0.0	1.2	4.1	1.2	4.3	4.4	0.5	3.7	5.5	1.7
Cycle Q Clear(g_c), s	4.0	3.5	0.0	1.2	4.1	1.2	4.3	4.4	0.5	3.7	5.5	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	264	572		152	443	198	273	2411	748	241	2364	733
V/C Ratio(X)	0.67	0.31		0.36	0.44	0.13	0.70	0.20	0.02	0.67	0.25	0.08
Avail Cap(c_a), veh/h	755	2022		354	1596	712	379	2411	748	371	2364	733
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	29.7	0.0	37.2	32.5	31.2	36.0	12.3	11.3	36.4	13.0	12.0
Incr Delay (d2), s/veh	1.1	0.3	0.0	0.5	0.7	0.3	1.4	0.2	0.1	1.2	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.4	0.0	0.5	1.7	0.4	1.7	1.4	0.2	1.5	1.8	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.2	30.0	0.0	37.8	33.2	31.5	37.4	12.5	11.3	37.6	13.3	12.2
LnGrp LOS	D	C		D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		354	A		275			691			802	
Approach Delay, s/veh		33.6			33.9			19.4			18.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	44.3	7.7	18.3	10.5	43.6	10.6	15.4
Change Period (Y+Rc), s	* 4.2	6.5	* 4.2	5.4	* 4.2	6.5	4.5	5.4
Max Green Setting (Gmax), s	* 8.6	37.3	* 8.2	45.6	* 8.8	37.1	17.5	36.0
Max Q Clear Time (g_c+I1), s	5.7	6.4	3.2	5.5	6.3	7.5	6.0	6.1
Green Ext Time (p_c), s	0.1	3.0	0.0	1.1	0.1	3.8	0.2	1.2

Intersection Summary	
HCM 6th Ctrl Delay	23.2
HCM 6th LOS	C

Notes

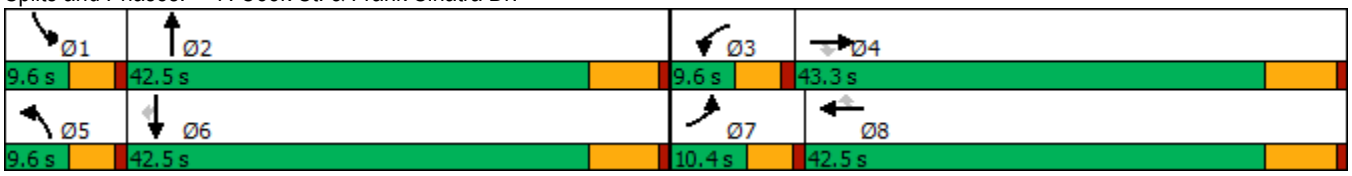
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

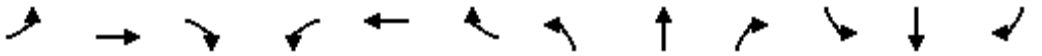
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	121	133	94	42	146	50	103	476	50	584	139
Future Volume (vph)	121	133	94	42	146	50	103	476	50	584	139
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	42.5	42.5	9.6	42.5	42.5	9.6	42.5	9.6	42.5	42.5
Total Split (s)	10.4	43.3	43.3	9.6	42.5	42.5	9.6	42.5	9.6	42.5	42.5
Total Split (%)	9.9%	41.2%	41.2%	9.1%	40.5%	40.5%	9.1%	40.5%	9.1%	40.5%	40.5%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	5.5	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	6.5	4.6	6.5	4.6	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	Max	Max

Intersection Summary
Cycle Length: 105
Actuated Cycle Length: 84.2
Natural Cycle: 105
Control Type: Actuated-Uncoordinated

Splits and Phases: 7: Cook St. & Frank Sinatra Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	133	94	42	146	50	103	476	39	50	584	139
Future Volume (veh/h)	121	133	94	42	146	50	103	476	39	50	584	139
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	129	141	99	45	155	0	110	506	27	53	621	104
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	209	532	237	138	459	205	202	1646	88	152	2374	737
Arrive On Green	0.06	0.15	0.15	0.04	0.13	0.00	0.06	0.48	0.48	0.04	0.47	0.47
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3432	183	3456	5106	1584
Grp Volume(v), veh/h	129	141	99	45	155	0	110	262	271	53	621	104
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1837	1728	1702	1584
Q Serve(g_s), s	2.8	2.7	4.4	1.0	3.1	0.0	2.4	7.0	7.0	1.2	5.7	2.9
Cycle Q Clear(g_c), s	2.8	2.7	4.4	1.0	3.1	0.0	2.4	7.0	7.0	1.2	5.7	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	209	532	237	138	459	205	202	852	881	152	2374	737
V/C Ratio(X)	0.62	0.27	0.42	0.33	0.34	0.00	0.54	0.31	0.31	0.35	0.26	0.14
Avail Cap(c_a), veh/h	259	1689	753	223	1652	737	223	852	881	223	2374	737
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.5	29.1	29.9	36.1	30.7	0.0	35.4	12.3	12.3	35.9	12.6	11.9
Incr Delay (d2), s/veh	1.1	0.3	1.2	0.5	0.4	0.0	0.8	0.9	0.9	0.5	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.1	1.6	0.4	1.2	0.0	0.9	2.4	2.5	0.5	1.8	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.6	29.4	31.0	36.6	31.1	0.0	36.3	13.2	13.2	36.4	12.9	12.3
LnGrp LOS	D	C	C	D	C	A	D	B	B	D	B	B
Approach Vol, veh/h		369			200			643			778	
Approach Delay, s/veh		32.4			32.4			17.2			14.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	43.6	7.7	18.1	9.1	42.5	9.3	16.5
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5
Max Green Setting (Gmax), s	5.0	36.0	5.0	36.8	5.0	36.0	5.8	36.0
Max Q Clear Time (g_c+I1), s	3.2	9.0	3.0	6.4	4.4	7.7	4.8	5.1
Green Ext Time (p_c), s	0.0	2.7	0.0	1.0	0.0	4.2	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	48	13	7	559	705	31
Future Vol, veh/h	48	13	7	559	705	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	90	0	120	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	14	7	595	750	33

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1062	375	783	0	-	0
Stage 1	750	-	-	-	-	-
Stage 2	312	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	219	623	831	-	-	-
Stage 1	427	-	-	-	-	-
Stage 2	715	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	217	623	831	-	-	-
Mov Cap-2 Maneuver	217	-	-	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	715	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.3	0.1	0
HCM LOS	C		

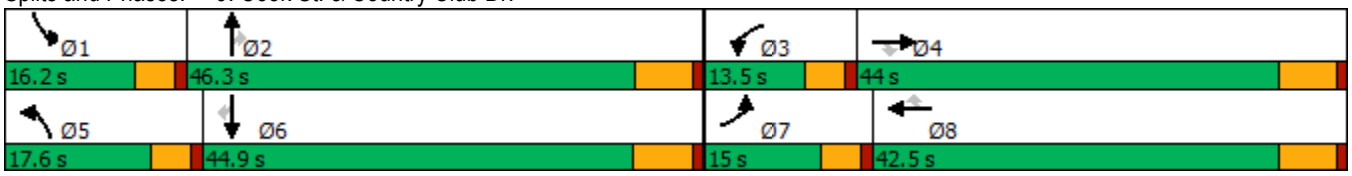
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	831	-	217	623	-	-
HCM Lane V/C Ratio	0.009	-	0.235	0.022	-	-
HCM Control Delay (s)	9.4	-	26.6	10.9	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0	-	0.9	0.1	-	-

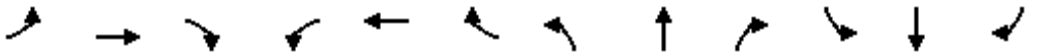
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	93	430	120	125	388	118	161	427	124	222	506	131
Future Volume (vph)	93	430	120	125	388	118	161	427	124	222	506	131
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.2	37.2	9.6	42.2	42.2	9.6	39.2	39.2	9.6	40.4	40.4
Total Split (s)	15.0	44.0	44.0	13.5	42.5	42.5	17.6	46.3	46.3	16.2	44.9	44.9
Total Split (%)	12.5%	36.7%	36.7%	11.3%	35.4%	35.4%	14.7%	38.6%	38.6%	13.5%	37.4%	37.4%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.4	5.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 100.2
Natural Cycle: 105
Control Type: Actuated-Uncoordinated

Splits and Phases: 9: Cook St. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	430	120	125	388	118	161	427	124	222	506	131
Future Volume (veh/h)	93	430	120	125	388	118	161	427	124	222	506	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	95	439	67	128	396	56	164	436	64	227	516	74
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	173	616	274	196	640	285	238	1571	692	302	1637	717
Arrive On Green	0.05	0.17	0.17	0.06	0.18	0.18	0.07	0.44	0.44	0.09	0.46	0.46
Sat Flow, veh/h	3456	3554	1580	3456	3554	1585	3456	3554	1565	3456	3554	1557
Grp Volume(v), veh/h	95	439	67	128	396	56	164	436	64	227	516	74
Grp Sat Flow(s),veh/h/ln	1728	1777	1580	1728	1777	1585	1728	1777	1565	1728	1777	1557
Q Serve(g_s), s	2.4	10.6	3.3	3.3	9.3	2.7	4.2	7.1	2.2	5.8	8.3	2.4
Cycle Q Clear(g_c), s	2.4	10.6	3.3	3.3	9.3	2.7	4.2	7.1	2.2	5.8	8.3	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	173	616	274	196	640	285	238	1571	692	302	1637	717
V/C Ratio(X)	0.55	0.71	0.24	0.65	0.62	0.20	0.69	0.28	0.09	0.75	0.32	0.10
Avail Cap(c_a), veh/h	396	1481	658	339	1422	634	495	1571	692	442	1637	717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.1	35.3	32.4	41.9	34.3	31.6	41.3	16.1	14.7	40.4	15.4	13.8
Incr Delay (d2), s/veh	1.0	1.5	0.5	1.4	1.0	0.3	1.3	0.4	0.3	1.9	0.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	4.4	1.2	1.4	3.8	1.0	1.7	2.6	0.7	2.4	3.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.1	36.9	32.8	43.3	35.3	31.9	42.6	16.5	15.0	42.3	15.9	14.1
LnGrp LOS	D	D	C	D	D	C	D	B	B	D	B	B
Approach Vol, veh/h		601			580			664			817	
Approach Delay, s/veh		37.4			36.7			22.8			23.1	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	46.5	9.7	21.9	10.8	48.2	9.1	22.5
Change Period (Y+Rc), s	4.6	* 6.4	4.6	6.2	4.6	6.4	4.6	6.2
Max Green Setting (Gmax), s	11.6	* 40	8.9	37.8	13.0	38.5	10.4	36.3
Max Q Clear Time (g_c+I1), s	7.8	9.1	5.3	12.6	6.2	10.3	4.4	11.3
Green Ext Time (p_c), s	0.1	2.8	0.1	2.8	0.1	3.3	0.1	2.4

Intersection Summary	
HCM 6th Ctrl Delay	29.2
HCM 6th LOS	C

Notes

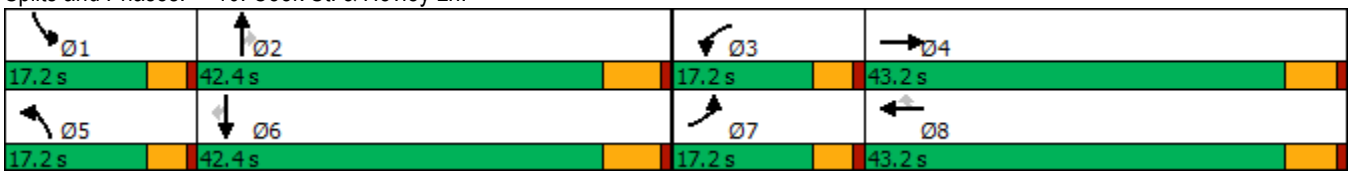
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	167	197	86	271	74	69	488	110	81	531	185
Future Volume (vph)	167	197	86	271	74	69	488	110	81	531	185
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	31.8	9.6	36.8	36.8	9.6	39.2	39.2	9.6	37.2	37.2
Total Split (s)	17.2	43.2	17.2	43.2	43.2	17.2	42.4	42.4	17.2	42.4	42.4
Total Split (%)	14.3%	36.0%	14.3%	36.0%	36.0%	14.3%	35.3%	35.3%	14.3%	35.3%	35.3%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	6.2	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 87.2
Natural Cycle: 100
Control Type: Actuated-Uncoordinated

Splits and Phases: 10: Cook St. & Hovley Ln.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	197	112	86	271	74	69	488	110	81	531	185
Future Volume (veh/h)	167	197	112	86	271	74	69	488	110	81	531	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	182	214	73	93	295	40	75	530	69	88	577	121
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	268	395	131	193	458	204	178	1656	739	189	1667	739
Arrive On Green	0.08	0.15	0.15	0.06	0.13	0.13	0.05	0.47	0.47	0.05	0.47	0.47
Sat Flow, veh/h	3456	2622	869	3456	3554	1585	3456	3554	1585	3456	3554	1576
Grp Volume(v), veh/h	182	143	144	93	295	40	75	530	69	88	577	121
Grp Sat Flow(s),veh/h/ln	1728	1777	1714	1728	1777	1585	1728	1777	1585	1728	1777	1576
Q Serve(g_s), s	4.0	5.8	6.1	2.0	6.1	1.8	1.6	7.3	1.9	1.9	8.0	3.4
Cycle Q Clear(g_c), s	4.0	5.8	6.1	2.0	6.1	1.8	1.6	7.3	1.9	1.9	8.0	3.4
Prop In Lane	1.00		0.51	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	268	268	258	193	458	204	178	1656	739	189	1667	739
V/C Ratio(X)	0.68	0.53	0.56	0.48	0.64	0.20	0.42	0.32	0.09	0.47	0.35	0.16
Avail Cap(c_a), veh/h	561	856	825	561	1711	763	561	1656	739	561	1667	739
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.9	30.5	30.6	35.6	32.1	30.2	35.7	13.0	11.6	35.6	13.1	11.9
Incr Delay (d2), s/veh	1.1	1.7	1.9	0.7	1.5	0.5	0.6	0.5	0.3	0.7	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	2.4	2.5	0.8	2.5	0.7	0.7	2.5	0.6	0.8	2.8	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.0	32.1	32.5	36.3	33.7	30.7	36.3	13.5	11.8	36.3	13.6	12.3
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		469			428			674			786	
Approach Delay, s/veh		33.7			34.0			15.9			16.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	42.4	8.9	17.5	8.6	42.6	10.6	15.8
Change Period (Y+Rc), s	4.6	6.2	4.6	5.8	4.6	6.2	4.6	5.8
Max Green Setting (Gmax), s	12.6	36.2	12.6	37.4	12.6	36.2	12.6	37.4
Max Q Clear Time (g_c+I1), s	3.9	9.3	4.0	8.1	3.6	10.0	6.0	8.1
Green Ext Time (p_c), s	0.1	3.4	0.1	1.5	0.1	3.9	0.2	1.9

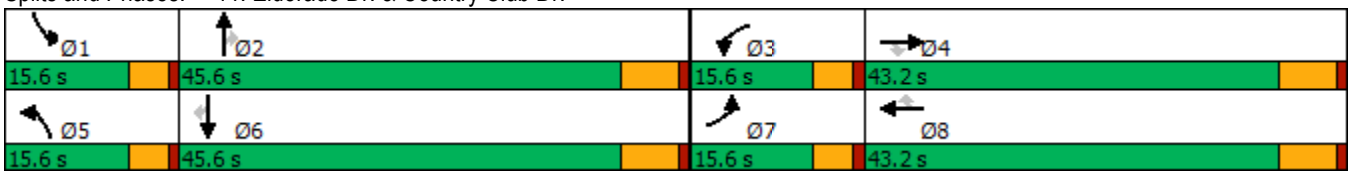
Intersection Summary	
HCM 6th Ctrl Delay	22.7
HCM 6th LOS	C

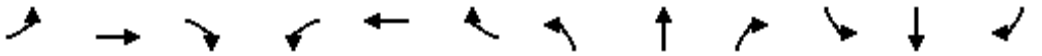
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	563	62	18	471	37	46	63	25	51	71	27
Future Volume (vph)	40	563	62	18	471	37	46	63	25	51	71	27
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.2	37.2	9.6	37.2	37.2	9.6	36.2	36.2	9.6	35.2	35.2
Total Split (s)	15.6	43.2	43.2	15.6	43.2	43.2	15.6	45.6	45.6	15.6	45.6	45.6
Total Split (%)	13.0%	36.0%	36.0%	13.0%	36.0%	36.0%	13.0%	38.0%	38.0%	13.0%	38.0%	38.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 80.9
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 11: Eldorado Dr. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	563	62	18	471	37	46	63	25	51	71	27
Future Volume (veh/h)	40	563	62	18	471	37	46	63	25	51	71	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	633	69	20	529	40	52	71	28	57	80	30
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	1815	799	40	1751	781	79	471	210	82	479	214
Arrive On Green	0.04	0.51	0.51	0.02	0.49	0.49	0.04	0.13	0.13	0.05	0.13	0.13
Sat Flow, veh/h	1781	3554	1564	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	45	633	69	20	529	40	52	71	28	57	80	30
Grp Sat Flow(s),veh/h/ln	1781	1777	1564	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.9	8.0	1.7	0.8	6.7	1.0	2.2	1.3	1.2	2.4	1.5	1.3
Cycle Q Clear(g_c), s	1.9	8.0	1.7	0.8	6.7	1.0	2.2	1.3	1.2	2.4	1.5	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	72	1815	799	40	1751	781	79	471	210	82	479	214
V/C Ratio(X)	0.62	0.35	0.09	0.49	0.30	0.05	0.66	0.15	0.13	0.69	0.17	0.14
Avail Cap(c_a), veh/h	261	1815	799	261	1751	781	261	1865	832	261	1865	832
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.5	10.9	9.4	36.3	11.3	9.9	35.3	28.8	28.8	35.3	28.7	28.6
Incr Delay (d2), s/veh	3.2	0.5	0.2	3.4	0.4	0.1	3.5	0.1	0.3	3.8	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.6	0.5	0.4	2.2	0.3	0.9	0.5	0.4	1.0	0.6	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.7	11.5	9.6	39.7	11.8	10.0	38.9	29.0	29.0	39.1	28.9	28.9
LnGrp LOS	D	B	A	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		747			589			151			167	
Approach Delay, s/veh		12.9			12.6			32.4			32.4	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	16.2	6.3	44.5	7.9	16.3	7.6	43.2
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	6.2	4.6	6.2
Max Green Setting (Gmax), s	11.0	39.4	11.0	37.0	11.0	39.4	11.0	37.0
Max Q Clear Time (g_c+I1), s	4.4	3.3	2.8	10.0	4.2	3.5	3.9	8.7
Green Ext Time (p_c), s	0.0	0.4	0.0	4.2	0.0	0.5	0.0	3.4

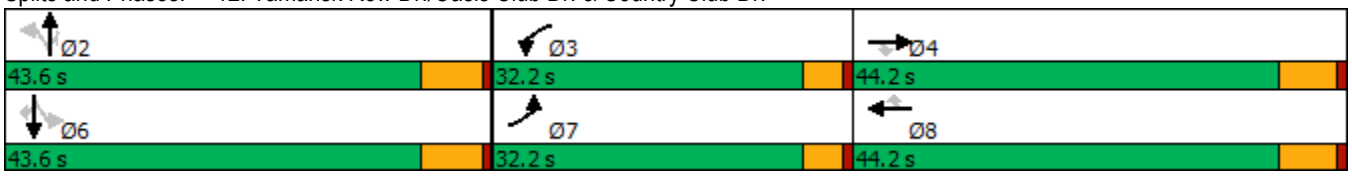
Intersection Summary	
HCM 6th Ctrl Delay	16.6
HCM 6th LOS	B

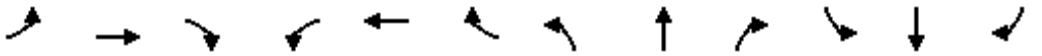
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	430	40	29	495	120	38	95	35	141	110	26
Future Volume (vph)	19	430	40	29	495	120	38	95	35	141	110	26
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases			4			8	2		2	6		6
Detector Phase	7	4	4	3	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.2	16.2	9.6	40.2	40.2	35.5	35.5	35.5	35.5	35.5	35.5
Total Split (s)	32.2	44.2	44.2	32.2	44.2	44.2	43.6	43.6	43.6	43.6	43.6	43.6
Total Split (%)	26.8%	36.8%	36.8%	26.8%	36.8%	36.8%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	5.5	5.5	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 71.2
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 12: Tamarisk Row Dr./Oasis Club Dr. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	430	40	29	495	120	38	95	35	141	110	26
Future Volume (veh/h)	19	430	40	29	495	120	38	95	35	141	110	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	443	29	30	510	89	39	98	22	145	113	21
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	1935	851	56	1965	865	290	626	279	298	626	279
Arrive On Green	0.02	0.54	0.54	0.03	0.55	0.55	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1781	3554	1564	1781	3554	1565	1256	3554	1585	1272	3554	1585
Grp Volume(v), veh/h	20	443	29	30	510	89	39	98	22	145	113	21
Grp Sat Flow(s),veh/h/ln	1781	1777	1564	1781	1777	1565	1256	1777	1585	1272	1777	1585
Q Serve(g_s), s	0.8	4.5	0.6	1.2	5.2	1.9	1.9	1.6	0.8	7.6	1.9	0.8
Cycle Q Clear(g_c), s	0.8	4.5	0.6	1.2	5.2	1.9	3.8	1.6	0.8	9.2	1.9	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	41	1935	851	56	1965	865	290	626	279	298	626	279
V/C Ratio(X)	0.49	0.23	0.03	0.53	0.26	0.10	0.13	0.16	0.08	0.49	0.18	0.08
Avail Cap(c_a), veh/h	704	1935	851	704	1965	865	736	1889	842	749	1889	842
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.7	8.3	7.4	33.3	8.1	7.4	26.1	24.4	24.0	28.3	24.5	24.0
Incr Delay (d2), s/veh	3.3	0.3	0.1	2.9	0.3	0.2	0.2	0.1	0.1	1.2	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.4	0.2	0.5	1.5	0.5	0.5	0.6	0.3	2.1	0.7	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.0	8.6	7.5	36.2	8.5	7.6	26.3	24.5	24.1	29.5	24.6	24.1
LnGrp LOS	D	A	A	D	A	A	C	C	C	C	C	C
Approach Vol, veh/h		492			629			159			279	
Approach Delay, s/veh		9.6			9.7			24.9			27.1	
Approach LOS		A			A			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		18.8	6.8	44.2		18.8	6.2	44.8				
Change Period (Y+Rc), s		6.5	4.6	6.2		6.5	4.6	6.2				
Max Green Setting (Gmax), s		37.1	27.6	38.0		37.1	27.6	38.0				
Max Q Clear Time (g_c+I1), s		5.8	3.2	6.5		11.2	2.8	7.2				
Green Ext Time (p_c), s		0.7	0.0	2.8		1.1	0.0	3.4				

Intersection Summary												
HCM 6th Ctrl Delay			14.3									
HCM 6th LOS			B									

APPENDIX 3.3:

EXISTING (2019) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

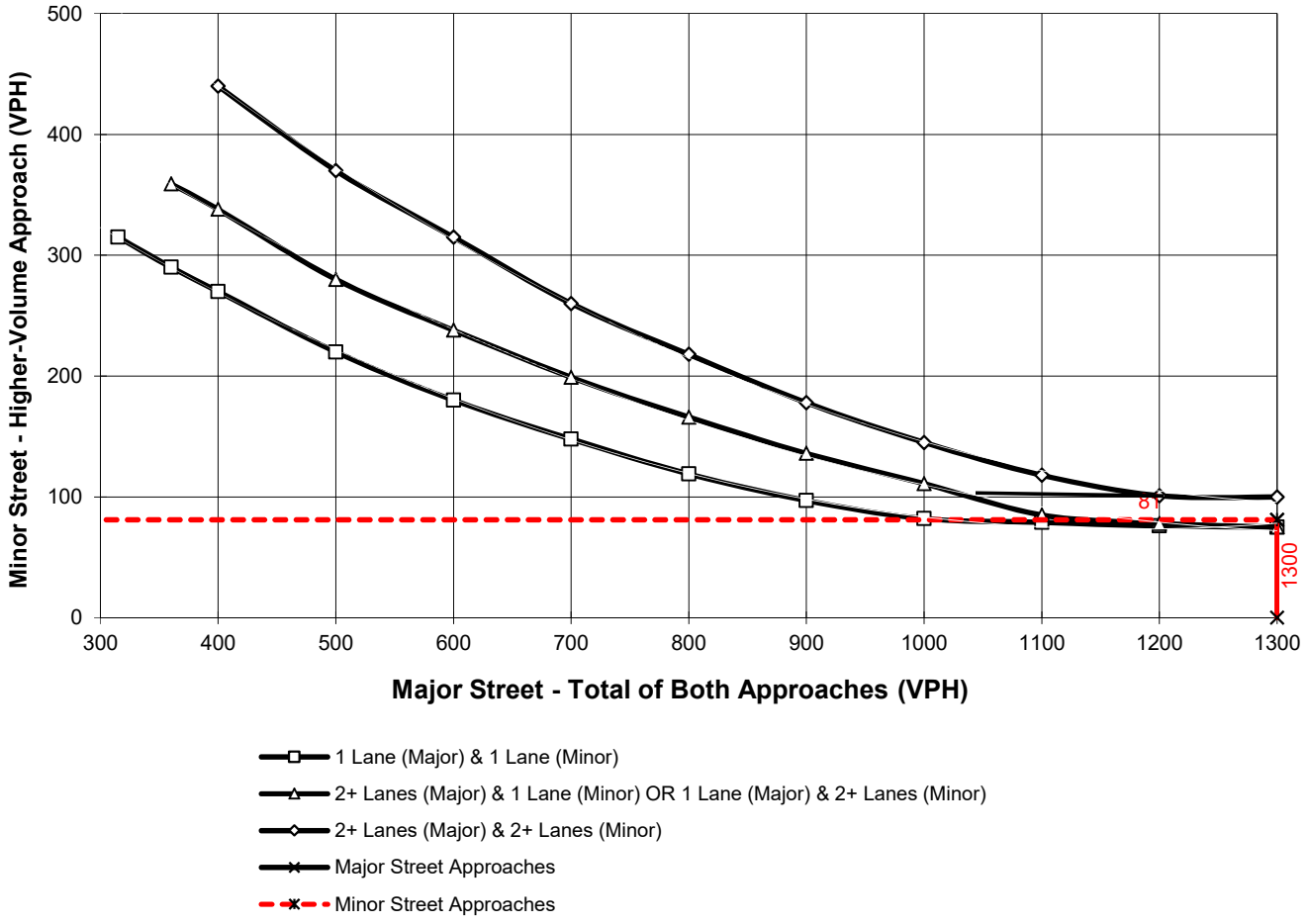
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2018) Conditions - Weekday PM Peak Hour**

Major Street Name = **Cook Street** Total of Both Approaches (VPH) = **2110**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Market Place Drive** High Volume Approach (VPH) = **81**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

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APPENDIX 3.4:

EXISTING (2019) CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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Lane Group	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	481	47	374	710	279
v/c Ratio	0.75	0.07	0.21	0.46	0.12
Control Delay	36.8	4.8	9.4	2.2	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	36.8	4.8	9.4	2.2	13.9
Queue Length 50th (ft)	294	0	70	23	31
Queue Length 95th (ft)	331	19	91	77	60
Internal Link Dist (ft)	1825		267		517
Turn Bay Length (ft)		175			
Base Capacity (vph)	1079	1040	1762	1538	2419
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.45	0.05	0.21	0.46	0.12

Intersection Summary



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	61	253	251	1772	68	643
v/c Ratio	0.40	0.71	0.70	0.54	0.56	0.16
Control Delay	52.6	17.2	16.8	9.7	67.2	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.6	17.2	16.8	9.7	67.2	1.2
Queue Length 50th (ft)	42	1	0	182	39	6
Queue Length 95th (ft)	78	80	77	324	80	36
Internal Link Dist (ft)		1207		1529		111
Turn Bay Length (ft)			105		280	
Base Capacity (vph)	527	612	611	3271	252	3936
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.41	0.41	0.54	0.27	0.16

Intersection Summary

Lane Group	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	316	23	135	339	129
v/c Ratio	0.74	0.06	0.06	0.22	0.04
Control Delay	48.3	7.3	6.6	0.6	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	48.3	7.3	6.6	0.6	7.3
Queue Length 50th (ft)	207	0	19	0	9
Queue Length 95th (ft)	271	15	27	16	21
Internal Link Dist (ft)	1825		267		517
Turn Bay Length (ft)		175			
Base Capacity (vph)	1012	943	2172	1538	3203
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.31	0.02	0.06	0.22	0.04

Intersection Summary



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	34	224	223	733	19	417
v/c Ratio	0.25	0.70	0.70	0.20	0.22	0.10
Control Delay	50.2	18.8	18.5	3.5	62.9	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.2	18.8	18.5	3.5	62.9	1.0
Queue Length 50th (ft)	23	1	0	20	11	4
Queue Length 95th (ft)	51	75	74	74	29	21
Internal Link Dist (ft)		1207		1529		111
Turn Bay Length (ft)			105		280	
Base Capacity (vph)	547	609	609	3664	284	4126
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.37	0.37	0.20	0.07	0.10

Intersection Summary

APPENDIX 3.5:

EXISTING (2019) CONDITIONS FREEWAY FACILITY WORKSHEETS

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HCS7 Freeway Facilities Report

Project Information

Analyst	RV	Date	1/18/2019
Agency	Urban Crossroads, Inc.	Analysis Year	Existing (2019)
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Desert Wave TIA (JN 11825)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	7
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of Cook Street	5280	3
2	Diverge	Diverge	WB Off-Ramp	1500	3
3	Basic	Basic	Between	1000	3
4	Merge	Basic	WB Loop On-Ramp	1500	4
5	Basic	Basic	Between	1650	4
6	Merge	Merge	WB On-Ramp	1500	4
7	Basic	Basic	West of Cook Street	5280	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	2842	7200	0.39	70.0	13.5	B

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	0.980	2842	550	7200	1900	0.39	0.29	59.4	54.8	15.9	14.9	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.952	2305	7200	0.32	70.0	11.0	A

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.971	3052	747	9600	1900	0.24	0.39	70.0	-	8.2	-	A

Segment 5: Basic

Time	PHF	fHV	Flow Rate	Capacity	d/c	Speed	Density	LOS

Period			(pc/h)		(pc/h)		Ratio		(mi/h)		(pc/mi/ln)		
1	0.92	0.952	3067		9600		0.32		70.0		11.0		A

Segment 6: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.980	3110	43	9600	2100	0.32	0.02	65.9	62.6	11.8	10.7	B

Segment 7: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		3111		7200		0.43		70.0		14.8		B

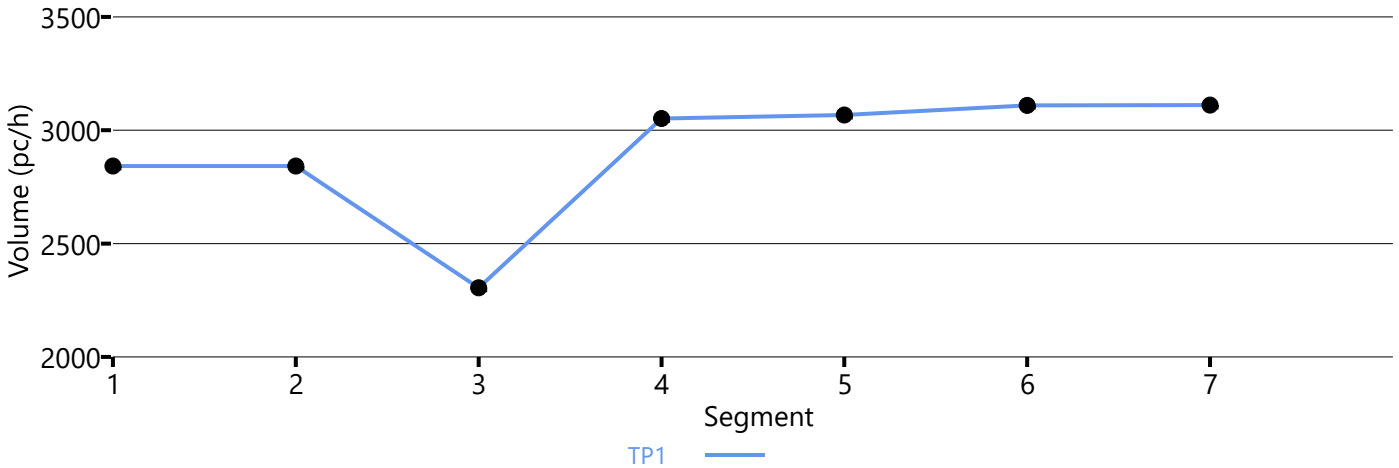
Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	68.6	12.9	12.3	2.9	B

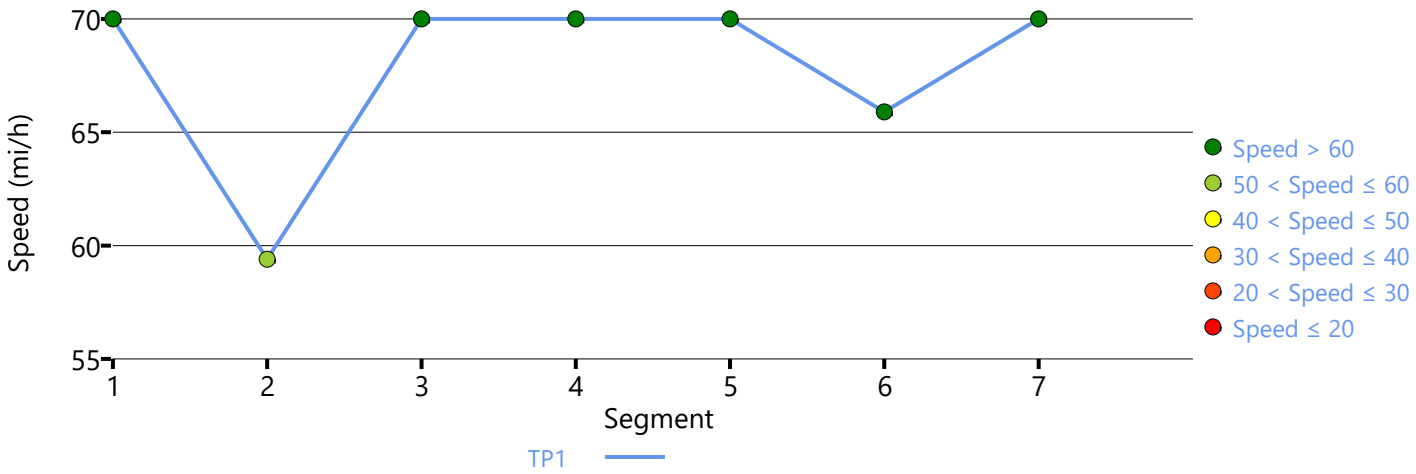
Facility Overall Results

Space Mean Speed, mi/h	68.6	Density, veh/mi/ln	12.3
Average Travel Time, min	2.9	Density, pc/mi/ln	12.9

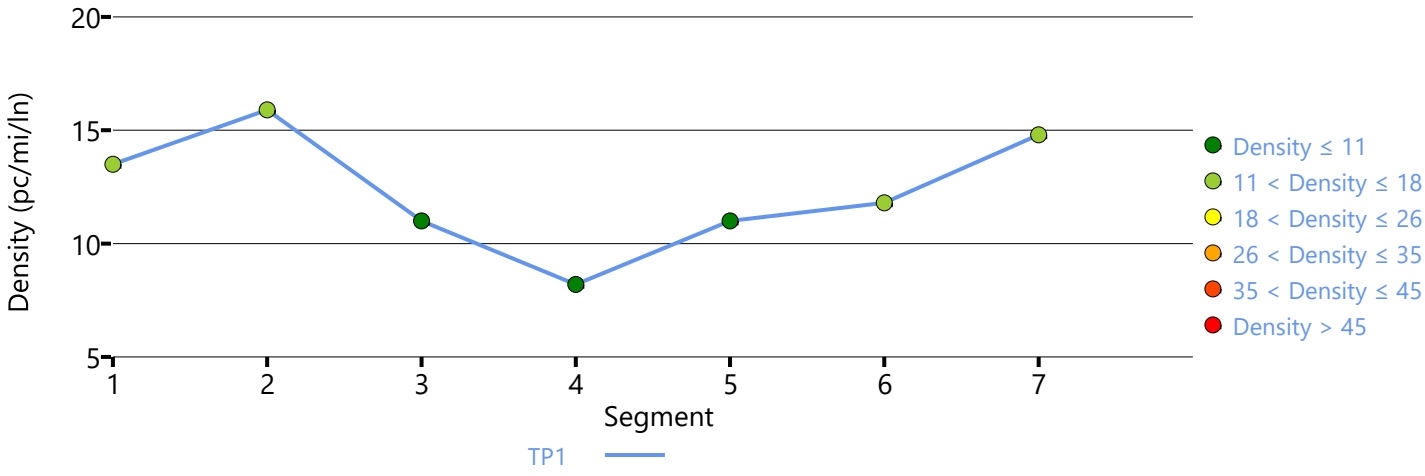
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	RV	Date	1/18/2019
Agency	Urban Crossroads, Inc.	Analysis Year	Existing (2019)
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Desert Wave TIA (JN 11825)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	West of Cook Street	5280	4
2	Diverge	Diverge	EB Off-Ramp	1500	3
3	Basic	Basic	Between	2650	3
4	Merge	Merge	EB On-Ramp	1500	3
5	Basic	Basic	East of Cook Street	5280	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.952	3633	9600	0.38	70.0	13.0	B

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.952	3633	613	7200	2000	0.50	0.31	61.3	56.5	19.8	19.0	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.952	3020	7200	0.42	70.0	14.4	B

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.990	3886	866	7200	2100	0.54	0.41	63.2	61.4	20.5	21.0	C

Segment 5: Basic

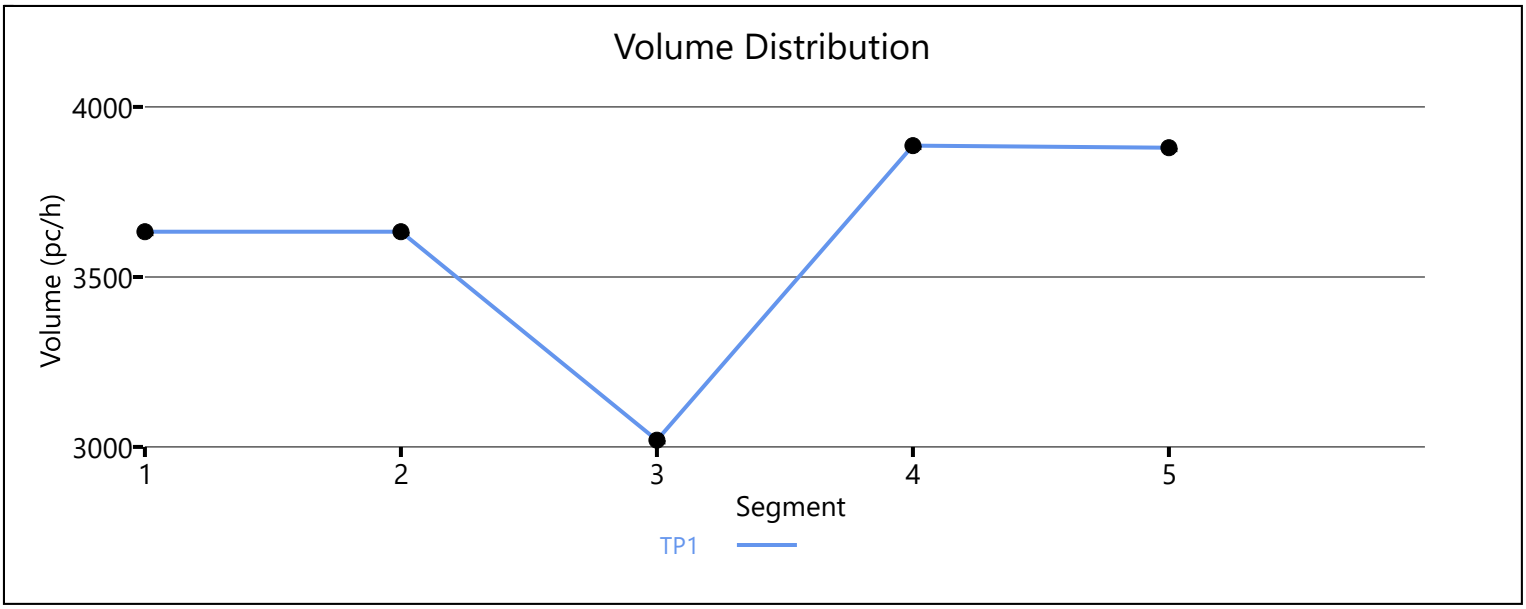
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	3880	7200	0.54	69.9	18.5	C

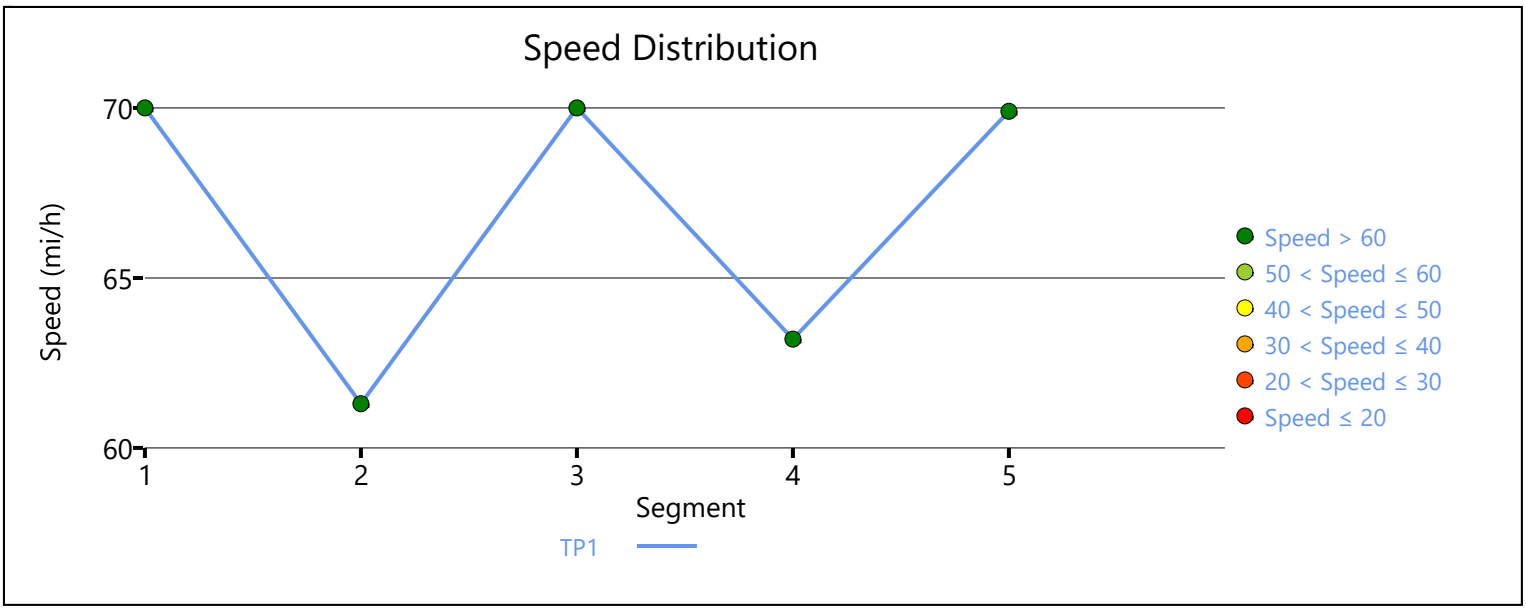
Facility Time Period Results

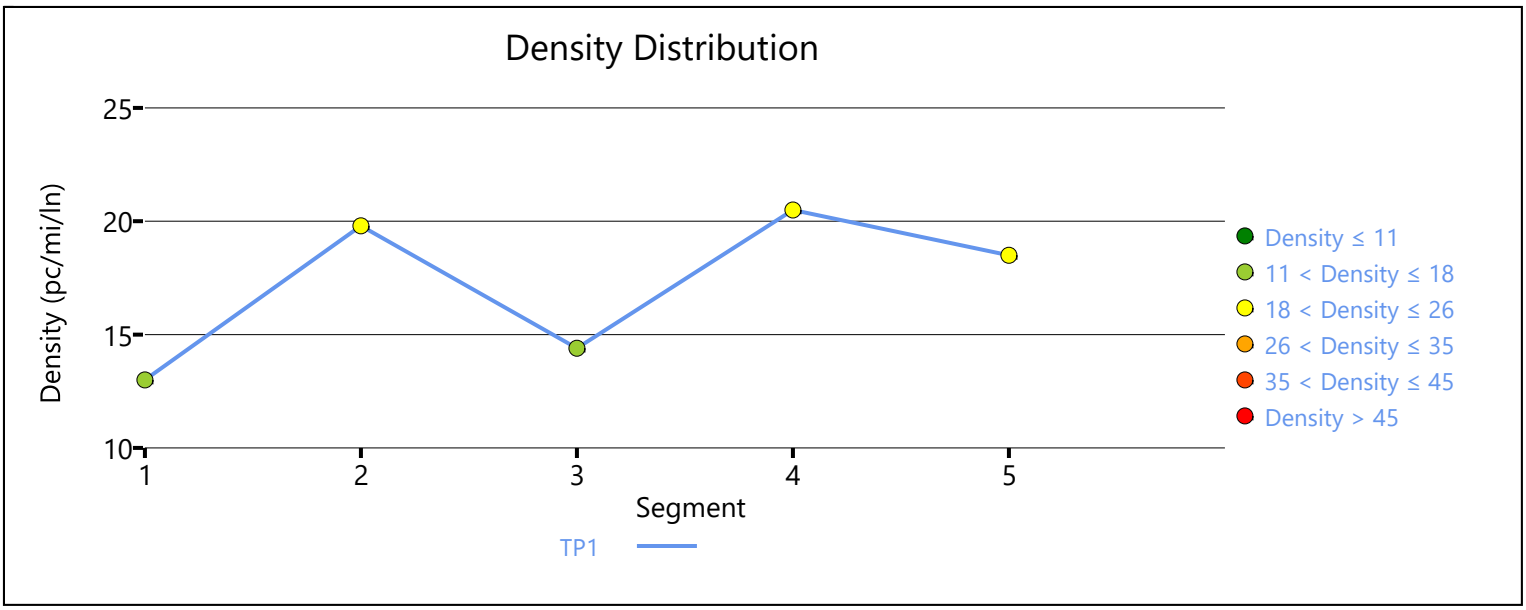
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	68.4	16.0	15.3	2.7	B

Facility Overall Results

Space Mean Speed, mi/h	68.4	Density, veh/mi/ln	15.3
Average Travel Time, min	2.7	Density, pc/mi/ln	16.0







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HCS7 Freeway Facilities Report

Project Information

Analyst	RV	Date	1/18/2019
Agency	Urban Crossroads, Inc.	Analysis Year	Existing (2019)
Jurisdiction	Caltrans	Time Period Analyzed	Saturday Peak Hour
Project Description	Desert Wave TIA (JN 11825)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	7
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of Cook Street	5280	3
2	Diverge	Diverge	WB Off-Ramp	1500	3
3	Basic	Basic	Between	1000	3
4	Merge	Basic	WB Loop On-Ramp	1500	4
5	Basic	Basic	Between	1650	4
6	Merge	Merge	WB On-Ramp	1500	4
7	Basic	Basic	West of Cook Street	5280	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	2422	7200	0.34	70.0	11.5	B

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	0.990	2422	366	7200	1900	0.34	0.19	59.8	55.3	13.5	12.3	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	2046	7200	0.28	70.0	9.7	A

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	0.971	2418	372	9600	1900	0.21	0.20	70.0	-	7.3	-	A

Segment 5: Basic

Time	PHF	fHV	Flow Rate	Capacity	d/c	Speed	Density	LOS

Period			(pc/h)		(pc/h)		Ratio		(mi/h)		(pc/mi/ln)		
1	0.92	0.962	2421		9600		0.25		70.0		8.6		A

Segment 6: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	1.000	2442	21	9600	2100	0.25	0.01	66.3	62.7	9.2	8.5	A

Segment 7: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.962		2443		7200		0.34		70.0		11.6		B

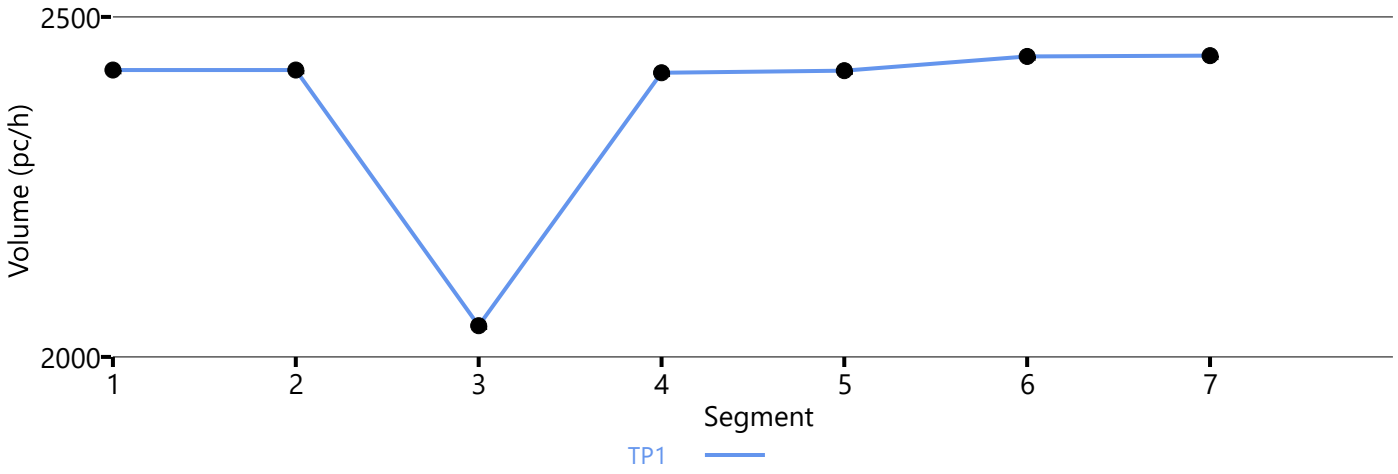
Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	68.7	10.6	10.2	2.9	A

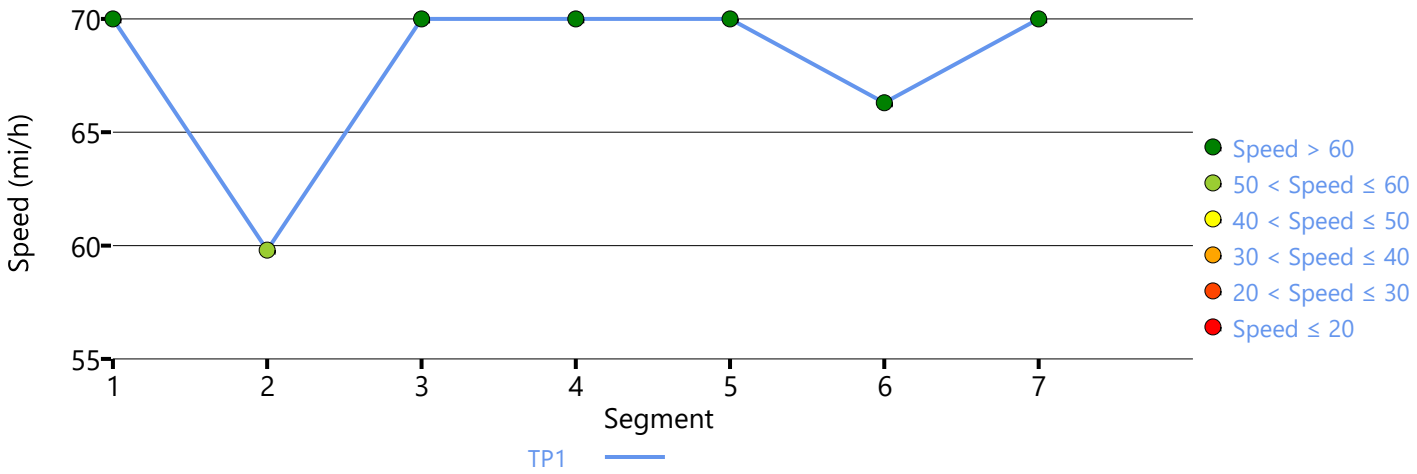
Facility Overall Results

Space Mean Speed, mi/h	68.7	Density, veh/mi/ln	10.2
Average Travel Time, min	2.9	Density, pc/mi/ln	10.6

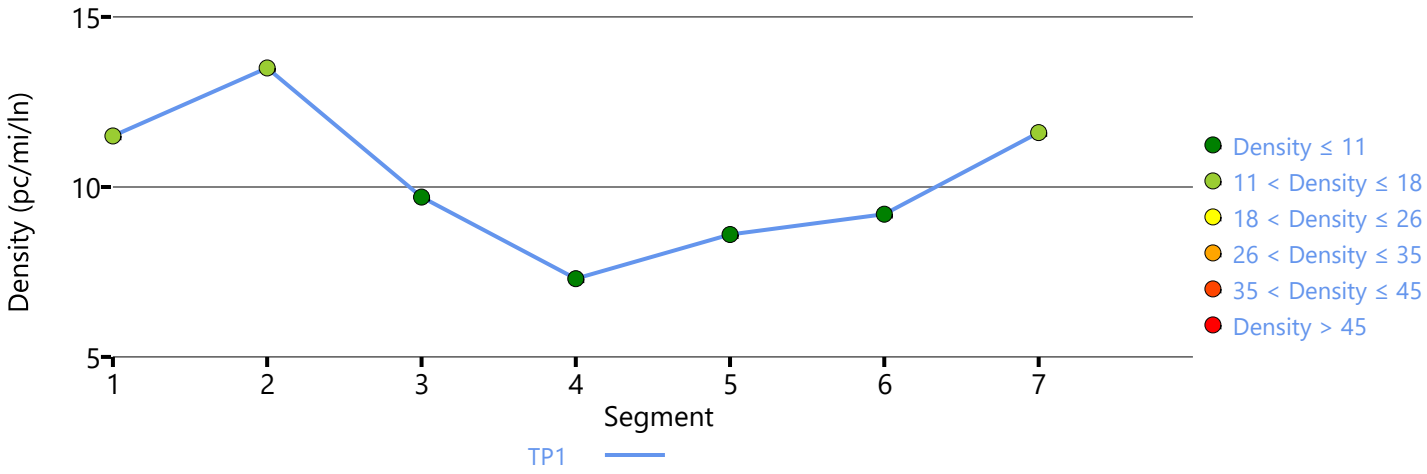
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	RV	Date	1/18/2019
Agency	Urban Crossroads, Inc.	Analysis Year	Existing (2019)
Jurisdiction	Caltrans	Time Period Analyzed	Saturday Peak Hour
Project Description	Desert Wave TIA (JN 11825)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	West of Cook Street	5280	4
2	Diverge	Diverge	EB Off-Ramp	1500	3
3	Basic	Basic	Between	2650	3
4	Merge	Merge	EB On-Ramp	1500	3
5	Basic	Basic	East of Cook Street	5280	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.952	3013	9600	0.31	70.0	10.8	A

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.943	3013	533	7200	2000	0.42	0.27	61.2	56.7	16.4	15.7	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	2460	7200	0.34	70.0	11.7	B

Segment 4: Merge

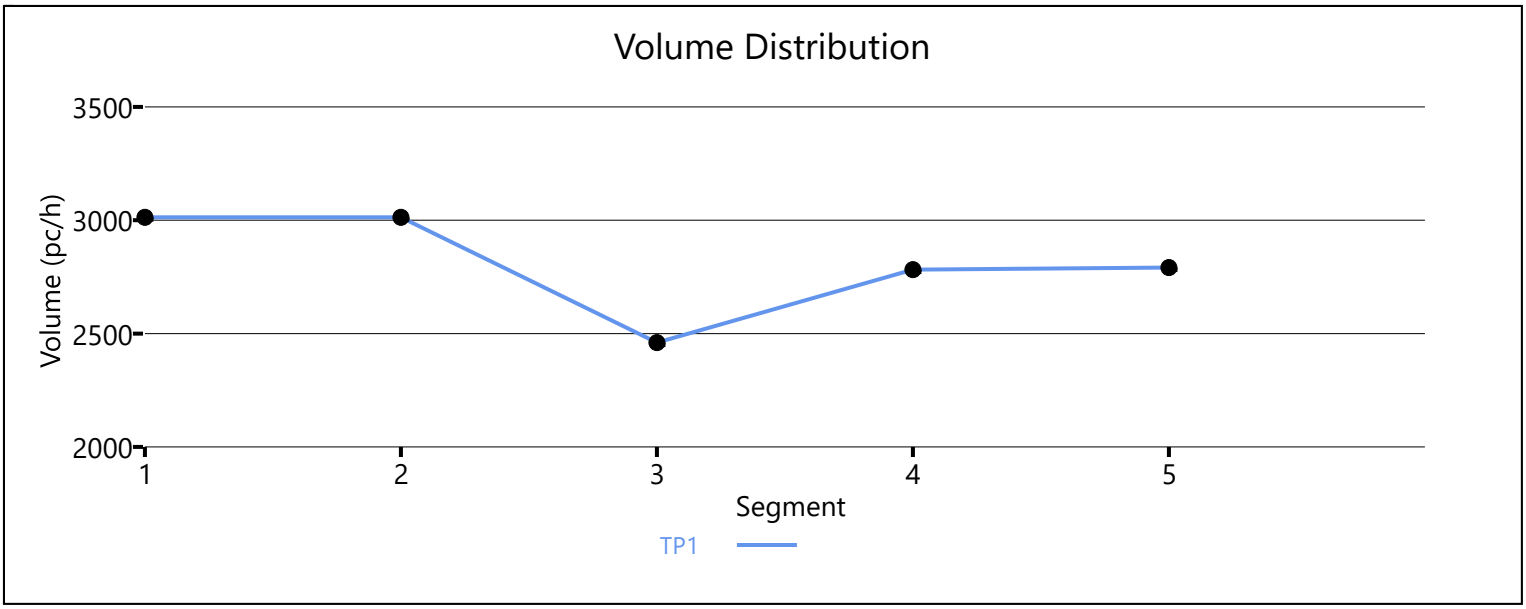
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	0.990	2782	322	7200	2100	0.39	0.15	64.4	62.4	14.4	14.4	B

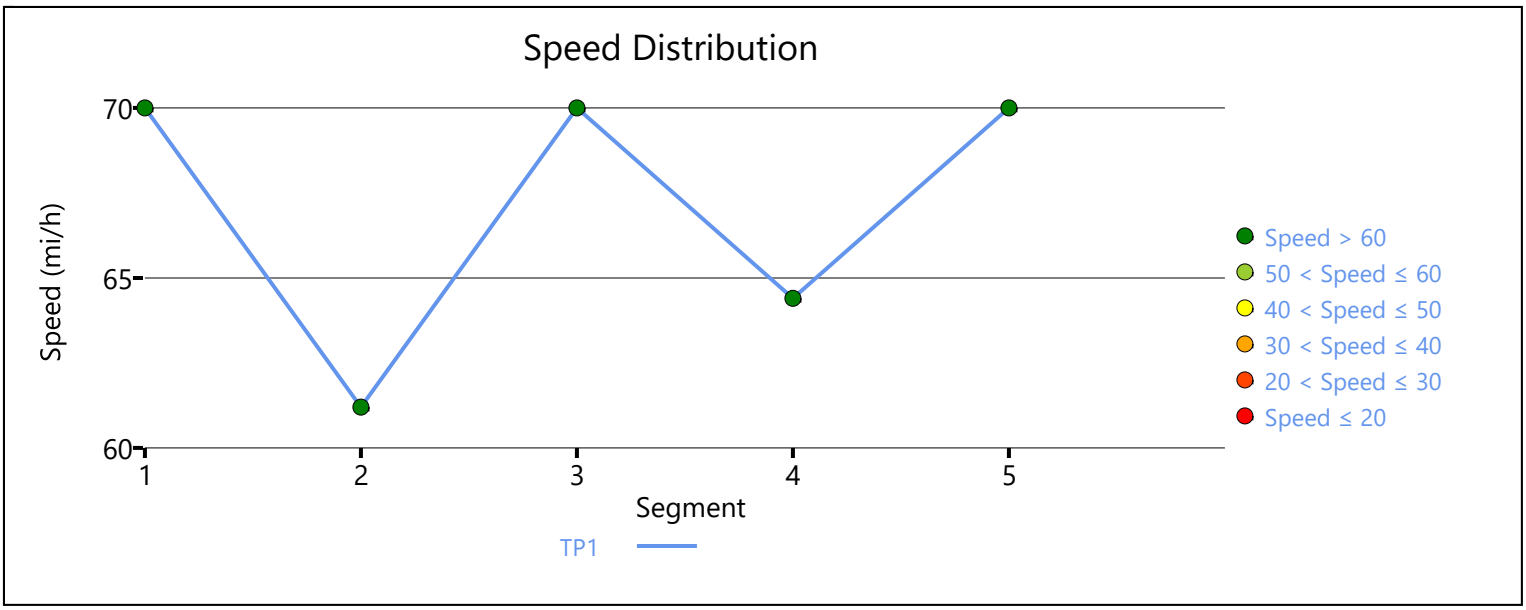
Segment 5: Basic

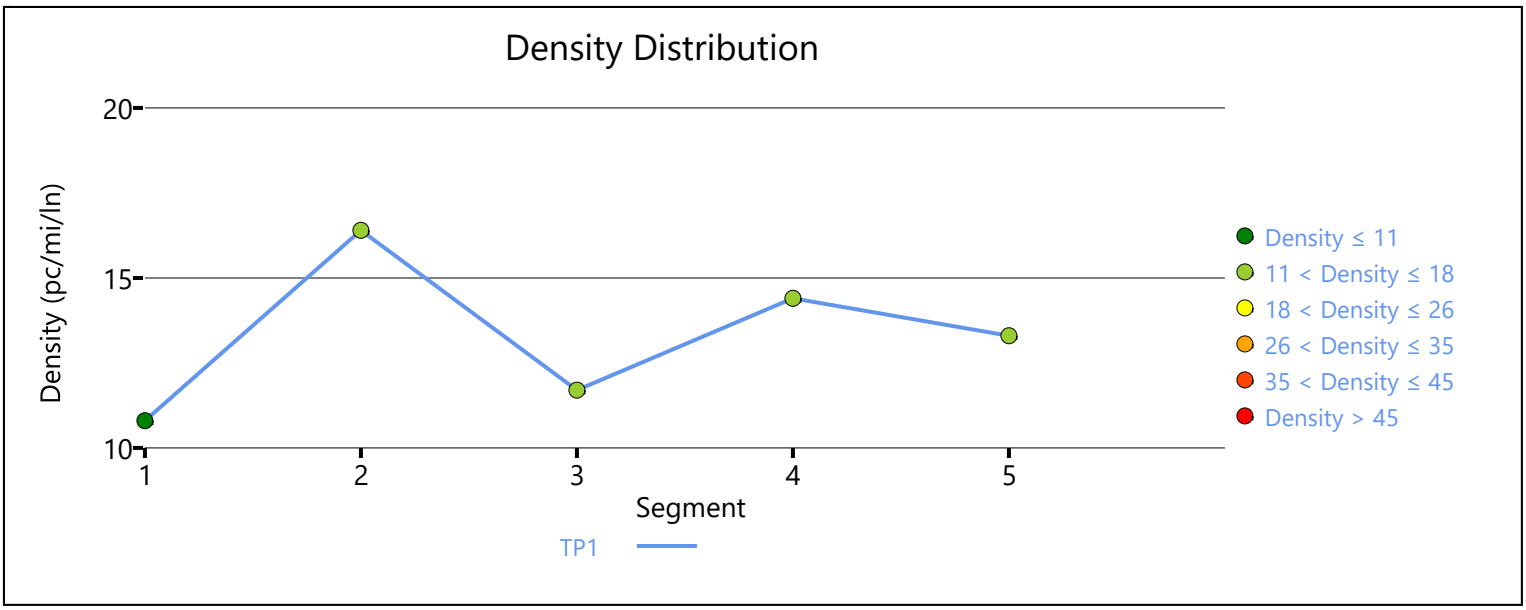
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	2791	7200	0.39	70.0	13.3	B

Facility Time Period Results					
T	**Speed, mi/h**	**Density, pc/mi/ln**	**Density, veh/mi/ln**	**Travel Time, min**	**LOS**
1	68.5	12.4	11.9	2.7	B

Facility Overall Results			
Space Mean Speed, mi/h	68.5	Density, veh/mi/ln	11.9
Average Travel Time, min	2.7	Density, pc/mi/ln	12.4







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APPENDIX 3.6:

EXISTING (2019) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS

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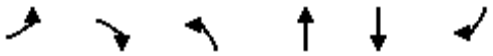
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	53	28	5	1078	995	32
Future Volume (vph)	53	28	5	1078	995	32
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	10.0
Minimum Split (s)	9.6	9.6	9.6	16.2	23.2	23.2
Total Split (s)	32.0	32.0	18.0	88.0	70.0	70.0
Total Split (%)	26.7%	26.7%	15.0%	73.3%	58.3%	58.3%
Yellow Time (s)	3.6	3.6	3.6	5.2	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	6.2	6.2	6.2
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 8: Cook St. & Market Place Dr.





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	53	28	5	1078	995	32
Future Volume (veh/h)	53	28	5	1078	995	32
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	29	5	1111	1026	33
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	80	71	11	3074	2915	1300
Arrive On Green	0.05	0.05	0.01	0.86	0.82	0.82
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	55	29	5	1111	1026	33
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	3.7	2.1	0.3	7.4	8.8	0.5
Cycle Q Clear(g_c), s	3.7	2.1	0.3	7.4	8.8	0.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	80	71	11	3074	2915	1300
V/C Ratio(X)	0.69	0.41	0.44	0.36	0.35	0.03
Avail Cap(c_a), veh/h	407	362	199	3074	2915	1300
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.72	0.72	0.94	0.94
Uniform Delay (d), s/veh	56.5	55.7	59.4	1.6	2.7	2.0
Incr Delay (d2), s/veh	3.8	1.4	6.9	0.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.9	0.2	0.5	1.6	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	60.3	57.1	66.3	1.8	3.0	2.0
LnGrp LOS	E	E	E	A	A	A
Approach Vol, veh/h	84			1116	1059	
Approach Delay, s/veh	59.2			2.1	3.0	
Approach LOS	E			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		110.0		10.0	5.4	104.6
Change Period (Y+Rc), s		6.2		4.6	4.6	6.2
Max Green Setting (Gmax), s		81.8		27.4	13.4	63.8
Max Q Clear Time (g_c+I1), s		9.4		5.7	2.3	10.8
Green Ext Time (p_c), s		8.8		0.1	0.0	7.9

Intersection Summary	
HCM 6th Ctrl Delay	4.7
HCM 6th LOS	A

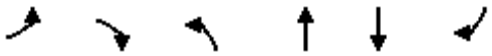
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	48	13	7	559	705	31
Future Volume (vph)	48	13	7	559	705	31
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	10.0
Minimum Split (s)	9.6	9.6	9.6	16.2	28.2	28.2
Total Split (s)	34.0	34.0	20.0	86.0	66.0	66.0
Total Split (%)	28.3%	28.3%	16.7%	71.7%	55.0%	55.0%
Yellow Time (s)	3.6	3.6	3.6	5.2	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	6.2	6.2	6.2
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 8: Cook St. & Market Place Dr.





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	48	13	7	559	705	31
Future Volume (veh/h)	48	13	7	559	705	31
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	14	7	595	750	33
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	72	64	15	3091	2923	1304
Arrive On Green	0.04	0.04	0.01	0.87	0.82	0.82
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	51	14	7	595	750	33
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	3.4	1.0	0.5	3.1	5.7	0.5
Cycle Q Clear(g_c), s	3.4	1.0	0.5	3.1	5.7	0.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	72	64	15	3091	2923	1304
V/C Ratio(X)	0.71	0.22	0.45	0.19	0.26	0.03
Avail Cap(c_a), veh/h	436	388	229	3091	2923	1304
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.96	0.96	0.97	0.97
Uniform Delay (d), s/veh	56.9	55.7	59.2	1.2	2.4	1.9
Incr Delay (d2), s/veh	4.7	0.6	7.2	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.9	0.2	0.2	1.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	61.6	56.4	66.4	1.4	2.6	2.0
LnGrp LOS	E	E	E	A	A	A
Approach Vol, veh/h	65			602	783	
Approach Delay, s/veh	60.5			2.1	2.6	
Approach LOS	E			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		110.6		9.4	5.6	104.9
Change Period (Y+Rc), s		6.2		4.6	4.6	6.2
Max Green Setting (Gmax), s		79.8		29.4	15.4	59.8
Max Q Clear Time (g_c+I1), s		5.1		5.4	2.5	7.7
Green Ext Time (p_c), s		3.8		0.1	0.0	5.1

Intersection Summary	
HCM 6th Ctrl Delay	5.0
HCM 6th LOS	A

APPENDIX 5.1:

E+P CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

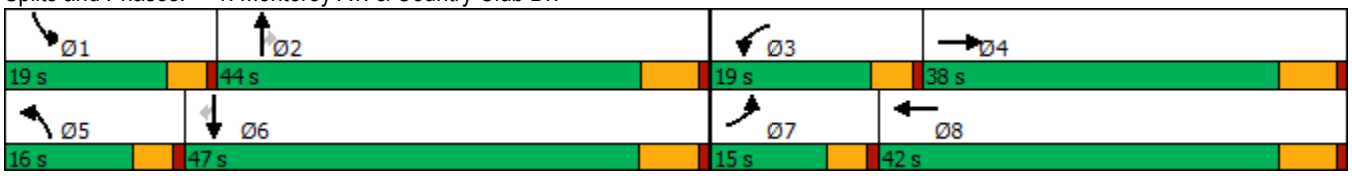
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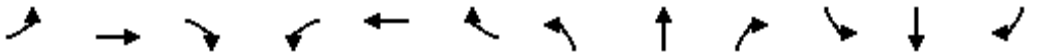
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	162	680	232	272	443	178	216	1167	187	223	977	90
Future Volume (vph)	162	680	232	272	443	178	216	1167	187	223	977	90
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2		9.6	39.2		9.6	36.2	36.2	9.6	35.4	35.4
Total Split (s)	15.0	38.0		19.0	42.0		16.0	44.0	44.0	19.0	47.0	47.0
Total Split (%)	12.5%	31.7%		15.8%	35.0%		13.3%	36.7%	36.7%	15.8%	39.2%	39.2%
Yellow Time (s)	3.6	5.2		3.6	5.2		3.6	5.2	5.2	3.6	5.4	5.4
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2		4.6	6.2		4.6	6.2	6.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 107.1
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Monterey Av. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	680	232	272	443	178	216	1167	187	223	977	90
Future Volume (veh/h)	162	680	232	272	443	178	216	1167	187	223	977	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	169	708	0	283	461	0	225	1216	106	232	1018	30
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	235	1022		352	1196		292	2024	628	301	2038	632
Arrive On Green	0.07	0.20	0.00	0.10	0.23	0.00	0.08	0.40	0.40	0.09	0.40	0.40
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1584	3456	5106	1584
Grp Volume(v), veh/h	169	708	0	283	461	0	225	1216	106	232	1018	30
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1584	1728	1702	1584
Q Serve(g_s), s	4.9	13.1	0.0	8.1	7.7	0.0	6.5	19.2	4.4	6.7	15.2	1.2
Cycle Q Clear(g_c), s	4.9	13.1	0.0	8.1	7.7	0.0	6.5	19.2	4.4	6.7	15.2	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	235	1022		352	1196		292	2024	628	301	2038	632
V/C Ratio(X)	0.72	0.69		0.80	0.39		0.77	0.60	0.17	0.77	0.50	0.05
Avail Cap(c_a), veh/h	353	1597		489	1797		387	2024	628	489	2038	632
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.5	37.8	0.0	44.7	32.8	0.0	45.6	24.3	19.9	45.4	22.9	18.7
Incr Delay (d2), s/veh	1.6	0.9	0.0	4.5	0.2	0.0	4.6	1.3	0.6	1.6	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	5.2	0.0	3.5	3.0	0.0	2.8	7.3	1.6	2.8	5.7	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.0	38.6	0.0	49.2	33.0	0.0	50.2	25.6	20.4	47.0	23.8	18.9
LnGrp LOS	D	D		D	C		D	C	C	D	C	B
Approach Vol, veh/h		877	A		744	A		1547			1280	
Approach Delay, s/veh		40.4			39.1			28.9			27.9	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	46.7	15.0	26.6	13.2	47.0	11.5	30.0
Change Period (Y+Rc), s	4.6	* 6.4	4.6	6.2	4.6	6.4	4.6	6.2
Max Green Setting (Gmax), s	14.4	* 38	14.4	31.8	11.4	40.6	10.4	35.8
Max Q Clear Time (g_c+I1), s	8.7	21.2	10.1	15.1	8.5	17.2	6.9	9.7
Green Ext Time (p_c), s	0.2	7.5	0.2	3.9	0.1	6.6	0.1	2.8

Intersection Summary	
HCM 6th Ctrl Delay	32.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

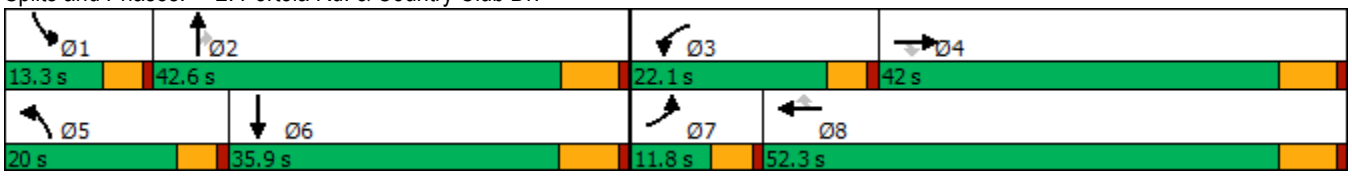
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

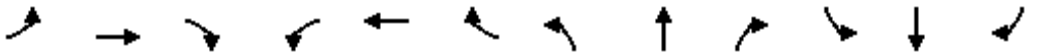
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	56	791	218	193	586	152	200	606	196	74	391
Future Volume (vph)	56	791	218	193	586	152	200	606	196	74	391
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	33.2	33.2	9.6	33.2	33.2	9.6	39.2	39.2	9.6	34.4
Total Split (s)	11.8	42.0	42.0	22.1	52.3	52.3	20.0	42.6	42.6	13.3	35.9
Total Split (%)	9.8%	35.0%	35.0%	18.4%	43.6%	43.6%	16.7%	35.5%	35.5%	11.1%	29.9%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 114.4
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Portola Rd. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	791	218	193	586	152	200	606	196	74	391	44
Future Volume (veh/h)	56	791	218	193	586	152	200	606	196	74	391	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	59	833	140	203	617	82	211	638	123	78	412	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	973	427	232	1285	566	239	1222	538	99	899	59
Arrive On Green	0.04	0.27	0.27	0.13	0.36	0.36	0.13	0.34	0.34	0.06	0.27	0.27
Sat Flow, veh/h	1781	3554	1559	1781	3554	1564	1781	3554	1565	1781	3386	221
Grp Volume(v), veh/h	59	833	140	203	617	82	211	638	123	78	216	223
Grp Sat Flow(s),veh/h/ln	1781	1777	1559	1781	1777	1564	1781	1777	1565	1781	1777	1831
Q Serve(g_s), s	3.6	24.7	8.0	12.4	14.9	3.9	12.9	16.0	6.2	4.8	11.3	11.4
Cycle Q Clear(g_c), s	3.6	24.7	8.0	12.4	14.9	3.9	12.9	16.0	6.2	4.8	11.3	11.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	76	973	427	232	1285	566	239	1222	538	99	472	486
V/C Ratio(X)	0.78	0.86	0.33	0.87	0.48	0.15	0.88	0.52	0.23	0.78	0.46	0.46
Avail Cap(c_a), veh/h	115	1145	502	280	1474	649	247	1222	538	139	472	486
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.7	38.3	32.2	47.4	27.4	23.9	47.2	29.2	26.0	51.8	34.1	34.2
Incr Delay (d2), s/veh	7.8	5.8	0.4	19.7	0.3	0.1	27.3	1.6	1.0	11.2	3.2	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	10.9	2.9	6.5	6.0	1.4	7.3	6.7	2.3	2.4	5.0	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.4	44.1	32.6	67.1	27.7	24.0	74.5	30.8	27.0	63.0	37.3	37.3
LnGrp LOS	E	D	C	E	C	C	E	C	C	E	D	D
Approach Vol, veh/h		1032			902			972			517	
Approach Delay, s/veh		43.4			36.2			39.8			41.2	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	44.6	19.1	36.6	19.5	35.9	9.3	46.4
Change Period (Y+Rc), s	4.6	* 6.4	4.6	6.2	4.6	6.4	4.6	6.2
Max Green Setting (Gmax), s	8.7	* 36	17.5	35.8	15.4	29.5	7.2	46.1
Max Q Clear Time (g_c+I1), s	6.8	18.0	14.4	26.7	14.9	13.4	5.6	16.9
Green Ext Time (p_c), s	0.0	4.0	0.1	3.7	0.0	1.9	0.0	4.2

Intersection Summary	
HCM 6th Ctrl Delay	40.2
HCM 6th LOS	D

Notes

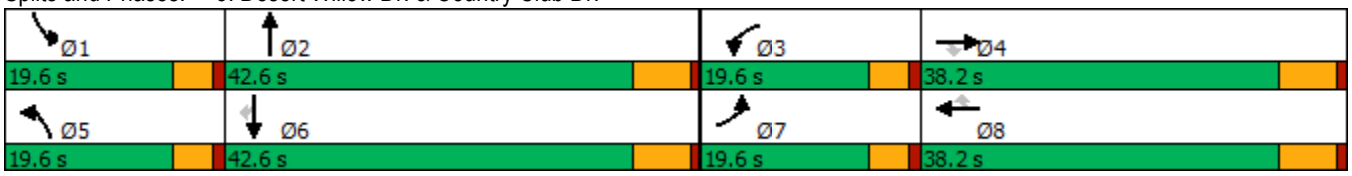
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	137	933	41	79	779	69	58	6	82	2	88
Future Volume (vph)	137	933	41	79	779	69	58	6	82	2	88
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	23.2	23.2	9.6	27.2	27.2	9.6	33.2	9.6	36.2	36.2
Total Split (s)	19.6	38.2	38.2	19.6	38.2	38.2	19.6	42.6	19.6	42.6	42.6
Total Split (%)	16.3%	31.8%	31.8%	16.3%	31.8%	31.8%	16.3%	35.5%	16.3%	35.5%	35.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 81.7
Natural Cycle: 85
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Desert Willow Dr. & Country Club Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	933	41	79	779	69	58	6	131	82	2	88
Future Volume (veh/h)	137	933	41	79	779	69	58	6	131	82	2	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	140	952	0	81	795	68	59	6	66	84	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	224	1584		105	1562	688	85	19	207	194	282	
Arrive On Green	0.06	0.45	0.00	0.06	0.44	0.44	0.05	0.14	0.14	0.06	0.15	0.00
Sat Flow, veh/h	3456	3554	1585	1781	3554	1564	1781	132	1454	3456	1870	1585
Grp Volume(v), veh/h	140	952	0	81	795	68	59	0	72	84	2	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1564	1781	0	1587	1728	1870	1585
Q Serve(g_s), s	2.9	14.8	0.0	3.3	11.8	1.9	2.4	0.0	3.0	1.7	0.1	0.0
Cycle Q Clear(g_c), s	2.9	14.8	0.0	3.3	11.8	1.9	2.4	0.0	3.0	1.7	0.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.92	1.00		1.00
Lane Grp Cap(c), veh/h	224	1584		105	1562	688	85	0	226	194	282	
V/C Ratio(X)	0.62	0.60		0.77	0.51	0.10	0.69	0.00	0.32	0.43	0.01	
Avail Cap(c_a), veh/h	712	1584		367	1562	688	367	0	793	712	935	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.2	15.3	0.0	33.8	14.7	11.9	34.1	0.0	28.0	33.2	26.3	0.0
Incr Delay (d2), s/veh	1.1	1.7	0.0	4.5	1.2	0.3	3.7	0.0	0.8	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	5.2	0.0	1.4	4.1	0.6	1.1	0.0	1.2	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.2	17.0	0.0	38.3	15.9	12.2	37.8	0.0	28.8	33.8	26.3	0.0
LnGrp LOS	C	B		D	B	B	D	A	C	C	C	
Approach Vol, veh/h		1092	A		944			131			86	A
Approach Delay, s/veh		19.2			17.6			32.9			33.6	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	16.6	8.9	38.6	8.1	17.2	9.3	38.2
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	6.2	4.6	6.2
Max Green Setting (Gmax), s	15.0	36.4	15.0	32.0	15.0	36.4	15.0	32.0
Max Q Clear Time (g_c+I1), s	3.7	5.0	5.3	16.8	4.4	2.1	4.9	13.8
Green Ext Time (p_c), s	0.1	0.4	0.0	5.3	0.0	0.0	0.1	4.9

Intersection Summary	
HCM 6th Ctrl Delay	19.9
HCM 6th LOS	B

Notes

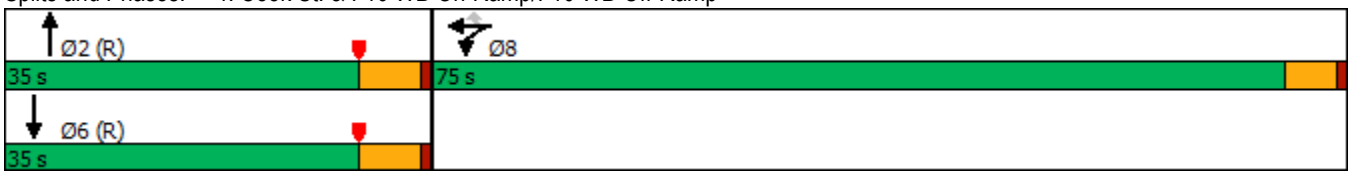
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

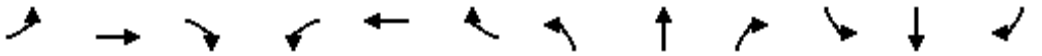
Lane Group	WBT	WBR	NBT	NBR	SBT
Lane Configurations					
Traffic Volume (vph)	1	44	360	690	232
Future Volume (vph)	1	44	360	690	232
Turn Type	NA	Perm	NA	Free	NA
Protected Phases	8		2		6
Permitted Phases		8		Free	
Detector Phase	8	8	2		6
Switch Phase					
Minimum Initial (s)	5.0	5.0	7.0		7.0
Minimum Split (s)	10.3	10.3	13.0		29.0
Total Split (s)	75.0	75.0	35.0		35.0
Total Split (%)	68.2%	68.2%	31.8%		31.8%
Yellow Time (s)	4.3	4.3	5.0		5.0
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	6.0		6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Max		C-Max

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 6 (5%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 4: Cook St. & I-10 WB On-Ramp/I-10 WB Off-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	466	1	44	0	360	690	0	232	38
Future Volume (veh/h)	0	0	0	466	1	44	0	360	690	0	232	38
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	907	1900	0	1796	1826	0	1737	1737
Adj Flow Rate, veh/h				496	1	30	0	383	0	0	247	22
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				0	67	0	0	7	5	0	11	11
Cap, veh/h				509	1	950	0	1049		0	1365	119
Arrive On Green				0.59	0.59	0.59	0.00	0.31	0.00	0.00	0.31	0.31
Sat Flow, veh/h				862	2	1610	0	3503	1547	0	4597	388
Grp Volume(v), veh/h				497	0	30	0	383	0	0	174	95
Grp Sat Flow(s),veh/h/ln				864	0	1610	0	1706	1547	0	1581	1667
Q Serve(g_s), s				61.1	0.0	0.9	0.0	9.6	0.0	0.0	4.4	4.6
Cycle Q Clear(g_c), s				61.1	0.0	0.9	0.0	9.6	0.0	0.0	4.4	4.6
Prop In Lane				1.00		1.00	0.00		1.00	0.00		0.23
Lane Grp Cap(c), veh/h				510	0	950	0	1049		0	972	513
V/C Ratio(X)				0.98	0.00	0.03	0.00	0.36		0.00	0.18	0.18
Avail Cap(c_a), veh/h				547	0	1020	0	1049		0	972	513
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				21.8	0.0	9.4	0.0	29.7	0.0	0.0	27.9	28.0
Incr Delay (d2), s/veh				31.3	0.0	0.0	0.0	1.0	0.0	0.0	0.4	0.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				14.9	0.0	0.3	0.0	3.8	0.0	0.0	1.6	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				53.1	0.0	9.4	0.0	30.7	0.0	0.0	28.3	28.8
LnGrp LOS				D	A	A	A	C		A	C	C
Approach Vol, veh/h					527			383	A		269	
Approach Delay, s/veh					50.6			30.7			28.5	
Approach LOS					D			C			C	

Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	39.8		39.8		70.2			
Change Period (Y+Rc), s	6.0		6.0		5.3			
Max Green Setting (Gmax), s	29.0		29.0		69.7			
Max Q Clear Time (g_c+I1), s	11.6		6.6		63.1			
Green Ext Time (p_c), s	1.2		0.8		1.8			

Intersection Summary		
HCM 6th Ctrl Delay	39.1	
HCM 6th LOS	D	

Notes

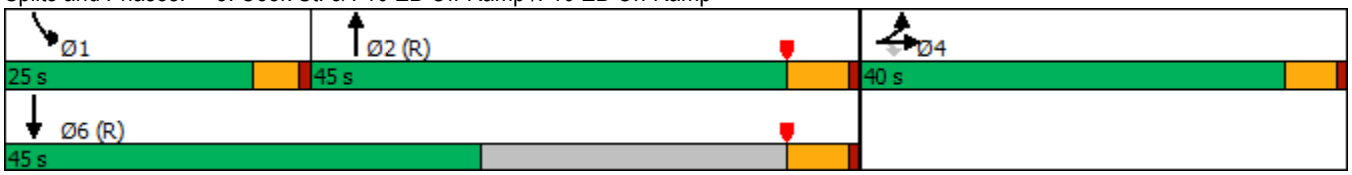
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

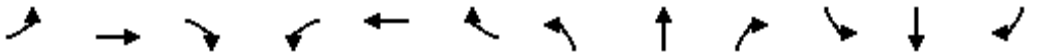
Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	58	2	499	992	65	633
Future Volume (vph)	58	2	499	992	65	633
Turn Type	Split	NA	Perm	NA	Prot	NA
Protected Phases	4	4		2	1	6
Permitted Phases			4			
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	7.0	5.0	8.0
Minimum Split (s)	10.3	10.3	10.3	13.0	9.7	37.0
Total Split (s)	40.0	40.0	40.0	45.0	25.0	45.0
Total Split (%)	36.4%	36.4%	36.4%	40.9%	22.7%	40.9%
Yellow Time (s)	4.3	4.3	4.3	5.0	3.7	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	6.0	4.7	6.0
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 5: Cook St. & I-10 EB Off-Ramp /I-10 EB On-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	2	499	0	0	0	0	992	737	65	633	0
Future Volume (veh/h)	58	2	499	0	0	0	0	992	737	65	633	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1781	1900	1752				0	1811	1811	1426	1811	0
Adj Flow Rate, veh/h	61	0	233				0	1044	725	68	666	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	8	0	10				0	6	6	32	6	0
Cap, veh/h	172	0	302				0	2285	1064	81	3934	0
Arrive On Green	0.10	0.00	0.10				0.00	0.69	0.69	0.06	0.80	0.00
Sat Flow, veh/h	1697	0	2969				0	3459	1535	1358	5107	0
Grp Volume(v), veh/h	61	0	233				0	1044	725	68	666	0
Grp Sat Flow(s),veh/h/ln	1697	0	1485				0	1648	1535	1358	1648	0
Q Serve(g_s), s	3.7	0.0	8.4				0.0	15.6	30.2	5.5	3.5	0.0
Cycle Q Clear(g_c), s	3.7	0.0	8.4				0.0	15.6	30.2	5.5	3.5	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	172	0	302				0	2285	1064	81	3934	0
V/C Ratio(X)	0.35	0.00	0.77				0.00	0.46	0.68	0.84	0.17	0.00
Avail Cap(c_a), veh/h	535	0	937				0	2285	1064	251	3934	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.74	0.74	1.00	1.00	0.00
Uniform Delay (d), s/veh	46.0	0.0	48.2				0.0	7.6	9.8	51.2	2.7	0.0
Incr Delay (d2), s/veh	0.9	0.0	3.1				0.0	0.5	2.6	8.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	3.2				0.0	4.2	8.2	2.0	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.0	0.0	51.3				0.0	8.1	12.4	59.6	2.7	0.0
LnGrp LOS	D	A	D				A	A	B	E	A	A
Approach Vol, veh/h		294						1769			734	
Approach Delay, s/veh		50.4						9.9			8.0	
Approach LOS		D						A			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.3	82.3		16.5		93.5
Change Period (Y+Rc), s	* 4.7	6.0		5.3		6.0
Max Green Setting (Gmax), s	* 20	39.0		34.7		39.0
Max Q Clear Time (g_c+I1), s	7.5	32.2		10.4		5.5
Green Ext Time (p_c), s	0.0	4.1		0.8		2.6

Intersection Summary		
HCM 6th Ctrl Delay		13.6
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

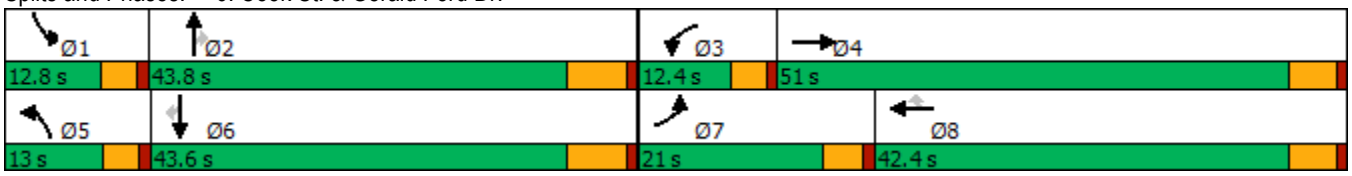
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

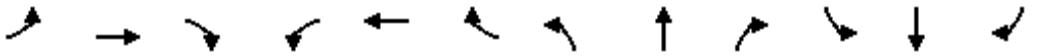
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	460	252	99	49	178	151	179	1066	25	183	743	166
Future Volume (vph)	460	252	99	49	178	151	179	1066	25	183	743	166
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			8			2			6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.5	41.4		9.2	41.4	41.4	9.2	42.5	42.5	9.2	42.5	42.5
Total Split (s)	21.0	51.0		12.4	42.4	42.4	13.0	43.8	43.8	12.8	43.6	43.6
Total Split (%)	17.5%	42.5%		10.3%	35.3%	35.3%	10.8%	36.5%	36.5%	10.7%	36.3%	36.3%
Yellow Time (s)	3.5	4.4		3.2	4.4	4.4	3.2	5.5	5.5	3.2	5.5	5.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.4		4.2	5.4	5.4	4.2	6.5	6.5	4.2	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 98.2
Natural Cycle: 115
Control Type: Actuated-Uncoordinated

Splits and Phases: 6: Cook St. & Gerald Ford Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	460	252	99	49	178	151	179	1066	25	183	743	166
Future Volume (veh/h)	460	252	99	49	178	151	179	1066	25	183	743	166
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	484	265	0	52	187	67	188	1122	13	193	782	97
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	560	842		140	398	175	261	2134	663	266	2142	662
Arrive On Green	0.16	0.24	0.00	0.04	0.11	0.11	0.08	0.42	0.42	0.08	0.42	0.42
Sat Flow, veh/h	3456	3554	1585	3456	3554	1563	3456	5106	1585	3456	5106	1578
Grp Volume(v), veh/h	484	265	0	52	187	67	188	1122	13	193	782	97
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1563	1728	1702	1585	1728	1702	1578
Q Serve(g_s), s	12.2	5.5	0.0	1.3	4.4	3.5	4.7	14.6	0.4	4.9	9.4	3.4
Cycle Q Clear(g_c), s	12.2	5.5	0.0	1.3	4.4	3.5	4.7	14.6	0.4	4.9	9.4	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	560	842		140	398	175	261	2134	663	266	2142	662
V/C Ratio(X)	0.86	0.31		0.37	0.47	0.38	0.72	0.53	0.02	0.73	0.37	0.15
Avail Cap(c_a), veh/h	639	1816		318	1474	648	341	2134	663	333	2142	662
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.4	28.1	0.0	41.7	37.1	36.8	40.3	19.4	15.2	40.3	17.8	16.0
Incr Delay (d2), s/veh	9.8	0.2	0.0	0.6	0.9	1.4	3.0	0.9	0.1	3.9	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	2.3	0.0	0.6	1.9	1.4	2.0	5.2	0.2	2.1	3.3	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.2	28.3	0.0	42.3	38.0	38.1	43.4	20.3	15.3	44.2	18.2	16.5
LnGrp LOS	D	C		D	D	D	D	C	B	D	B	B
Approach Vol, veh/h		749	A		306			1323			1072	
Approach Delay, s/veh		39.9			38.8			23.5			22.8	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	43.8	7.8	26.5	10.9	43.9	19.0	15.4
Change Period (Y+Rc), s	* 4.2	6.5	* 4.2	5.4	* 4.2	6.5	4.5	5.4
Max Green Setting (Gmax), s	* 8.6	37.3	* 8.2	45.6	* 8.8	37.1	16.5	37.0
Max Q Clear Time (g_c+I1), s	6.9	16.6	3.3	7.5	6.7	11.4	14.2	6.4
Green Ext Time (p_c), s	0.1	7.0	0.0	1.7	0.1	5.2	0.3	1.3

Intersection Summary	
HCM 6th Ctrl Delay	28.2
HCM 6th LOS	C

Notes

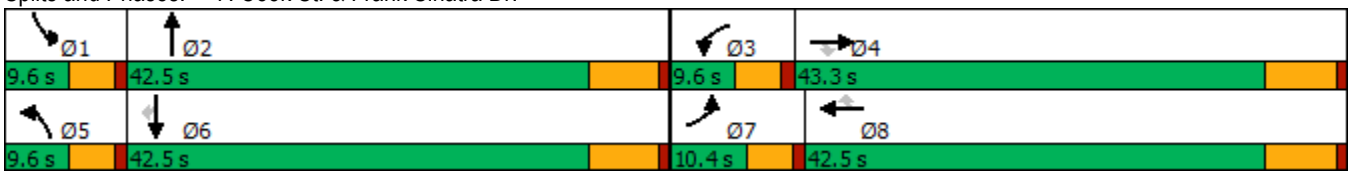
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

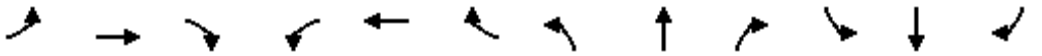
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	252	275	158	44	191	53	108	978	48	864	167
Future Volume (vph)	252	275	158	44	191	53	108	978	48	864	167
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	42.5	42.5	9.6	42.5	42.5	9.6	42.5	9.6	42.5	42.5
Total Split (s)	10.4	43.3	43.3	9.6	42.5	42.5	9.6	42.5	9.6	42.5	42.5
Total Split (%)	9.9%	41.2%	41.2%	9.1%	40.5%	40.5%	9.1%	40.5%	9.1%	40.5%	40.5%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	5.5	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	6.5	4.6	6.5	4.6	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	Max	Max

Intersection Summary
Cycle Length: 105
Actuated Cycle Length: 84.8
Natural Cycle: 105
Control Type: Actuated-Uncoordinated

Splits and Phases: 7: Cook St. & Frank Sinatra Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	252	275	158	44	191	53	108	978	72	48	864	167
Future Volume (veh/h)	252	275	158	44	191	53	108	978	72	48	864	167
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	260	284	81	45	197	27	111	1008	58	49	891	106
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	253	594	264	137	475	208	199	1608	93	144	2323	720
Arrive On Green	0.07	0.17	0.17	0.04	0.13	0.13	0.06	0.47	0.47	0.04	0.45	0.45
Sat Flow, veh/h	3456	3554	1579	3456	3554	1558	3456	3415	196	3456	5106	1583
Grp Volume(v), veh/h	260	284	81	45	197	27	111	524	542	49	891	106
Grp Sat Flow(s),veh/h/ln	1728	1777	1579	1728	1777	1558	1728	1777	1835	1728	1702	1583
Q Serve(g_s), s	5.8	5.7	3.6	1.0	4.0	1.2	2.5	17.5	17.5	1.1	9.1	3.1
Cycle Q Clear(g_c), s	5.8	5.7	3.6	1.0	4.0	1.2	2.5	17.5	17.5	1.1	9.1	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	253	594	264	137	475	208	199	837	864	144	2323	720
V/C Ratio(X)	1.03	0.48	0.31	0.33	0.41	0.13	0.56	0.63	0.63	0.34	0.38	0.15
Avail Cap(c_a), veh/h	253	1652	734	218	1617	709	218	837	864	218	2323	720
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.7	29.8	28.9	37.0	31.4	30.2	36.3	15.7	15.7	36.9	14.2	12.6
Incr Delay (d2), s/veh	63.6	0.6	0.6	0.5	0.6	0.3	1.1	3.5	3.4	0.5	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	2.3	1.3	0.4	1.6	0.4	1.0	6.5	6.7	0.4	3.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	100.3	30.4	29.6	37.5	32.0	30.5	37.4	19.3	19.1	37.4	14.7	13.0
LnGrp LOS	F	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		625			269			1177			1046	
Approach Delay, s/veh		59.4			32.8			20.9			15.6	
Approach LOS		E			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	43.8	7.7	19.7	9.2	42.5	10.4	17.1
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5
Max Green Setting (Gmax), s	5.0	36.0	5.0	36.8	5.0	36.0	5.8	36.0
Max Q Clear Time (g_c+I1), s	3.1	19.5	3.0	7.7	4.5	11.1	7.8	6.0
Green Ext Time (p_c), s	0.0	5.5	0.0	1.8	0.0	6.0	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	27.9
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	10.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	98	51	27	1086	1002	74
Future Vol, veh/h	98	51	27	1086	1002	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	90	0	120	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	101	53	28	1120	1033	76

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1649	517	1109	0	-	0
Stage 1	1033	-	-	-	-	-
Stage 2	616	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 90	503	625	-	-	-
Stage 1	304	-	-	-	-	-
Stage 2	501	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 86	503	625	-	-	-
Mov Cap-2 Maneuver	~ 86	-	-	-	-	-
Stage 1	290	-	-	-	-	-
Stage 2	501	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	162.4	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	625	-	86	503	-	-
HCM Lane V/C Ratio	0.045	-	1.175	0.105	-	-
HCM Control Delay (s)	11	-	240.1	13	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	7.2	0.3	-	-

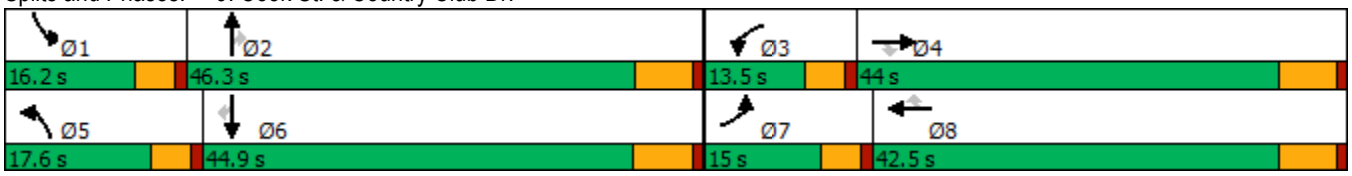
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	163	716	225	141	518	138	273	904	171	247	833	145
Future Volume (vph)	163	716	225	141	518	138	273	904	171	247	833	145
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.2	37.2	9.6	42.2	42.2	9.6	39.2	39.2	9.6	40.4	40.4
Total Split (s)	15.0	44.0	44.0	13.5	42.5	42.5	17.6	46.3	46.3	16.2	44.9	44.9
Total Split (%)	12.5%	36.7%	36.7%	11.3%	35.4%	35.4%	14.7%	38.6%	38.6%	13.5%	37.4%	37.4%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.4	5.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 111.7
Natural Cycle: 105
Control Type: Actuated-Uncoordinated

Splits and Phases: 9: Cook St. & Country Club Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	163	716	225	141	518	138	273	904	171	247	833	145
Future Volume (veh/h)	163	716	225	141	518	138	273	904	171	247	833	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	172	754	153	148	545	85	287	952	124	260	877	86
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	235	932	408	209	906	397	351	1344	591	323	1315	585
Arrive On Green	0.07	0.26	0.26	0.06	0.25	0.25	0.10	0.38	0.38	0.09	0.37	0.37
Sat Flow, veh/h	3456	3554	1556	3456	3554	1557	3456	3554	1564	3456	3554	1581
Grp Volume(v), veh/h	172	754	153	148	545	85	287	952	124	260	877	86
Grp Sat Flow(s),veh/h/ln	1728	1777	1556	1728	1777	1557	1728	1777	1564	1728	1777	1581
Q Serve(g_s), s	5.2	21.1	8.5	4.5	14.3	4.6	8.6	24.1	5.7	7.8	21.9	3.8
Cycle Q Clear(g_c), s	5.2	21.1	8.5	4.5	14.3	4.6	8.6	24.1	5.7	7.8	21.9	3.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	235	932	408	209	906	397	351	1344	591	323	1315	585
V/C Ratio(X)	0.73	0.81	0.37	0.71	0.60	0.21	0.82	0.71	0.21	0.81	0.67	0.15
Avail Cap(c_a), veh/h	339	1266	554	290	1216	533	424	1344	591	378	1315	585
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.5	36.6	32.0	48.9	34.8	31.1	46.7	28.0	22.3	47.1	27.9	22.3
Incr Delay (d2), s/veh	1.9	2.9	0.6	2.0	0.6	0.3	8.5	3.2	0.8	8.9	2.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	9.0	3.1	1.9	5.9	1.7	4.0	10.0	2.1	3.6	9.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.4	39.5	32.6	50.9	35.4	31.4	55.2	31.2	23.1	56.1	30.6	22.8
LnGrp LOS	D	D	C	D	D	C	E	C	C	E	C	C
Approach Vol, veh/h		1079			778			1363			1223	
Approach Delay, s/veh		40.3			37.9			35.5			35.5	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	46.5	11.0	34.0	15.4	45.6	11.8	33.2
Change Period (Y+Rc), s	4.6	* 6.4	4.6	6.2	4.6	6.4	4.6	6.2
Max Green Setting (Gmax), s	11.6	* 40	8.9	37.8	13.0	38.5	10.4	36.3
Max Q Clear Time (g_c+I1), s	9.8	26.1	6.5	23.1	10.6	23.9	7.2	16.3
Green Ext Time (p_c), s	0.1	5.4	0.1	4.5	0.1	4.8	0.1	3.4

Intersection Summary	
HCM 6th Ctrl Delay	37.1
HCM 6th LOS	D

Notes

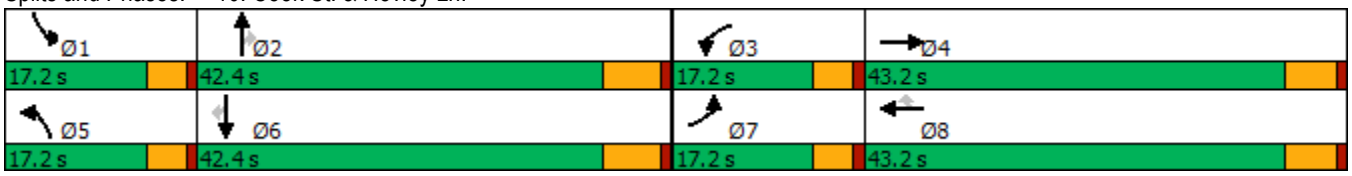
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	216	415	189	333	153	138	948	276	156	818	187
Future Volume (vph)	216	415	189	333	153	138	948	276	156	818	187
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	31.8	9.6	36.8	36.8	9.6	39.2	39.2	9.6	37.2	37.2
Total Split (s)	17.2	43.2	17.2	43.2	43.2	17.2	42.4	42.4	17.2	42.4	42.4
Total Split (%)	14.3%	36.0%	14.3%	36.0%	36.0%	14.3%	35.3%	35.3%	14.3%	35.3%	35.3%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	6.2	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 99.9
Natural Cycle: 100
Control Type: Actuated-Uncoordinated

Splits and Phases: 10: Cook St. & Hovley Ln.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	216	415	128	189	333	153	138	948	276	156	818	187
Future Volume (veh/h)	216	415	128	189	333	153	138	948	276	156	818	187
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	237	456	126	208	366	128	152	1042	217	171	899	136
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	313	594	163	284	738	324	224	1414	621	245	1435	632
Arrive On Green	0.09	0.22	0.22	0.08	0.21	0.21	0.06	0.40	0.40	0.07	0.40	0.40
Sat Flow, veh/h	3456	2746	753	3456	3554	1562	3456	3554	1562	3456	3554	1564
Grp Volume(v), veh/h	237	294	288	208	366	128	152	1042	217	171	899	136
Grp Sat Flow(s),veh/h/ln	1728	1777	1722	1728	1777	1562	1728	1777	1562	1728	1777	1564
Q Serve(g_s), s	6.1	14.1	14.3	5.3	8.3	6.4	3.9	22.7	8.8	4.4	18.4	5.2
Cycle Q Clear(g_c), s	6.1	14.1	14.3	5.3	8.3	6.4	3.9	22.7	8.8	4.4	18.4	5.2
Prop In Lane	1.00		0.44	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	313	384	372	284	738	324	224	1414	621	245	1435	632
V/C Ratio(X)	0.76	0.76	0.77	0.73	0.50	0.39	0.68	0.74	0.35	0.70	0.63	0.22
Avail Cap(c_a), veh/h	478	730	708	478	1461	642	478	1414	621	478	1435	632
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.4	33.5	33.6	40.8	31.8	31.1	41.6	23.3	19.2	41.3	21.7	17.7
Incr Delay (d2), s/veh	1.4	3.2	3.5	1.4	0.5	0.8	1.3	3.5	1.5	1.3	2.1	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	6.1	6.0	2.2	3.4	2.4	1.6	9.1	3.2	1.8	7.2	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	36.7	37.0	42.2	32.4	31.9	43.0	26.8	20.7	42.7	23.7	18.5
LnGrp LOS	D	D	D	D	C	C	D	C	C	D	C	B
Approach Vol, veh/h		819			702			1411			1206	
Approach Delay, s/veh		38.3			35.2			27.6			25.8	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	42.4	12.1	25.5	10.5	42.9	12.8	24.7
Change Period (Y+Rc), s	4.6	6.2	4.6	5.8	4.6	6.2	4.6	5.8
Max Green Setting (Gmax), s	12.6	36.2	12.6	37.4	12.6	36.2	12.6	37.4
Max Q Clear Time (g_c+I1), s	6.4	24.7	7.3	16.3	5.9	20.4	8.1	10.3
Green Ext Time (p_c), s	0.1	5.5	0.2	3.2	0.1	5.5	0.2	2.6

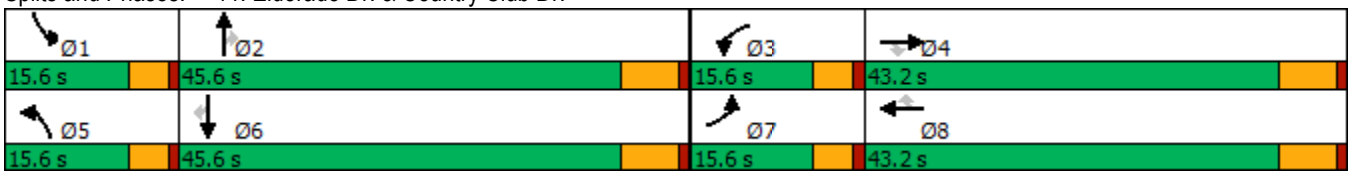
Intersection Summary	
HCM 6th Ctrl Delay	30.5
HCM 6th LOS	C

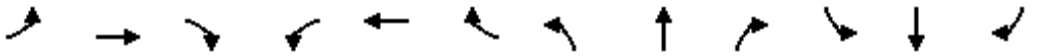
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	964	79	60	604	62	64	107	87	63	97	37
Future Volume (vph)	43	964	79	60	604	62	64	107	87	63	97	37
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.2	37.2	9.6	37.2	37.2	9.6	36.2	36.2	9.6	35.2	35.2
Total Split (s)	15.6	43.2	43.2	15.6	43.2	43.2	15.6	45.6	45.6	15.6	45.6	45.6
Total Split (%)	13.0%	36.0%	36.0%	13.0%	36.0%	36.0%	13.0%	38.0%	38.0%	13.0%	38.0%	38.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 85.4
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 11: Eldorado Dr. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	964	79	60	604	62	64	107	87	63	97	37
Future Volume (veh/h)	43	964	79	60	604	62	64	107	87	63	97	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	1004	56	62	629	44	67	111	33	66	101	27
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	1729	771	86	1757	773	89	468	206	88	467	208
Arrive On Green	0.04	0.49	0.49	0.05	0.49	0.49	0.05	0.13	0.13	0.05	0.13	0.13
Sat Flow, veh/h	1781	3554	1585	1781	3554	1564	1781	3554	1563	1781	3554	1585
Grp Volume(v), veh/h	45	1004	56	62	629	44	67	111	33	66	101	27
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1564	1781	1777	1563	1781	1777	1585
Q Serve(g_s), s	1.9	15.4	1.4	2.6	8.3	1.1	2.8	2.1	1.4	2.8	1.9	1.1
Cycle Q Clear(g_c), s	1.9	15.4	1.4	2.6	8.3	1.1	2.8	2.1	1.4	2.8	1.9	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	72	1729	771	86	1757	773	89	468	206	88	467	208
V/C Ratio(X)	0.63	0.58	0.07	0.72	0.36	0.06	0.76	0.24	0.16	0.75	0.22	0.13
Avail Cap(c_a), veh/h	258	1729	771	258	1757	773	258	1842	810	258	1842	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.9	14.0	10.4	35.7	11.8	10.0	35.7	29.6	29.3	35.7	29.5	29.2
Incr Delay (d2), s/veh	3.3	1.4	0.2	4.3	0.6	0.1	4.8	0.3	0.4	4.7	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	5.3	0.4	1.1	2.8	0.3	1.3	0.8	0.5	1.2	0.8	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.2	15.4	10.6	40.0	12.4	10.1	40.5	29.8	29.6	40.4	29.7	29.5
LnGrp LOS	D	B	B	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		1105			735			211			194	
Approach Delay, s/veh		16.1			14.6			33.2			33.3	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	16.2	8.3	43.2	8.4	16.2	7.7	43.8
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	6.2	4.6	6.2
Max Green Setting (Gmax), s	11.0	39.4	11.0	37.0	11.0	39.4	11.0	37.0
Max Q Clear Time (g_c+I1), s	4.8	4.1	4.6	17.4	4.8	3.9	3.9	10.3
Green Ext Time (p_c), s	0.0	0.7	0.0	6.5	0.0	0.6	0.0	4.1

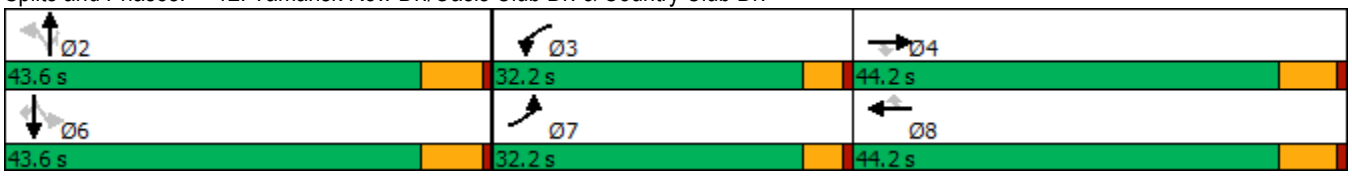
Intersection Summary	
HCM 6th Ctrl Delay	18.7
HCM 6th LOS	B

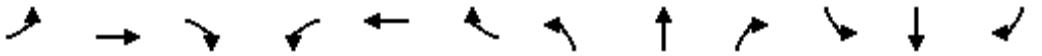
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	902	85	53	614	158	67	146	91	211	146	23
Future Volume (vph)	30	902	85	53	614	158	67	146	91	211	146	23
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases			4			8	2		2	6		6
Detector Phase	7	4	4	3	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.2	16.2	9.6	40.2	40.2	35.5	35.5	35.5	35.5	35.5	35.5
Total Split (s)	32.2	44.2	44.2	32.2	44.2	44.2	43.6	43.6	43.6	43.6	43.6	43.6
Total Split (%)	26.8%	36.8%	36.8%	26.8%	36.8%	36.8%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	5.5	5.5	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 81
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 12: Tamarisk Row Dr./Oasis Club Dr. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	902	85	53	614	158	67	146	91	211	146	23
Future Volume (veh/h)	30	902	85	53	614	158	67	146	91	211	146	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	930	63	55	633	105	69	151	30	218	151	13
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	1721	768	79	1768	777	357	891	392	353	891	392
Arrive On Green	0.03	0.48	0.48	0.04	0.50	0.50	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1781	3554	1585	1781	3554	1562	1222	3554	1563	1203	3554	1565
Grp Volume(v), veh/h	31	930	63	55	633	105	69	151	30	218	151	13
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1562	1222	1777	1563	1203	1777	1565
Q Serve(g_s), s	1.3	14.3	1.7	2.4	8.5	2.8	3.7	2.6	1.2	13.6	2.6	0.5
Cycle Q Clear(g_c), s	1.3	14.3	1.7	2.4	8.5	2.8	6.3	2.6	1.2	16.2	2.6	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	56	1721	768	79	1768	777	357	891	392	353	891	392
V/C Ratio(X)	0.56	0.54	0.08	0.69	0.36	0.14	0.19	0.17	0.08	0.62	0.17	0.03
Avail Cap(c_a), veh/h	627	1721	768	627	1768	777	629	1680	739	621	1680	740
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.5	14.1	10.9	37.0	12.1	10.6	25.5	23.0	22.5	29.3	23.0	22.2
Incr Delay (d2), s/veh	3.2	1.2	0.2	4.0	0.6	0.4	0.3	0.1	0.1	1.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	5.0	0.5	1.1	2.9	0.9	1.0	1.0	0.4	3.6	1.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.7	15.4	11.1	41.0	12.6	11.0	25.7	23.1	22.5	31.1	23.1	22.2
LnGrp LOS	D	B	B	D	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1024			793			250			382	
Approach Delay, s/veh		15.9			14.4			23.8			27.6	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		26.2	8.1	44.2		26.2	7.1	45.2				
Change Period (Y+Rc), s		6.5	4.6	6.2		6.5	4.6	6.2				
Max Green Setting (Gmax), s		37.1	27.6	38.0		37.1	27.6	38.0				
Max Q Clear Time (g_c+I1), s		8.3	4.4	16.3		18.2	3.3	10.5				
Green Ext Time (p_c), s		1.1	0.0	6.2		1.5	0.0	4.3				

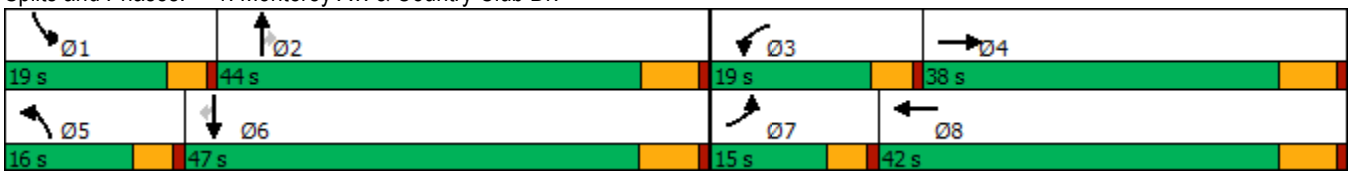
Intersection Summary												
HCM 6th Ctrl Delay			18.0									
HCM 6th LOS			B									

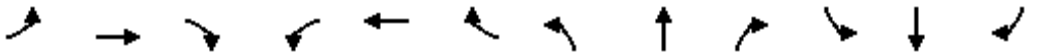
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	398	123	308	284	157	135	974	101	166	1142	38
Future Volume (vph)	99	398	123	308	284	157	135	974	101	166	1142	38
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2		9.6	39.2		9.6	36.2	36.2	9.6	35.4	35.4
Total Split (s)	15.0	38.0		19.0	42.0		16.0	44.0	44.0	19.0	47.0	47.0
Total Split (%)	12.5%	31.7%		15.8%	35.0%		13.3%	36.7%	36.7%	15.8%	39.2%	39.2%
Yellow Time (s)	3.6	5.2		3.6	5.2		3.6	5.2	5.2	3.6	5.4	5.4
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2		4.6	6.2		4.6	6.2	6.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 99.3
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Monterey Av. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	398	123	308	284	157	135	974	101	166	1142	38
Future Volume (veh/h)	99	398	123	308	284	157	135	974	101	166	1142	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	402	0	311	287	0	136	984	35	168	1154	18
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	176	690		389	1005		206	2246	696	243	2301	714
Arrive On Green	0.05	0.14	0.00	0.11	0.20	0.00	0.06	0.44	0.44	0.07	0.45	0.45
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1583	3456	5106	1584
Grp Volume(v), veh/h	100	402	0	311	287	0	136	984	35	168	1154	18
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1583	1728	1702	1584
Q Serve(g_s), s	2.5	6.7	0.0	7.9	4.3	0.0	3.5	12.0	1.1	4.3	14.5	0.6
Cycle Q Clear(g_c), s	2.5	6.7	0.0	7.9	4.3	0.0	3.5	12.0	1.1	4.3	14.5	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	176	690		389	1005		206	2246	696	243	2301	714
V/C Ratio(X)	0.57	0.58		0.80	0.29		0.66	0.44	0.05	0.69	0.50	0.03
Avail Cap(c_a), veh/h	399	1802		552	2029		437	2246	696	552	2301	714
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.8	36.6	0.0	39.0	30.8	0.0	41.5	17.5	14.5	40.9	17.6	13.8
Incr Delay (d2), s/veh	1.1	0.8	0.0	3.5	0.2	0.0	1.3	0.6	0.1	1.3	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.6	0.0	3.3	1.7	0.0	1.4	4.3	0.4	1.7	5.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.9	37.4	0.0	42.4	31.0	0.0	42.8	18.1	14.6	42.2	18.4	13.8
LnGrp LOS	D	D		D	C		D	B	B	D	B	B
Approach Vol, veh/h		502	A		598	A		1155			1340	
Approach Delay, s/veh		38.5			36.9			20.9			21.3	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	46.0	14.8	18.4	10.0	47.0	9.2	23.9
Change Period (Y+Rc), s	4.6	* 6.4	4.6	6.2	4.6	6.4	4.6	6.2
Max Green Setting (Gmax), s	14.4	* 38	14.4	31.8	11.4	40.6	10.4	35.8
Max Q Clear Time (g_c+I1), s	6.3	14.0	9.9	8.7	5.5	16.5	4.5	6.3
Green Ext Time (p_c), s	0.2	6.6	0.3	2.3	0.1	7.7	0.1	1.7

Intersection Summary	
HCM 6th Ctrl Delay	26.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

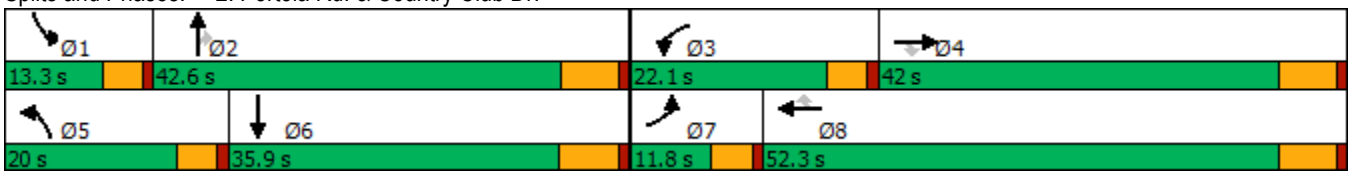
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	27	538	133	150	468	77	138	300	150	69	272
Future Volume (vph)	27	538	133	150	468	77	138	300	150	69	272
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	33.2	33.2	9.6	33.2	33.2	9.6	39.2	39.2	9.6	34.4
Total Split (s)	11.8	42.0	42.0	22.1	52.3	52.3	20.0	42.6	42.6	13.3	35.9
Total Split (%)	9.8%	35.0%	35.0%	18.4%	43.6%	43.6%	16.7%	35.5%	35.5%	11.1%	29.9%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 101.4
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Portola Rd. & Country Club Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	538	133	150	468	77	138	300	150	69	272	26
Future Volume (veh/h)	27	538	133	150	468	77	138	300	150	69	272	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	578	72	161	503	56	148	323	80	74	292	12
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	50	770	341	195	1058	464	181	1379	614	95	1182	48
Arrive On Green	0.03	0.22	0.22	0.11	0.30	0.30	0.10	0.39	0.39	0.05	0.34	0.34
Sat Flow, veh/h	1781	3554	1572	1781	3554	1559	1781	3554	1583	1781	3477	142
Grp Volume(v), veh/h	29	578	72	161	503	56	148	323	80	74	149	155
Grp Sat Flow(s),veh/h/ln	1781	1777	1572	1781	1777	1559	1781	1777	1583	1781	1777	1842
Q Serve(g_s), s	1.5	14.3	3.5	8.3	10.9	2.5	7.6	5.7	3.1	3.8	5.7	5.7
Cycle Q Clear(g_c), s	1.5	14.3	3.5	8.3	10.9	2.5	7.6	5.7	3.1	3.8	5.7	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	50	770	341	195	1058	464	181	1379	614	95	604	627
V/C Ratio(X)	0.58	0.75	0.21	0.83	0.48	0.12	0.82	0.23	0.13	0.78	0.25	0.25
Avail Cap(c_a), veh/h	137	1356	600	332	1747	766	292	1379	614	165	604	627
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	34.4	30.1	40.9	26.9	24.0	41.3	19.3	18.5	43.8	22.3	22.3
Incr Delay (d2), s/veh	3.8	1.5	0.3	3.4	0.3	0.1	3.9	0.4	0.4	5.1	1.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	5.9	1.3	3.6	4.3	0.9	3.4	2.2	1.1	1.7	2.3	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.8	35.9	30.5	44.3	27.3	24.1	45.2	19.7	18.9	48.9	23.3	23.2
LnGrp LOS	D	D	C	D	C	C	D	B	B	D	C	C
Approach Vol, veh/h		679			720			551			378	
Approach Delay, s/veh		35.8			30.8			26.5			28.3	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	42.8	14.9	26.5	14.1	38.3	7.3	34.1
Change Period (Y+Rc), s	4.6	* 6.4	4.6	6.2	4.6	6.4	4.6	6.2
Max Green Setting (Gmax), s	8.7	* 36	17.5	35.8	15.4	29.5	7.2	46.1
Max Q Clear Time (g_c+I1), s	5.8	7.7	10.3	16.3	9.6	7.7	3.5	12.9
Green Ext Time (p_c), s	0.0	2.1	0.1	3.5	0.1	1.4	0.0	3.3

Intersection Summary	
HCM 6th Ctrl Delay	30.8
HCM 6th LOS	C

Notes

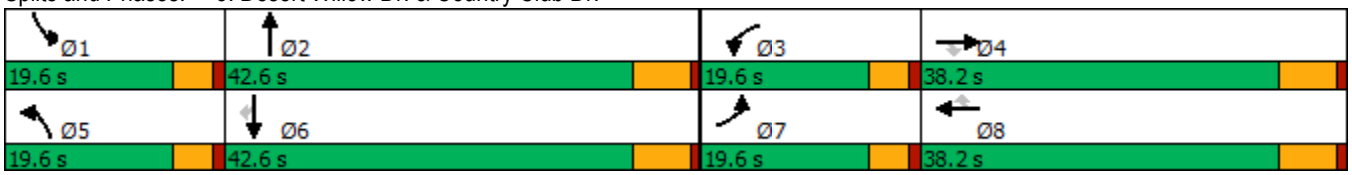
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

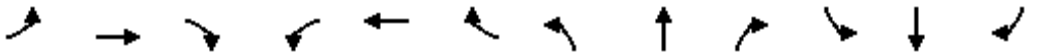
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	161	550	54	111	562	102	59	8	94	4	44
Future Volume (vph)	161	550	54	111	562	102	59	8	94	4	44
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	23.2	23.2	9.6	27.2	27.2	9.6	33.2	9.6	36.2	36.2
Total Split (s)	19.6	38.2	38.2	19.6	38.2	38.2	19.6	42.6	19.6	42.6	42.6
Total Split (%)	16.3%	31.8%	31.8%	16.3%	31.8%	31.8%	16.3%	35.5%	16.3%	35.5%	35.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 79.9
Natural Cycle: 85
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Desert Willow Dr. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	550	54	111	562	102	59	8	69	94	4	44
Future Volume (veh/h)	161	550	54	111	562	102	59	8	69	94	4	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	163	556	0	112	568	96	60	8	30	95	4	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	249	1483		143	1514	669	84	56	209	196	324	
Arrive On Green	0.07	0.42	0.00	0.08	0.43	0.43	0.05	0.16	0.16	0.06	0.17	0.00
Sat Flow, veh/h	3456	3554	1585	1781	3554	1571	1781	340	1273	3456	1870	1585
Grp Volume(v), veh/h	163	556	0	112	568	96	60	0	38	95	4	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1571	1781	0	1613	1728	1870	1585
Q Serve(g_s), s	3.5	8.3	0.0	4.7	8.4	2.9	2.5	0.0	1.5	2.0	0.1	0.0
Cycle Q Clear(g_c), s	3.5	8.3	0.0	4.7	8.4	2.9	2.5	0.0	1.5	2.0	0.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.79	1.00		1.00
Lane Grp Cap(c), veh/h	249	1483		143	1514	669	84	0	264	196	324	
V/C Ratio(X)	0.66	0.37		0.78	0.38	0.14	0.72	0.00	0.14	0.49	0.01	
Avail Cap(c_a), veh/h	676	1483		349	1514	669	349	0	766	676	888	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.7	15.4	0.0	34.6	15.0	13.5	36.0	0.0	27.5	35.1	26.3	0.0
Incr Delay (d2), s/veh	1.1	0.7	0.0	3.5	0.7	0.5	4.2	0.0	0.2	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.0	0.0	2.0	3.0	0.9	1.2	0.0	0.6	0.9	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.8	16.2	0.0	38.1	15.7	13.9	40.2	0.0	27.7	35.8	26.3	0.0
LnGrp LOS	D	B		D	B	B	D	A	C	D	C	
Approach Vol, veh/h		719	A		776			98			99	A
Approach Delay, s/veh		20.6			18.7			35.4			35.4	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	18.8	10.8	38.2	8.2	19.5	10.1	38.9
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	6.2	4.6	6.2
Max Green Setting (Gmax), s	15.0	36.4	15.0	32.0	15.0	36.4	15.0	32.0
Max Q Clear Time (g_c+I1), s	4.0	3.5	6.7	10.3	4.5	2.1	5.5	10.4
Green Ext Time (p_c), s	0.1	0.2	0.1	3.2	0.0	0.0	0.2	3.6

Intersection Summary	
HCM 6th Ctrl Delay	21.5
HCM 6th LOS	C

Notes

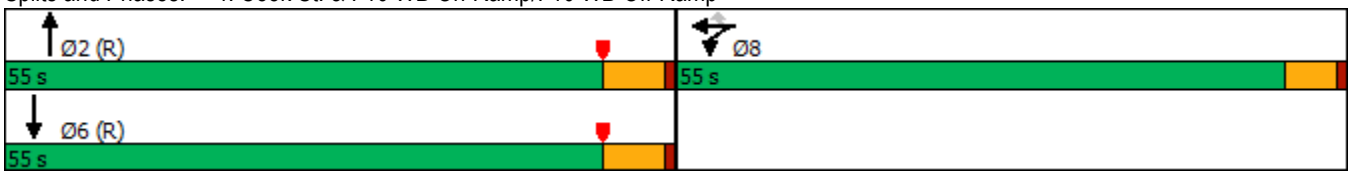
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

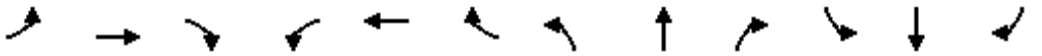
Lane Group	WBT	WBR	NBT	NBR	SBT
Lane Configurations					
Traffic Volume (vph)	3	23	142	363	123
Future Volume (vph)	3	23	142	363	123
Turn Type	NA	Perm	NA	Free	NA
Protected Phases	8		2		6
Permitted Phases		8		Free	
Detector Phase	8	8	2		6
Switch Phase					
Minimum Initial (s)	5.0	5.0	7.0		7.0
Minimum Split (s)	10.3	10.3	13.0		29.0
Total Split (s)	55.0	55.0	55.0		55.0
Total Split (%)	50.0%	50.0%	50.0%		50.0%
Yellow Time (s)	4.3	4.3	5.0		5.0
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	6.0		6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Max		C-Max

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 6 (5%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 4: Cook St. & I-10 WB On-Ramp/I-10 WB Off-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	331	3	23	0	142	363	0	123	16
Future Volume (veh/h)	0	0	0	331	3	23	0	142	363	0	123	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1530	1870	0	1781	1826	0	1856	1856
Adj Flow Rate, veh/h				338	3	8	0	145	0	0	126	8
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				2	25	2	0	8	5	0	3	3
Cap, veh/h				378	3	414	0	2152		0	3095	193
Arrive On Green				0.26	0.26	0.26	0.00	0.64	0.00	0.00	0.64	0.64
Sat Flow, veh/h				1444	13	1585	0	3474	1547	0	5034	303
Grp Volume(v), veh/h				341	0	8	0	145	0	0	87	47
Grp Sat Flow(s),veh/h/ln				1457	0	1585	0	1692	1547	0	1689	1793
Q Serve(g_s), s				24.8	0.0	0.4	0.0	1.8	0.0	0.0	1.1	1.1
Cycle Q Clear(g_c), s				24.8	0.0	0.4	0.0	1.8	0.0	0.0	1.1	1.1
Prop In Lane				0.99		1.00	0.00		1.00	0.00		0.17
Lane Grp Cap(c), veh/h				381	0	414	0	2152		0	2147	1140
V/C Ratio(X)				0.90	0.00	0.02	0.00	0.07		0.00	0.04	0.04
Avail Cap(c_a), veh/h				658	0	716	0	2152		0	2147	1140
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				39.2	0.0	30.2	0.0	7.6	0.0	0.0	7.5	7.5
Incr Delay (d2), s/veh				8.4	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				9.3	0.0	0.2	0.0	0.6	0.0	0.0	0.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				47.5	0.0	30.2	0.0	7.7	0.0	0.0	7.5	7.6
LnGrp LOS				D	A	C	A	A		A	A	A
Approach Vol, veh/h					349			145	A		134	
Approach Delay, s/veh					47.1			7.7			7.5	
Approach LOS					D			A			A	

Timer - Assigned Phs	2			6		8			
Phs Duration (G+Y+Rc), s	75.9			75.9		34.1			
Change Period (Y+Rc), s	6.0			6.0		5.3			
Max Green Setting (Gmax), s	49.0			49.0		49.7			
Max Q Clear Time (g_c+I1), s	3.8			3.1		26.8			
Green Ext Time (p_c), s	0.5			0.4		1.9			

Intersection Summary		
HCM 6th Ctrl Delay	29.6	
HCM 6th LOS	C	

Notes

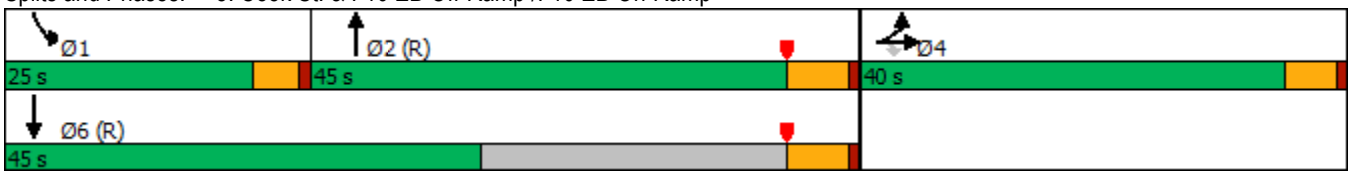
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

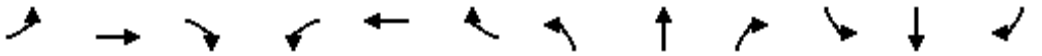
Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	33	1	464	472	18	436
Future Volume (vph)	33	1	464	472	18	436
Turn Type	Split	NA	Perm	NA	Prot	NA
Protected Phases	4	4		2	1	6
Permitted Phases			4			
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	7.0	5.0	8.0
Minimum Split (s)	10.3	10.3	10.3	13.0	9.7	37.0
Total Split (s)	40.0	40.0	40.0	45.0	25.0	45.0
Total Split (%)	36.4%	36.4%	36.4%	40.9%	22.7%	40.9%
Yellow Time (s)	4.3	4.3	4.3	5.0	3.7	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	6.0	4.7	6.0
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 5: Cook St. & I-10 EB Off-Ramp /I-10 EB On-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	1	464	0	0	0	0	472	294	18	436	0
Future Volume (veh/h)	33	1	464	0	0	0	0	472	294	18	436	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1841	1900	1811				0	1811	1811	1648	1856	0
Adj Flow Rate, veh/h	34	0	243				0	492	286	19	454	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	0	6				0	6	6	17	3	0
Cap, veh/h	179	0	313				0	2414	1124	31	4028	0
Arrive On Green	0.10	0.00	0.10				0.00	0.73	0.73	0.02	0.80	0.00
Sat Flow, veh/h	1753	0	3070				0	3459	1535	1570	5233	0
Grp Volume(v), veh/h	34	0	243				0	492	286	19	454	0
Grp Sat Flow(s),veh/h/ln	1753	0	1535				0	1648	1535	1570	1689	0
Q Serve(g_s), s	2.0	0.0	8.5				0.0	5.2	6.7	1.3	2.2	0.0
Cycle Q Clear(g_c), s	2.0	0.0	8.5				0.0	5.2	6.7	1.3	2.2	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	179	0	313				0	2414	1124	31	4028	0
V/C Ratio(X)	0.19	0.00	0.78				0.00	0.20	0.25	0.60	0.11	0.00
Avail Cap(c_a), veh/h	553	0	968				0	2414	1124	290	4028	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.96	0.96	1.00	1.00	0.00
Uniform Delay (d), s/veh	45.2	0.0	48.2				0.0	4.6	4.8	53.5	2.5	0.0
Incr Delay (d2), s/veh	0.4	0.0	3.1				0.0	0.2	0.5	6.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	3.3				0.0	1.3	1.6	0.6	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.6	0.0	51.2				0.0	4.8	5.4	60.2	2.6	0.0
LnGrp LOS	D	A	D				A	A	A	E	A	A
Approach Vol, veh/h		277						778			473	
Approach Delay, s/veh		50.6						5.0			4.9	
Approach LOS		D						A			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	6.9	86.6		16.5		93.5
Change Period (Y+Rc), s	* 4.7	6.0		5.3		6.0
Max Green Setting (Gmax), s	* 20	39.0		34.7		39.0
Max Q Clear Time (g_c+I1), s	3.3	8.7		10.5		4.2
Green Ext Time (p_c), s	0.0	2.9		0.7		1.7

Intersection Summary		
HCM 6th Ctrl Delay		13.2
HCM 6th LOS		B

Notes

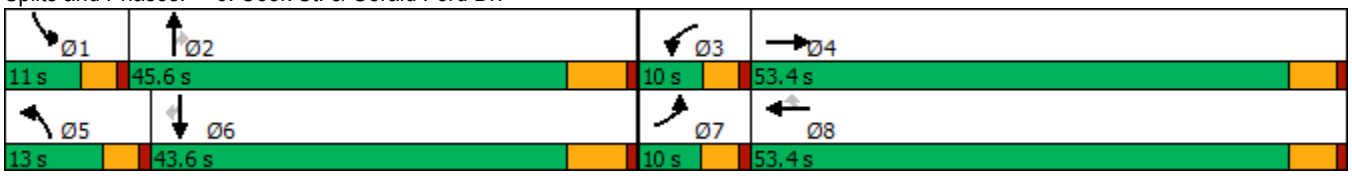
User approved volume balancing among the lanes for turning movement.

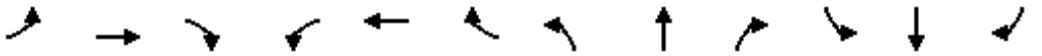
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	169	167	105	52	184	78	182	520	29	154	625	97
Future Volume (vph)	169	167	105	52	184	78	182	520	29	154	625	97
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			8			2			6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.5	41.4		9.2	41.4	41.4	9.2	42.5	42.5	9.2	42.5	42.5
Total Split (s)	10.0	53.4		10.0	53.4	53.4	13.0	45.6	45.6	11.0	43.6	43.6
Total Split (%)	8.3%	44.5%		8.3%	44.5%	44.5%	10.8%	38.0%	38.0%	9.2%	36.3%	36.3%
Yellow Time (s)	3.5	4.4		3.2	4.4	4.4	3.2	5.5	5.5	3.2	5.5	5.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.4		4.2	5.4	5.4	4.2	6.5	6.5	4.2	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 87.3
Natural Cycle: 105
Control Type: Actuated-Uncoordinated

Splits and Phases: 6: Cook St. & Gerald Ford Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	167	105	52	184	78	182	520	29	154	625	97
Future Volume (veh/h)	169	167	105	52	184	78	182	520	29	154	625	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	178	176	0	55	194	26	192	547	17	162	658	59
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	235	539		152	440	196	272	2472	767	239	2422	751
Arrive On Green	0.07	0.15	0.00	0.04	0.12	0.12	0.08	0.48	0.48	0.07	0.47	0.47
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1584
Grp Volume(v), veh/h	178	176	0	55	194	26	192	547	17	162	658	59
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1584
Q Serve(g_s), s	4.1	3.6	0.0	1.2	4.1	1.2	4.4	5.0	0.5	3.7	6.3	1.6
Cycle Q Clear(g_c), s	4.1	3.6	0.0	1.2	4.1	1.2	4.4	5.0	0.5	3.7	6.3	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	235	539		152	440	196	272	2472	767	239	2422	751
V/C Ratio(X)	0.76	0.33		0.36	0.44	0.13	0.71	0.22	0.02	0.68	0.27	0.08
Avail Cap(c_a), veh/h	235	2112		248	2112	942	376	2472	767	291	2422	751
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	30.6	0.0	37.5	32.8	31.5	36.3	12.0	10.9	36.7	12.8	11.6
Incr Delay (d2), s/veh	11.8	0.3	0.0	0.5	0.7	0.3	1.5	0.2	0.1	2.9	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.5	0.0	0.5	1.7	0.4	1.8	1.6	0.2	1.5	2.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.8	30.9	0.0	38.1	33.5	31.8	37.8	12.2	10.9	39.6	13.1	11.8
LnGrp LOS	D	C		D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		354	A		275			756			879	
Approach Delay, s/veh		39.9			34.2			18.7			17.9	
Approach LOS		D			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	45.6	7.7	17.7	10.6	44.8	10.0	15.4
Change Period (Y+Rc), s	* 4.2	6.5	* 4.2	5.4	* 4.2	6.5	4.5	5.4
Max Green Setting (Gmax), s	* 6.8	39.1	* 5.8	48.0	* 8.8	37.1	5.5	48.0
Max Q Clear Time (g_c+I1), s	5.7	7.0	3.2	5.6	6.4	8.3	6.1	6.1
Green Ext Time (p_c), s	0.0	3.4	0.0	1.1	0.1	4.3	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	23.6
HCM 6th LOS	C

Notes

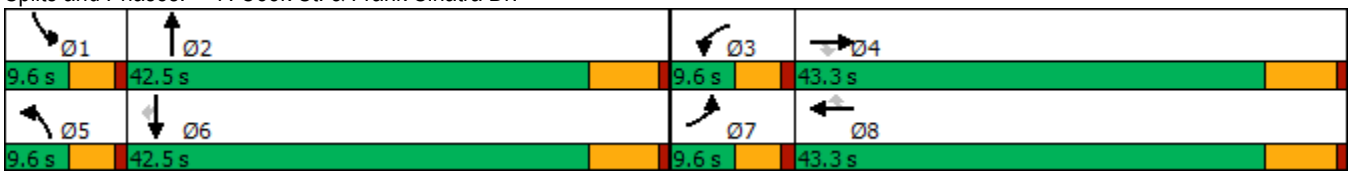
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	121	133	99	47	146	50	107	538	50	657	139
Future Volume (vph)	121	133	99	47	146	50	107	538	50	657	139
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.5	37.5	9.6	42.5	42.5	9.6	42.5	9.6	37.5	37.5
Total Split (s)	9.6	43.3	43.3	9.6	43.3	43.3	9.6	42.5	9.6	42.5	42.5
Total Split (%)	9.1%	41.2%	41.2%	9.1%	41.2%	41.2%	9.1%	40.5%	9.1%	40.5%	40.5%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	5.5	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	6.5	4.6	6.5	4.6	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	Max	Max

Intersection Summary
Cycle Length: 105
Actuated Cycle Length: 83.4
Natural Cycle: 105
Control Type: Actuated-Uncoordinated

Splits and Phases: 7: Cook St. & Frank Sinatra Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	133	99	47	146	50	107	538	43	50	657	139
Future Volume (veh/h)	121	133	99	47	146	50	107	538	43	50	657	139
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	129	141	104	50	155	0	114	572	32	53	699	104
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	209	523	233	147	459	205	204	1642	92	152	2373	736
Arrive On Green	0.06	0.15	0.15	0.04	0.13	0.00	0.06	0.48	0.48	0.04	0.46	0.46
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3422	191	3456	5106	1584
Grp Volume(v), veh/h	129	141	104	50	155	0	114	297	307	53	699	104
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1836	1728	1702	1584
Q Serve(g_s), s	2.8	2.7	4.6	1.1	3.1	0.0	2.5	8.1	8.1	1.2	6.6	2.9
Cycle Q Clear(g_c), s	2.8	2.7	4.6	1.1	3.1	0.0	2.5	8.1	8.1	1.2	6.6	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	209	523	233	147	459	205	204	853	881	152	2373	736
V/C Ratio(X)	0.62	0.27	0.45	0.34	0.34	0.00	0.56	0.35	0.35	0.35	0.29	0.14
Avail Cap(c_a), veh/h	223	1688	753	223	1688	753	223	853	881	223	2373	736
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.5	29.3	30.2	36.0	30.7	0.0	35.5	12.6	12.6	36.0	12.9	11.9
Incr Delay (d2), s/veh	3.1	0.3	1.3	0.5	0.4	0.0	1.1	1.1	1.1	0.5	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.1	1.7	0.4	1.2	0.0	1.0	2.8	2.9	0.5	2.1	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.6	29.6	31.5	36.5	31.1	0.0	36.6	13.7	13.7	36.5	13.2	12.3
LnGrp LOS	D	C	C	D	C	A	D	B	B	D	B	B
Approach Vol, veh/h		374			205			718			856	
Approach Delay, s/veh		33.2			32.5			17.3			14.5	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	43.7	7.9	17.9	9.2	42.5	9.3	16.5
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5
Max Green Setting (Gmax), s	5.0	36.0	5.0	36.8	5.0	36.0	5.0	36.8
Max Q Clear Time (g_c+I1), s	3.2	10.1	3.1	6.6	4.5	8.6	4.8	5.1
Green Ext Time (p_c), s	0.0	3.1	0.0	1.0	0.0	4.7	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	108	44	43	569	717	101
Future Vol, veh/h	108	44	43	569	717	101
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	90	0	120	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	115	47	46	605	763	107

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1158	382	870	0	-	0
Stage 1	763	-	-	-	-	-
Stage 2	395	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	189	616	770	-	-	-
Stage 1	421	-	-	-	-	-
Stage 2	650	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	178	616	770	-	-	-
Mov Cap-2 Maneuver	178	-	-	-	-	-
Stage 1	396	-	-	-	-	-
Stage 2	650	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	43.1	0.7	0
HCM LOS	E		

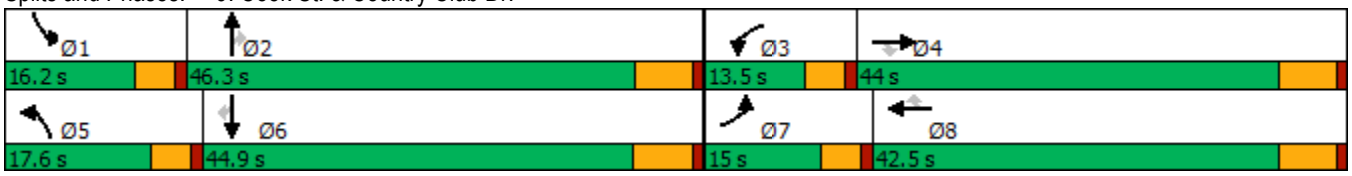
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	770	-	178	616	-	-
HCM Lane V/C Ratio	0.059	-	0.645	0.076	-	-
HCM Control Delay (s)	10	-	56.1	11.3	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	3.7	0.2	-	-

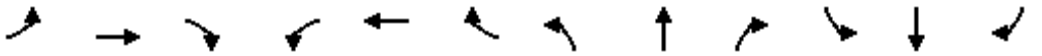
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	492	120	125	461	118	161	463	124	222	537	143
Future Volume (vph)	103	492	120	125	461	118	161	463	124	222	537	143
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.2	37.2	9.6	42.2	42.2	9.6	39.2	39.2	9.6	40.4	40.4
Total Split (s)	15.0	44.0	44.0	13.5	42.5	42.5	17.6	46.3	46.3	16.2	44.9	44.9
Total Split (%)	12.5%	36.7%	36.7%	11.3%	35.4%	35.4%	14.7%	38.6%	38.6%	13.5%	37.4%	37.4%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.4	5.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 102.1
Natural Cycle: 105
Control Type: Actuated-Uncoordinated

Splits and Phases: 9: Cook St. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	492	120	125	461	118	161	463	124	222	537	143
Future Volume (veh/h)	103	492	120	125	461	118	161	463	124	222	537	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	105	502	67	128	470	56	164	472	64	227	548	86
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	173	682	303	194	704	314	236	1531	674	300	1597	699
Arrive On Green	0.05	0.19	0.19	0.06	0.20	0.20	0.07	0.43	0.43	0.09	0.45	0.45
Sat Flow, veh/h	3456	3554	1580	3456	3554	1585	3456	3554	1565	3456	3554	1556
Grp Volume(v), veh/h	105	502	67	128	470	56	164	472	64	227	548	86
Grp Sat Flow(s),veh/h/ln	1728	1777	1580	1728	1777	1585	1728	1777	1565	1728	1777	1556
Q Serve(g_s), s	2.8	12.4	3.3	3.4	11.4	2.7	4.3	8.1	2.3	6.0	9.3	3.0
Cycle Q Clear(g_c), s	2.8	12.4	3.3	3.4	11.4	2.7	4.3	8.1	2.3	6.0	9.3	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	173	682	303	194	704	314	236	1531	674	300	1597	699
V/C Ratio(X)	0.61	0.74	0.22	0.66	0.67	0.18	0.69	0.31	0.09	0.76	0.34	0.12
Avail Cap(c_a), veh/h	386	1443	642	330	1386	618	483	1531	674	431	1597	699
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.3	35.4	31.7	43.1	34.5	31.0	42.4	17.4	15.7	41.5	16.7	14.9
Incr Delay (d2), s/veh	1.3	1.6	0.4	1.4	1.1	0.3	1.4	0.5	0.3	2.4	0.6	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	5.2	1.2	1.4	4.7	1.0	1.8	3.1	0.8	2.5	3.4	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.6	37.0	32.1	44.5	35.6	31.3	43.8	17.9	16.0	43.9	17.3	15.3
LnGrp LOS	D	D	C	D	D	C	D	B	B	D	B	B
Approach Vol, veh/h		674			654			700			861	
Approach Delay, s/veh		37.7			37.0			23.8			24.1	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	46.5	9.8	24.1	11.0	48.2	9.3	24.6
Change Period (Y+Rc), s	4.6	* 6.4	4.6	6.2	4.6	6.4	4.6	6.2
Max Green Setting (Gmax), s	11.6	* 40	8.9	37.8	13.0	38.5	10.4	36.3
Max Q Clear Time (g_c+I1), s	8.0	10.1	5.4	14.4	6.3	11.3	4.8	13.4
Green Ext Time (p_c), s	0.1	3.1	0.1	3.1	0.1	3.5	0.1	2.9

Intersection Summary	
HCM 6th Ctrl Delay	30.1
HCM 6th LOS	C

Notes

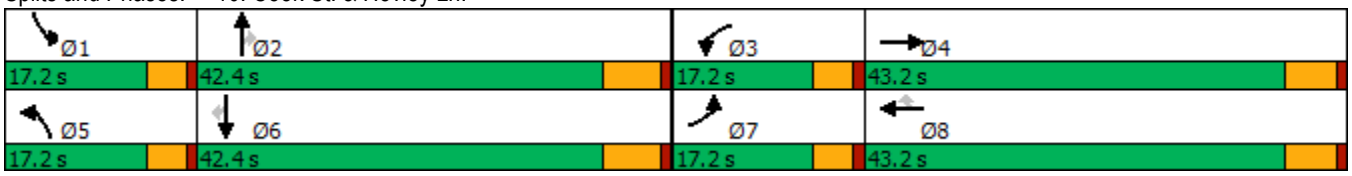
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

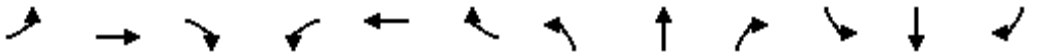
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	167	197	86	271	86	69	512	110	91	552	185
Future Volume (vph)	167	197	86	271	86	69	512	110	91	552	185
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	31.8	9.6	36.8	36.8	9.6	39.2	39.2	9.6	37.2	37.2
Total Split (s)	17.2	43.2	17.2	43.2	43.2	17.2	42.4	42.4	17.2	42.4	42.4
Total Split (%)	14.3%	36.0%	14.3%	36.0%	36.0%	14.3%	35.3%	35.3%	14.3%	35.3%	35.3%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	6.2	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 87.6
Natural Cycle: 100
Control Type: Actuated-Uncoordinated

Splits and Phases: 10: Cook St. & Hovley Ln.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	197	112	86	271	86	69	512	110	91	552	185
Future Volume (veh/h)	167	197	112	86	271	86	69	512	110	91	552	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	182	214	73	93	295	53	75	557	69	99	600	121
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	268	396	131	192	459	205	178	1651	737	196	1670	740
Arrive On Green	0.08	0.15	0.15	0.06	0.13	0.13	0.05	0.46	0.46	0.06	0.47	0.47
Sat Flow, veh/h	3456	2622	869	3456	3554	1585	3456	3554	1585	3456	3554	1576
Grp Volume(v), veh/h	182	143	144	93	295	53	75	557	69	99	600	121
Grp Sat Flow(s),veh/h/ln	1728	1777	1714	1728	1777	1585	1728	1777	1585	1728	1777	1576
Q Serve(g_s), s	4.0	5.8	6.1	2.0	6.1	2.3	1.6	7.8	1.9	2.2	8.4	3.4
Cycle Q Clear(g_c), s	4.0	5.8	6.1	2.0	6.1	2.3	1.6	7.8	1.9	2.2	8.4	3.4
Prop In Lane	1.00		0.51	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	268	268	259	192	459	205	178	1651	737	196	1670	740
V/C Ratio(X)	0.68	0.53	0.56	0.48	0.64	0.26	0.42	0.34	0.09	0.51	0.36	0.16
Avail Cap(c_a), veh/h	559	853	823	559	1706	761	559	1651	737	559	1670	740
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	30.5	30.7	35.7	32.2	30.6	35.8	13.2	11.7	35.7	13.2	11.9
Incr Delay (d2), s/veh	1.1	1.6	1.9	0.7	1.5	0.7	0.6	0.6	0.3	0.8	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	2.4	2.5	0.8	2.6	0.9	0.7	2.7	0.6	0.9	2.9	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.1	32.2	32.5	36.4	33.7	31.2	36.4	13.8	11.9	36.4	13.8	12.3
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		469			441			701			820	
Approach Delay, s/veh		33.8			34.0			16.0			16.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	42.4	8.9	17.6	8.6	42.8	10.6	15.9
Change Period (Y+Rc), s	4.6	6.2	4.6	5.8	4.6	6.2	4.6	5.8
Max Green Setting (Gmax), s	12.6	36.2	12.6	37.4	12.6	36.2	12.6	37.4
Max Q Clear Time (g_c+I1), s	4.2	9.8	4.0	8.1	3.6	10.4	6.0	8.1
Green Ext Time (p_c), s	0.1	3.6	0.1	1.5	0.1	4.1	0.2	1.9

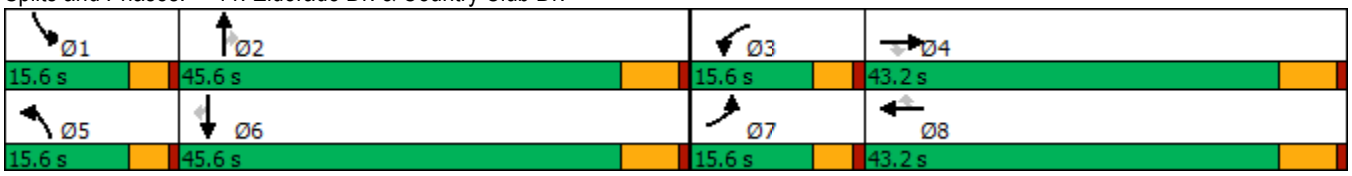
Intersection Summary	
HCM 6th Ctrl Delay	22.8
HCM 6th LOS	C

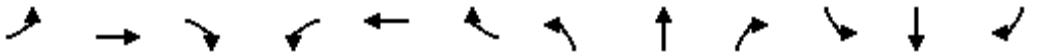
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	604	72	18	519	37	58	63	25	51	71	39
Future Volume (vph)	50	604	72	18	519	37	58	63	25	51	71	39
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.2	37.2	9.6	37.2	37.2	9.6	36.2	36.2	9.6	35.2	35.2
Total Split (s)	15.6	43.2	43.2	15.6	43.2	43.2	15.6	45.6	45.6	15.6	45.6	45.6
Total Split (%)	13.0%	36.0%	36.0%	13.0%	36.0%	36.0%	13.0%	38.0%	38.0%	13.0%	38.0%	38.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 83.7
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 11: Eldorado Dr. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	604	72	18	519	37	58	63	25	51	71	39
Future Volume (veh/h)	50	604	72	18	519	37	58	63	25	51	71	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	56	679	80	20	583	40	65	71	28	57	80	44
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	1817	800	40	1736	774	88	479	214	82	468	209
Arrive On Green	0.05	0.51	0.51	0.02	0.49	0.49	0.05	0.13	0.13	0.05	0.13	0.13
Sat Flow, veh/h	1781	3554	1564	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	56	679	80	20	583	40	65	71	28	57	80	44
Grp Sat Flow(s),veh/h/ln	1781	1777	1564	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.3	8.7	2.0	0.8	7.6	1.0	2.7	1.3	1.2	2.4	1.5	1.9
Cycle Q Clear(g_c), s	2.3	8.7	2.0	0.8	7.6	1.0	2.7	1.3	1.2	2.4	1.5	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	81	1817	800	40	1736	774	88	479	214	82	468	209
V/C Ratio(X)	0.69	0.37	0.10	0.50	0.34	0.05	0.74	0.15	0.13	0.69	0.17	0.21
Avail Cap(c_a), veh/h	259	1817	800	259	1736	774	259	1848	824	259	1848	824
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.6	11.2	9.5	36.6	11.9	10.2	35.5	28.9	28.9	35.6	29.2	29.4
Incr Delay (d2), s/veh	3.8	0.6	0.2	3.5	0.5	0.1	4.6	0.1	0.3	3.9	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.9	0.6	0.4	2.6	0.3	1.2	0.5	0.4	1.0	0.6	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.4	11.8	9.8	40.0	12.4	10.3	40.1	29.1	29.1	39.5	29.4	29.9
LnGrp LOS	D	B	A	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		815			643			164			181	
Approach Delay, s/veh		13.5			13.1			33.5			32.7	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	16.4	6.3	44.9	8.3	16.2	8.1	43.2
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	6.2	4.6	6.2
Max Green Setting (Gmax), s	11.0	39.4	11.0	37.0	11.0	39.4	11.0	37.0
Max Q Clear Time (g_c+I1), s	4.4	3.3	2.8	10.7	4.7	3.9	4.3	9.6
Green Ext Time (p_c), s	0.0	0.4	0.0	4.6	0.0	0.5	0.0	3.7

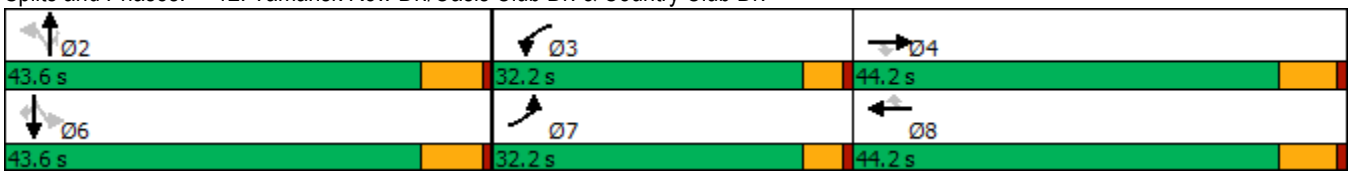
Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B

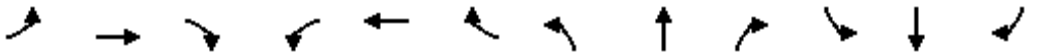
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	451	50	29	519	120	50	95	35	141	110	38
Future Volume (vph)	29	451	50	29	519	120	50	95	35	141	110	38
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases			4			8	2		2	6		6
Detector Phase	7	4	4	3	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.2	16.2	9.6	40.2	40.2	35.5	35.5	35.5	35.5	35.5	35.5
Total Split (s)	32.2	44.2	44.2	32.2	44.2	44.2	43.6	43.6	43.6	43.6	43.6	43.6
Total Split (%)	26.8%	36.8%	36.8%	26.8%	36.8%	36.8%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	5.5	5.5	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 71.2
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 12: Tamarisk Row Dr./Oasis Club Dr. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	451	50	29	519	120	50	95	35	141	110	38
Future Volume (veh/h)	29	451	50	29	519	120	50	95	35	141	110	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	465	40	30	535	89	52	98	22	145	113	33
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	1933	851	56	1933	851	289	628	280	298	628	280
Arrive On Green	0.03	0.54	0.54	0.03	0.54	0.54	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1781	3554	1564	1781	3554	1565	1242	3554	1585	1272	3554	1585
Grp Volume(v), veh/h	30	465	40	30	535	89	52	98	22	145	113	33
Grp Sat Flow(s),veh/h/ln	1781	1777	1564	1781	1777	1565	1242	1777	1585	1272	1777	1585
Q Serve(g_s), s	1.2	4.8	0.8	1.2	5.6	1.9	2.6	1.6	0.8	7.6	1.9	1.2
Cycle Q Clear(g_c), s	1.2	4.8	0.8	1.2	5.6	1.9	4.5	1.6	0.8	9.2	1.9	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	56	1933	851	56	1933	851	289	628	280	298	628	280
V/C Ratio(X)	0.53	0.24	0.05	0.53	0.28	0.10	0.18	0.16	0.08	0.49	0.18	0.12
Avail Cap(c_a), veh/h	704	1933	851	704	1933	851	729	1888	842	749	1888	842
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.3	8.4	7.5	33.3	8.5	7.7	26.4	24.3	24.0	28.3	24.5	24.2
Incr Delay (d2), s/veh	2.9	0.3	0.1	2.9	0.4	0.2	0.3	0.1	0.1	1.2	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.4	0.2	0.5	1.7	0.5	0.7	0.6	0.3	2.1	0.7	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.2	8.6	7.6	36.2	8.9	7.9	26.7	24.5	24.1	29.5	24.6	24.4
LnGrp LOS	D	A	A	D	A	A	C	C	C	C	C	C
Approach Vol, veh/h		535			654			172			291	
Approach Delay, s/veh		10.1			10.0			25.1			27.0	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		18.8	6.8	44.2		18.8	6.8	44.2				
Change Period (Y+Rc), s		6.5	4.6	6.2		6.5	4.6	6.2				
Max Green Setting (Gmax), s		37.1	27.6	38.0		37.1	27.6	38.0				
Max Q Clear Time (g_c+I1), s		6.5	3.2	6.8		11.2	3.2	7.6				
Green Ext Time (p_c), s		0.7	0.0	3.0		1.1	0.0	3.6				

Intersection Summary												
HCM 6th Ctrl Delay			14.6									
HCM 6th LOS			B									

APPENDIX 5.2:

E+P CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	E+P
				CALC RV	DATE 02/06/19
Jurisdiction: **City of Palm Desert**				CHK RV	DATE 02/06/19
Major Street: **Cook Street**				Critical Approach Speed (Major)	55 mph
Minor Street: **Market Place Drive**				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **2** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **26,132** vpd Minor Street Future ADT = **1,891** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); …….. √

or

In built up area of isolated community of < 10,000 population ……..

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
	XX				
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied	Urban	Rural	Urban	Rural
XX					
Number of lanes for moving traffic on each approach					
Major Street	Minor Street				
1	*1*	8,000	5,600	2,400	1,680
2 + **26,132**	*1* **1,891**	9,600	6,720 *	2,400	1,680 *
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied	Urban	Rural	Urban	Rural
XX					
Number of lanes for moving traffic on each approach					
Major Street	Minor Street				
1	*1*	12,000	8,400	1,200	850
2 + **26,132**	*1* **1,891**	14,400	10,080 *	1,200	850 *
2 +	*2* +	14,400	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied				
XX					
No one condition satisfied, but following conditions fulfilled 80% of more …..	A 100% B 100%	2 CONDITIONS 80%		2 CONDITIONS 80%	

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

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APPENDIX 5.3:

E+P CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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Lane Group	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	497	47	383	734	287
v/c Ratio	0.75	0.07	0.22	0.48	0.12
Control Delay	35.7	4.5	9.7	2.6	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	35.7	4.5	9.7	2.6	14.9
Queue Length 50th (ft)	301	0	76	26	33
Queue Length 95th (ft)	333	18	90	96	64
Internal Link Dist (ft)	1825		267		517
Turn Bay Length (ft)		175			
Base Capacity (vph)	1079	1040	1719	1538	2362
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.46	0.05	0.22	0.48	0.12

Intersection Summary



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	61	265	262	1820	68	666
v/c Ratio	0.37	0.74	0.73	0.56	0.56	0.17
Control Delay	50.7	20.5	19.8	10.4	66.7	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.7	20.5	19.8	10.4	66.7	1.4
Queue Length 50th (ft)	42	13	11	191	39	7
Queue Length 95th (ft)	76	95	92	354	81	46
Internal Link Dist (ft)		1207		1529		111
Turn Bay Length (ft)			105		280	
Base Capacity (vph)	527	608	607	3247	252	3910
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.44	0.43	0.56	0.27	0.17

Intersection Summary

Lane Group	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	341	23	145	370	142
v/c Ratio	0.75	0.05	0.07	0.24	0.05
Control Delay	46.8	6.8	7.0	0.7	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	46.8	6.8	7.0	0.7	8.2
Queue Length 50th (ft)	222	0	21	0	11
Queue Length 95th (ft)	285	14	36	24	25
Internal Link Dist (ft)	1825		267		517
Turn Bay Length (ft)		175			
Base Capacity (vph)	1012	943	2114	1538	3126
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.34	0.02	0.07	0.24	0.05

Intersection Summary



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	34	243	241	798	19	454
v/c Ratio	0.24	0.72	0.71	0.22	0.22	0.11
Control Delay	49.3	18.4	18.1	3.8	62.5	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.3	18.4	18.1	3.8	62.5	1.0
Queue Length 50th (ft)	23	1	0	23	12	4
Queue Length 95th (ft)	51	77	76	84	30	24
Internal Link Dist (ft)		1207		1529		111
Turn Bay Length (ft)			105		280	
Base Capacity (vph)	547	622	621	3649	284	4111
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.39	0.39	0.22	0.07	0.11

Intersection Summary

APPENDIX 5.4:

E+P CONDITIONS FREEWAY FACILITY WORKSHEETS

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HCS7 Freeway Facilities Report

Project Information

Analyst	RV	Date	1/18/2019
Agency	Urban Crossroads, Inc.	Analysis Year	E+P
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Desert Wave TIA (JN 11825)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	7
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of Cook Street	5280	3
2	Diverge	Diverge	WB Off-Ramp	1500	3
3	Basic	Basic	Between	1000	3
4	Merge	Basic	WB Loop On-Ramp	1500	4
5	Basic	Basic	Between	1650	4
6	Merge	Merge	WB On-Ramp	1500	4
7	Basic	Basic	West of Cook Street	5280	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	2859	7200	0.40	70.0	13.6	B

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	0.980	2859	567	7200	1900	0.40	0.30	59.4	54.8	16.0	15.0	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.952	2305	7200	0.32	70.0	11.0	A

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.971	3077	772	9600	1900	0.24	0.41	70.0	-	8.2	-	A

Segment 5: Basic

Time	PHF	fHV	Flow Rate	Capacity	d/c	Speed	Density	LOS

Period			(pc/h)	(pc/h)	Ratio	(mi/h)	(pc/mi/ln)	
1	0.92	0.962	3061	9600	0.32	70.0	10.9	A

Segment 6: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	0.980	3104	43	9600	2100	0.32	0.02	66.0	62.6	11.8	10.7	B

Segment 7: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	3105	7200	0.43	70.0	14.8	B

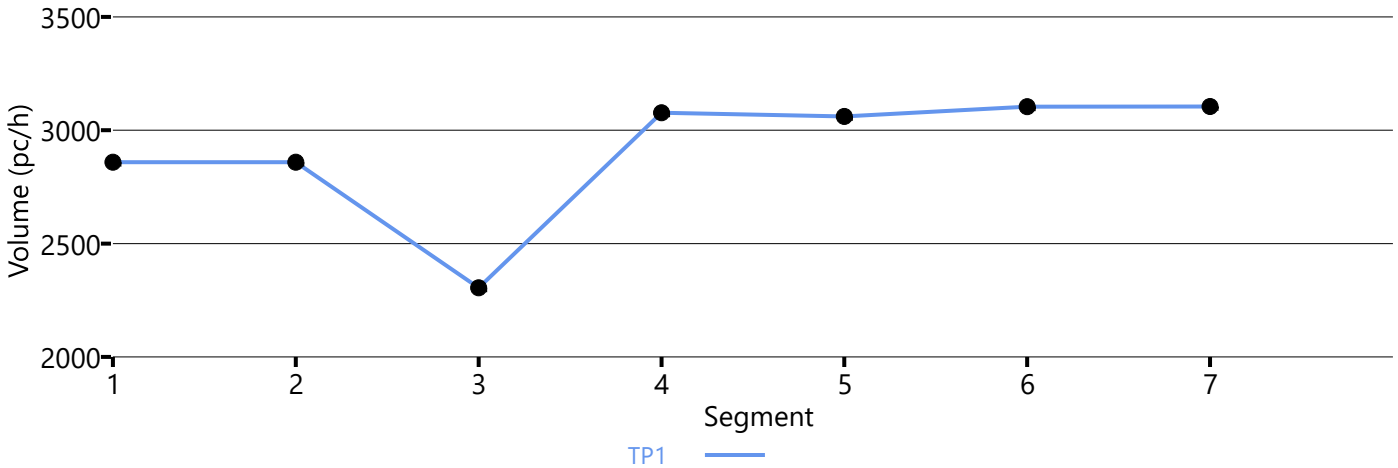
Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	68.6	12.9	12.4	2.9	B

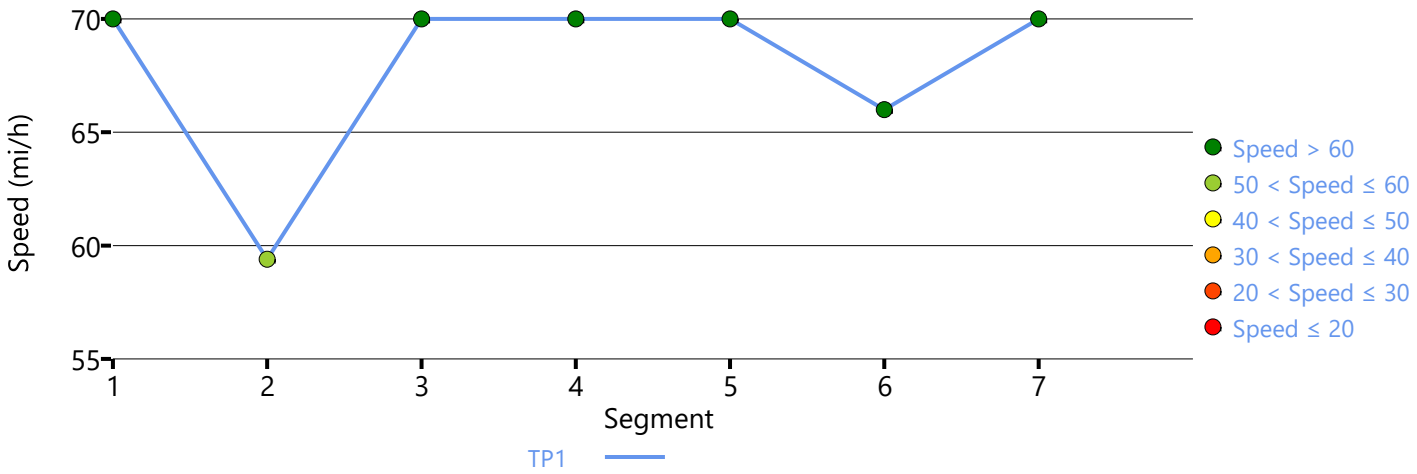
Facility Overall Results

Space Mean Speed, mi/h	68.6	Density, veh/mi/ln	12.4
Average Travel Time, min	2.9	Density, pc/mi/ln	12.9

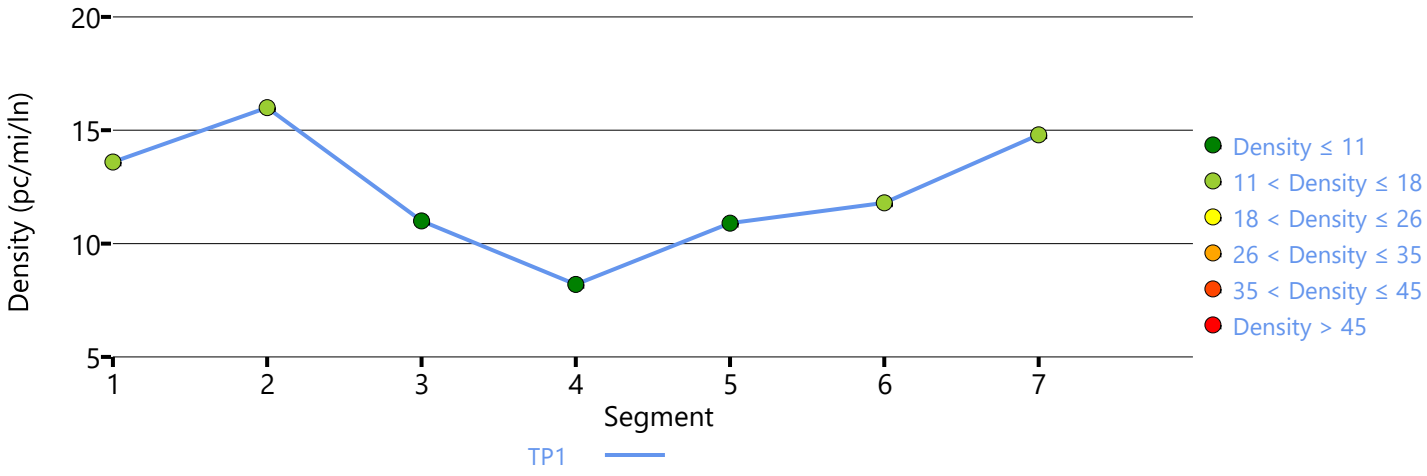
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	RV	Date	1/18/2019
Agency	Urban Crossroads, Inc.	Analysis Year	E+P
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Desert Wave TIA (JN 11825)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	West of Cook Street	5280	4
2	Diverge	Diverge	EB Off-Ramp	1500	3
3	Basic	Basic	Between	2650	3
4	Merge	Merge	EB On-Ramp	1500	3
5	Basic	Basic	East of Cook Street	5280	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.952	3658	9600	0.38	70.0	13.1	B

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.952	3658	638	7200	2000	0.51	0.32	61.2	56.4	19.9	19.1	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.952	3020	7200	0.42	70.0	14.4	B

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.990	3903	883	7200	2100	0.54	0.42	63.2	61.4	20.6	21.1	C

Segment 5: Basic

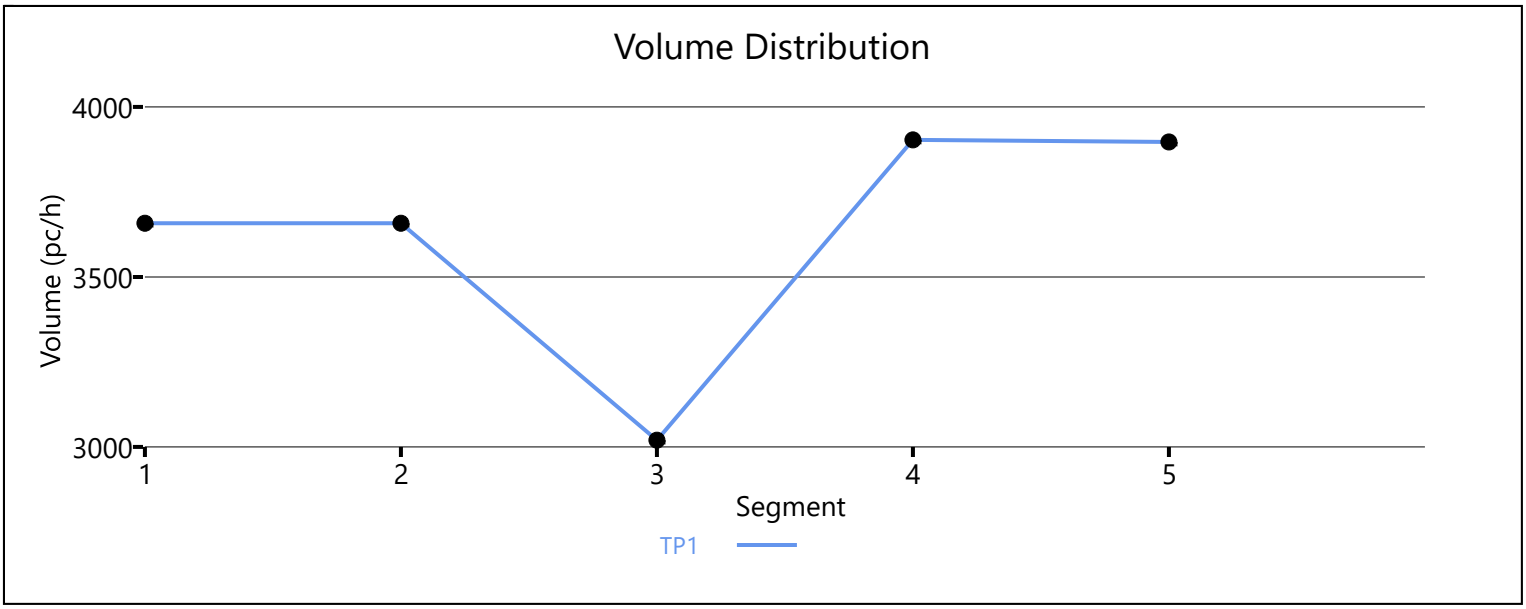
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
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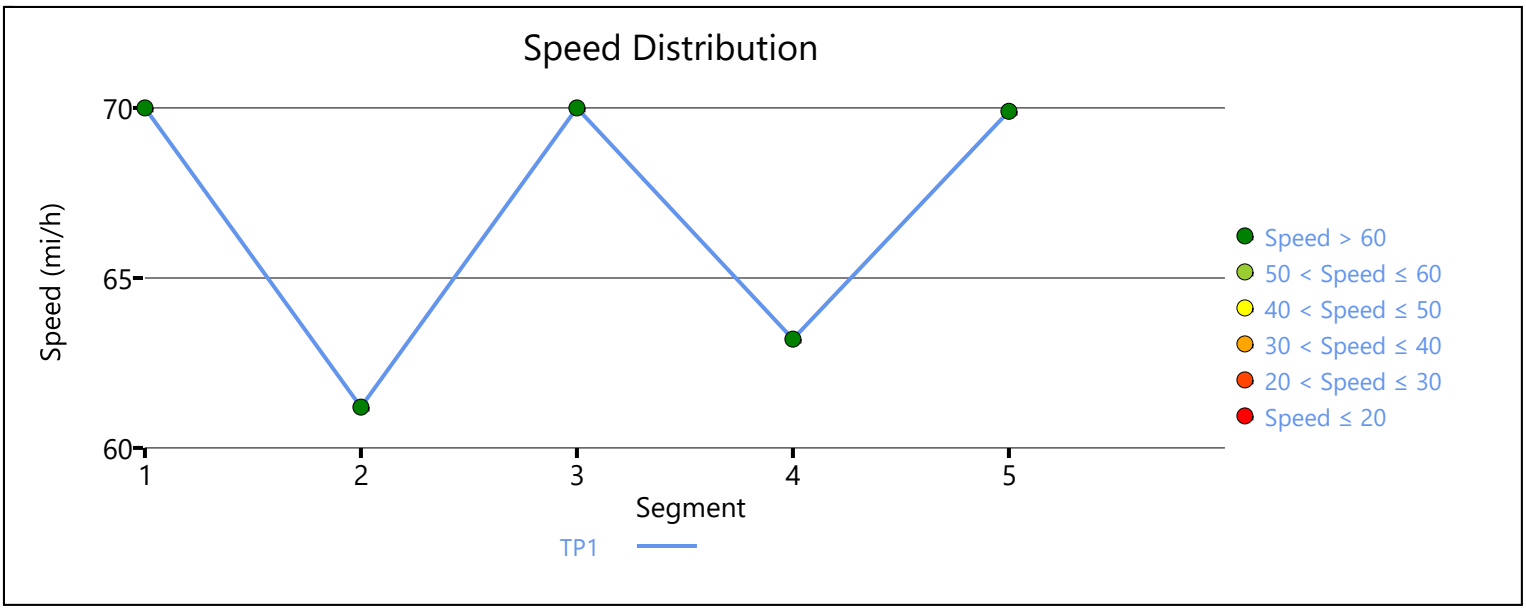
Facility Time Period Results

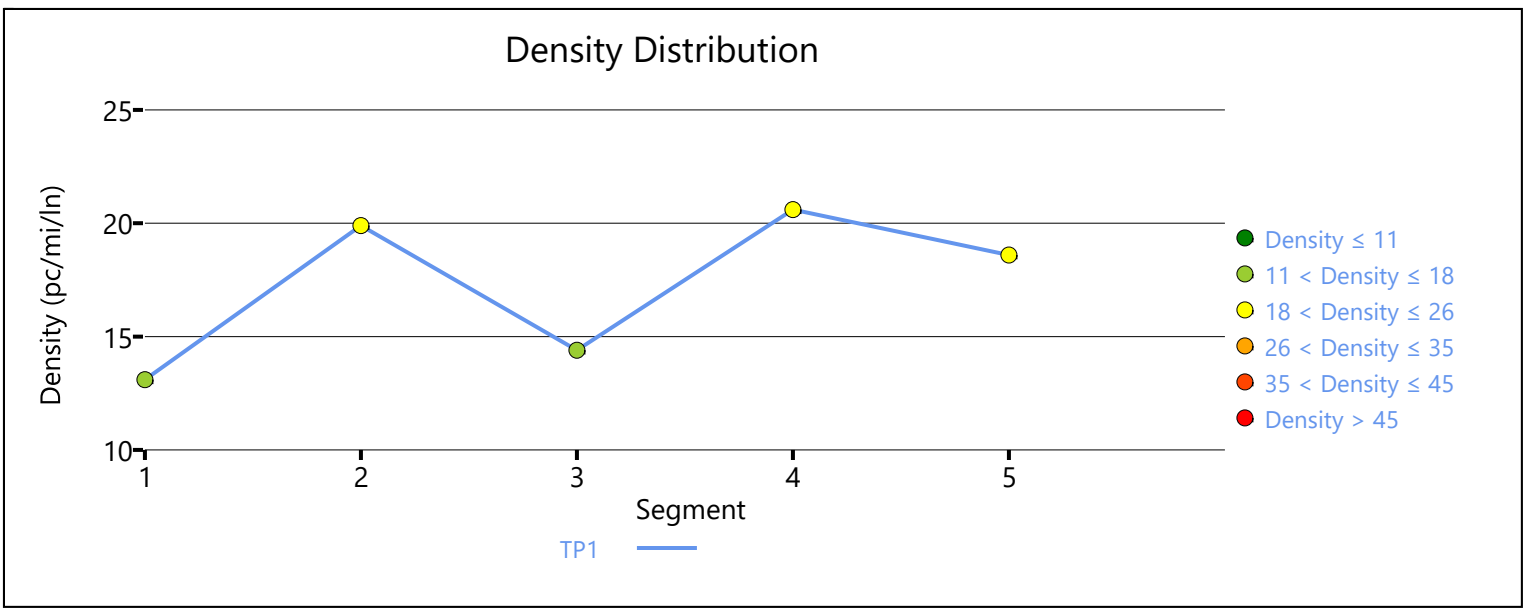
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	68.3	16.1	15.4	2.7	B

Facility Overall Results

Space Mean Speed, mi/h	68.3	Density, veh/mi/ln	15.4
Average Travel Time, min	2.7	Density, pc/mi/ln	16.1







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HCS7 Freeway Facilities Report

Project Information

Analyst	RV	Date	1/18/2019
Agency	Urban Crossroads, Inc.	Analysis Year	E+P
Jurisdiction	Caltrans	Time Period Analyzed	Saturday Peak Hour
Project Description	Desert Wave TIA (JN 11825)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	7
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of Cook Street	5280	3
2	Diverge	Diverge	WB Off-Ramp	1500	3
3	Basic	Basic	Between	1000	3
4	Merge	Basic	WB Loop On-Ramp	1500	4
5	Basic	Basic	Between	1650	4
6	Merge	Merge	WB On-Ramp	1500	4
7	Basic	Basic	West of Cook Street	5280	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	2450	7200	0.34	70.0	11.7	B

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	0.990	2450	392	7200	1900	0.34	0.21	59.7	55.2	13.7	12.5	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	2046	7200	0.28	70.0	9.7	A

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	0.971	2452	406	9600	1900	0.21	0.21	70.0	-	7.3	-	A

Segment 5: Basic

Time	PHF	fHV	Flow Rate	Capacity	d/c	Speed	Density	LOS

Period			(pc/h)		(pc/h)		Ratio		(mi/h)		(pc/mi/ln)		
1	0.92	0.962	2456		9600		0.26		70.0		8.8		A

Segment 6: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	1.000	2477	21	9600	2100	0.26	0.01	66.3	62.7	9.3	8.6	A

Segment 7: Basic

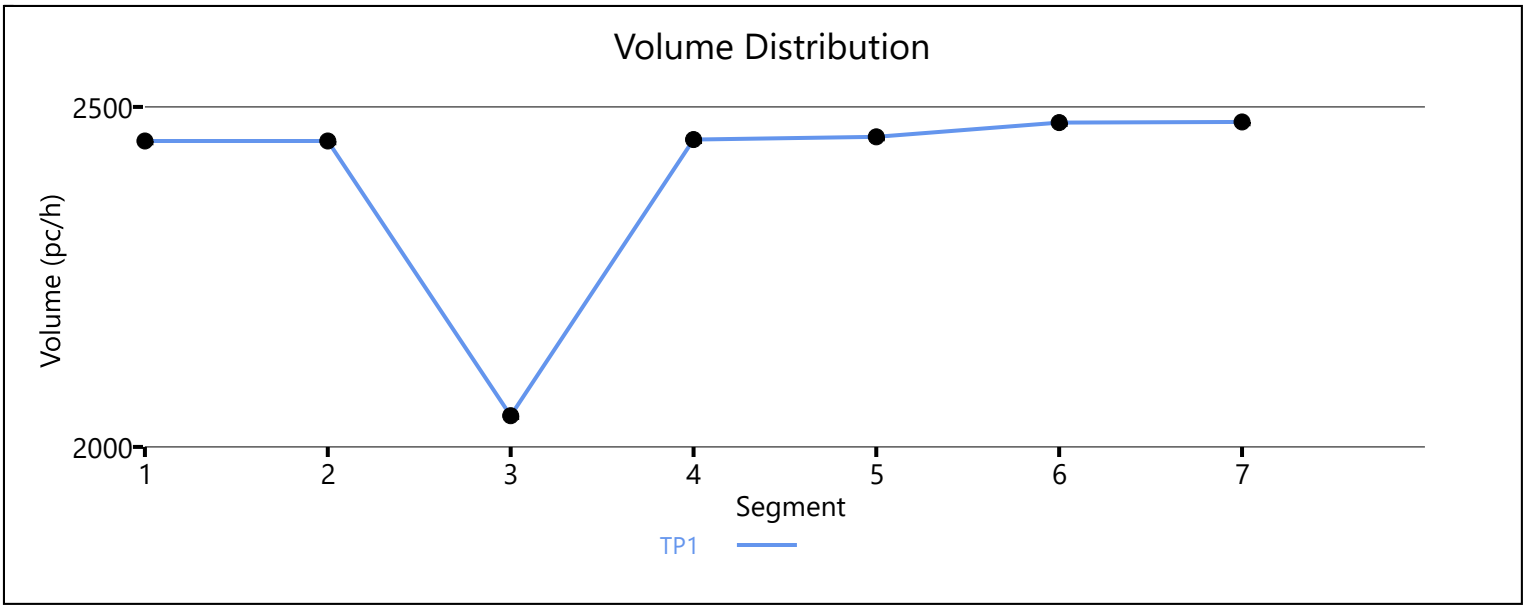
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.962		2478		7200		0.34		70.0		11.8		B

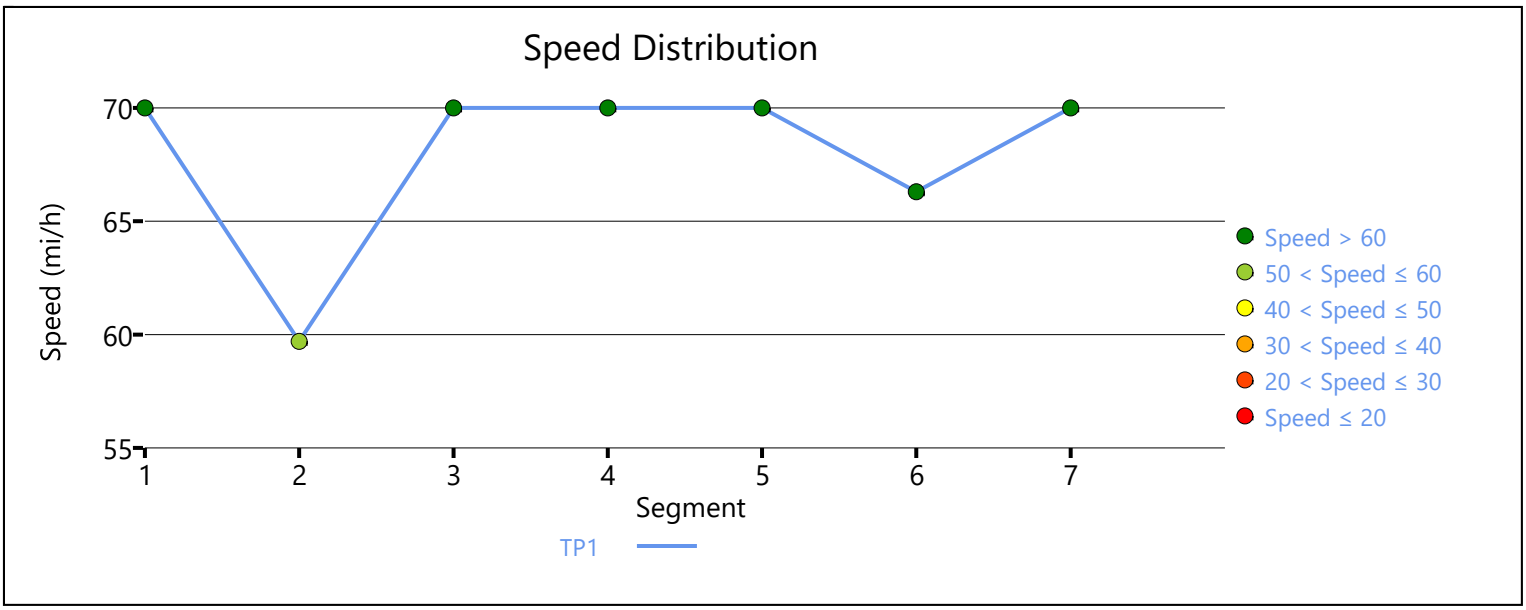
Facility Time Period Results

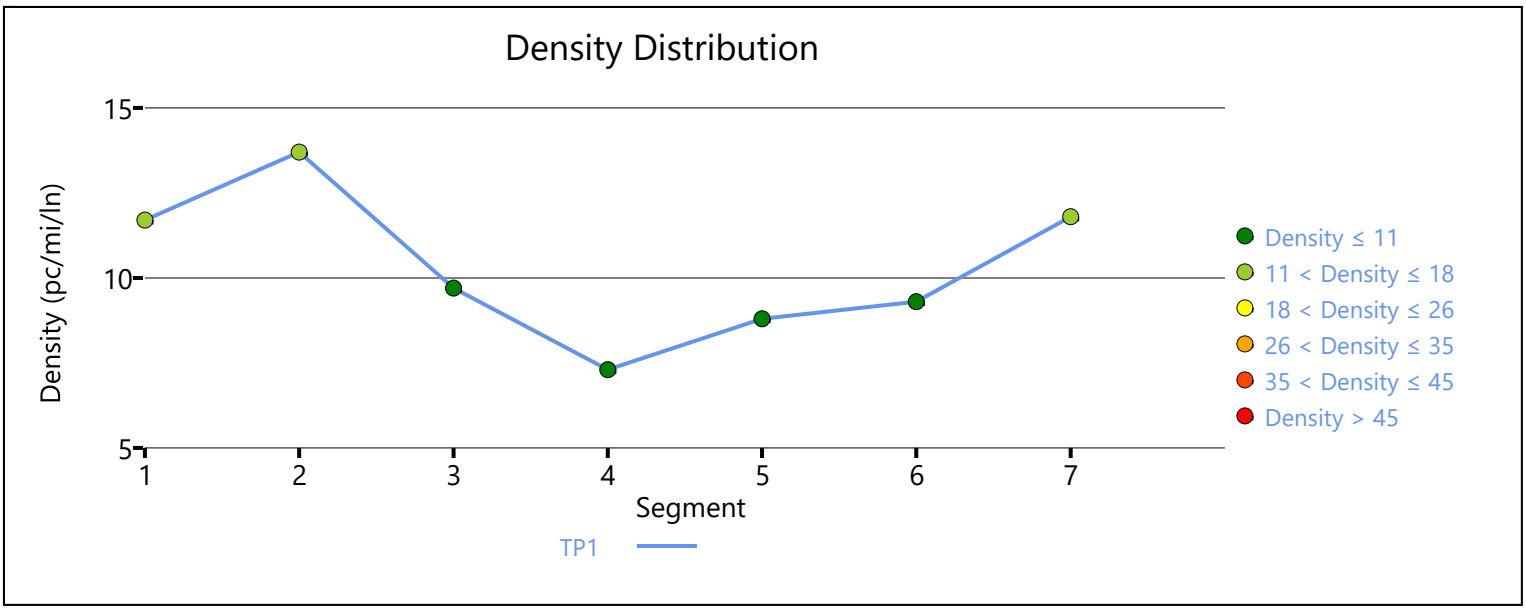
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	68.7	10.7	10.4	2.9	A

Facility Overall Results

Space Mean Speed, mi/h	68.7	Density, veh/mi/ln	10.4
Average Travel Time, min	2.9	Density, pc/mi/ln	10.7







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HCS7 Freeway Facilities Report

Project Information

Analyst	RV	Date	1/18/2019
Agency	Urban Crossroads, Inc.	Analysis Year	E+P
Jurisdiction	Caltrans	Time Period Analyzed	Saturday Peak Hour
Project Description	Desert Wave TIA (JN 11825)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	West of Cook Street	5280	4
2	Diverge	Diverge	EB Off-Ramp	1500	3
3	Basic	Basic	Between	2650	3
4	Merge	Merge	EB On-Ramp	1500	3
5	Basic	Basic	East of Cook Street	5280	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.952	3054	9600	0.32	70.0	10.9	A

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.952	3054	569	7200	2000	0.42	0.28	61.1	56.6	16.7	16.0	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	2460	7200	0.34	70.0	11.7	B

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	0.990	2805	345	7200	2100	0.39	0.16	64.4	62.4	14.5	14.6	B

Segment 5: Basic

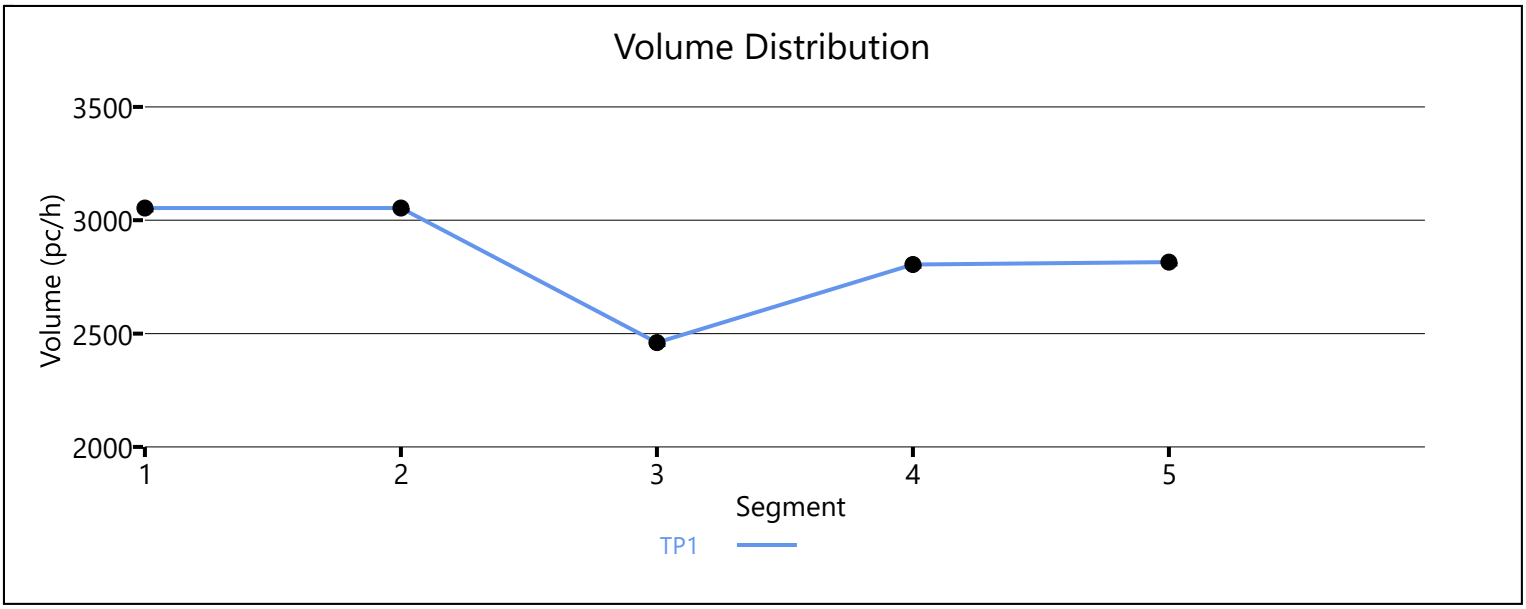
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	2815	7200	0.39	70.0	13.4	B

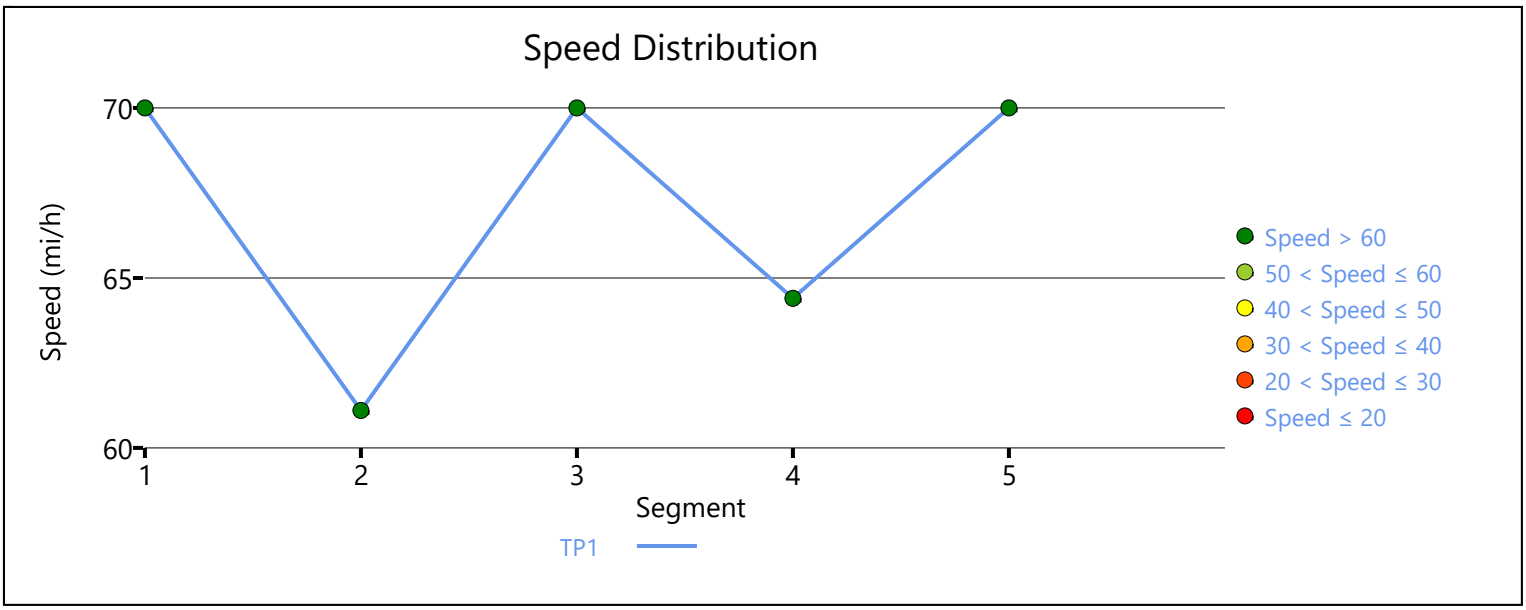
Facility Time Period Results

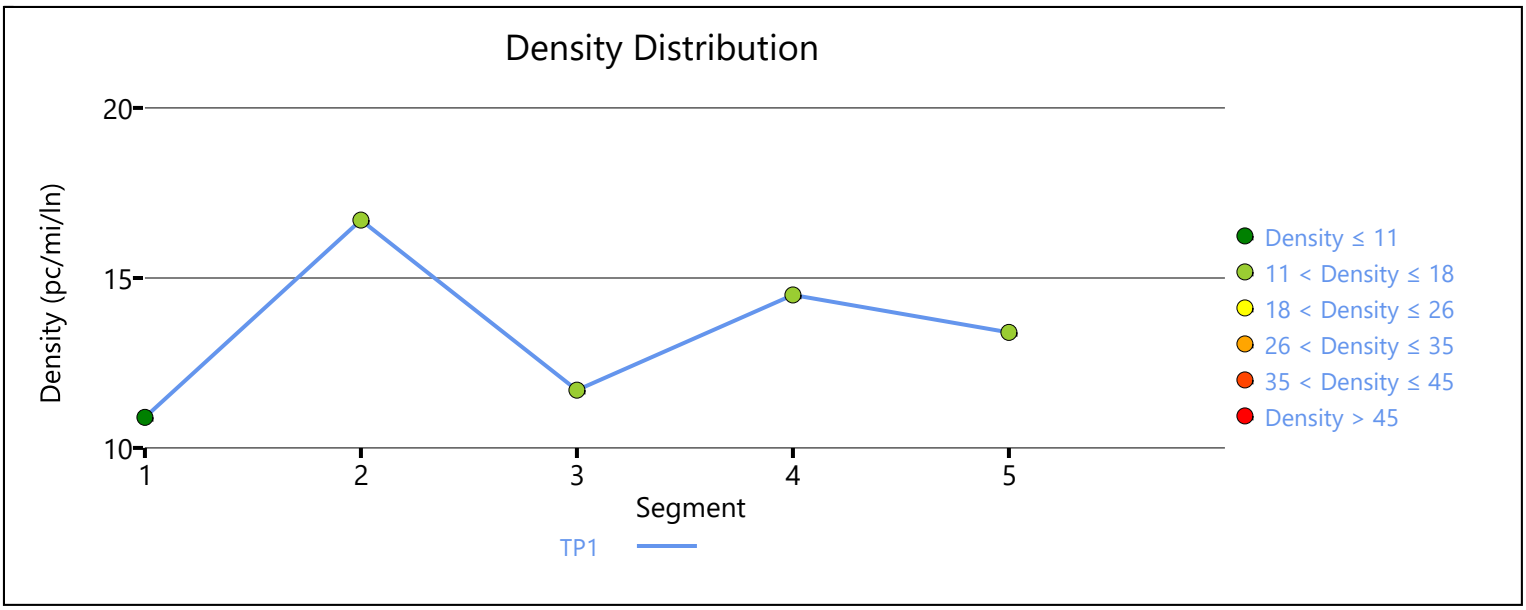
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	68.5	12.5	12.0	2.7	B

Facility Overall Results

Space Mean Speed, mi/h	68.5	Density, veh/mi/ln	12.0
Average Travel Time, min	2.7	Density, pc/mi/ln	12.5







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APPENDIX 5.5:

E+P CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS

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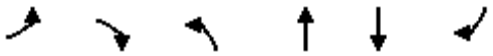
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	98	51	27	1086	1002	74
Future Volume (vph)	98	51	27	1086	1002	74
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	10.0
Minimum Split (s)	9.6	9.6	9.6	16.2	23.2	23.2
Total Split (s)	32.0	32.0	18.0	88.0	70.0	70.0
Total Split (%)	26.7%	26.7%	15.0%	73.3%	58.3%	58.3%
Yellow Time (s)	3.6	3.6	3.6	5.2	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	6.2	6.2	6.2
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 8: Cook St. & Market Place Dr.





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	98	51	27	1086	1002	74
Future Volume (veh/h)	98	51	27	1086	1002	74
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	101	53	28	1120	1033	76
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	131	117	45	2972	2746	1225
Arrive On Green	0.07	0.07	0.03	0.84	0.77	0.77
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	101	53	28	1120	1033	76
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	6.7	3.8	1.9	9.0	11.2	1.4
Cycle Q Clear(g_c), s	6.7	3.8	1.9	9.0	11.2	1.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	131	117	45	2972	2746	1225
V/C Ratio(X)	0.77	0.45	0.62	0.38	0.38	0.06
Avail Cap(c_a), veh/h	407	362	199	2972	2746	1225
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.68	0.68	0.93	0.93
Uniform Delay (d), s/veh	54.6	53.3	57.9	2.3	4.4	3.3
Incr Delay (d2), s/veh	3.6	1.0	3.5	0.2	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	3.4	0.9	1.3	2.7	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	58.2	54.3	61.4	2.6	4.7	3.3
LnGrp LOS	E	D	E	A	A	A
Approach Vol, veh/h	154			1148	1109	
Approach Delay, s/veh	56.8			4.0	4.6	
Approach LOS	E			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		106.6		13.4	7.6	98.9
Change Period (Y+Rc), s		6.2		4.6	4.6	6.2
Max Green Setting (Gmax), s		81.8		27.4	13.4	63.8
Max Q Clear Time (g_c+I1), s		11.0		8.7	3.9	13.2
Green Ext Time (p_c), s		8.9		0.2	0.0	8.1

Intersection Summary	
HCM 6th Ctrl Delay	7.7
HCM 6th LOS	A

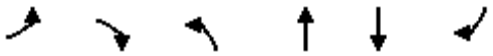
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	108	44	43	569	717	101
Future Volume (vph)	108	44	43	569	717	101
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	10.0
Minimum Split (s)	9.6	9.6	9.6	16.2	28.2	28.2
Total Split (s)	34.0	34.0	20.0	86.0	66.0	66.0
Total Split (%)	28.3%	28.3%	16.7%	71.7%	55.0%	55.0%
Yellow Time (s)	3.6	3.6	3.6	5.2	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	6.2	6.2	6.2
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 8: Cook St. & Market Place Dr.





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	108	44	43	569	717	101
Future Volume (veh/h)	108	44	43	569	717	101
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	115	47	46	605	763	107
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	145	129	59	2944	2690	1200
Arrive On Green	0.08	0.08	0.03	0.83	0.76	0.76
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	115	47	46	605	763	107
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	7.6	3.4	3.1	4.2	8.0	2.1
Cycle Q Clear(g_c), s	7.6	3.4	3.1	4.2	8.0	2.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	145	129	59	2944	2690	1200
V/C Ratio(X)	0.79	0.36	0.78	0.21	0.28	0.09
Avail Cap(c_a), veh/h	436	388	229	2944	2690	1200
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.95	0.95	0.96	0.96
Uniform Delay (d), s/veh	54.1	52.2	57.6	2.1	4.5	3.8
Incr Delay (d2), s/veh	3.7	0.6	7.4	0.2	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	3.0	1.5	0.7	2.1	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	57.8	52.8	65.0	2.3	4.8	3.9
LnGrp LOS	E	D	E	A	A	A
Approach Vol, veh/h	162			651	870	
Approach Delay, s/veh	56.3			6.7	4.7	
Approach LOS	E			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		105.6		14.4	8.6	97.0
Change Period (Y+Rc), s		6.2		4.6	4.6	6.2
Max Green Setting (Gmax), s		79.8		29.4	15.4	59.8
Max Q Clear Time (g_c+I1), s		6.2		9.6	5.1	10.0
Green Ext Time (p_c), s		3.9		0.2	0.0	5.5

Intersection Summary		
HCM 6th Ctrl Delay		10.4
HCM 6th LOS		B

APPENDIX 6.1:

EAP (2022, TYPICAL OPERATION) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

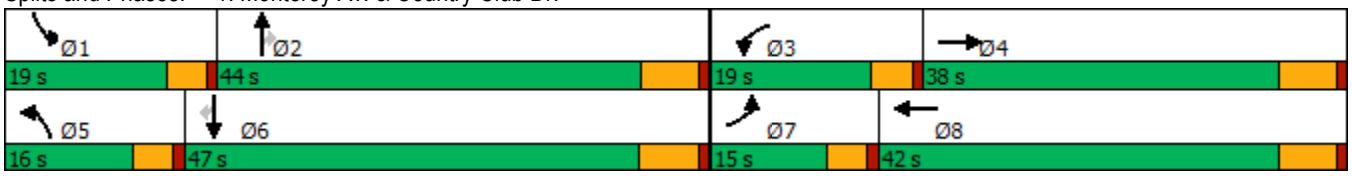
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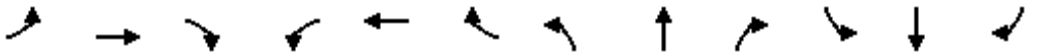
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	172	721	246	288	470	189	229	1238	198	237	1037	96
Future Volume (vph)	172	721	246	288	470	189	229	1238	198	237	1037	96
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2		9.6	39.2		9.6	36.2	36.2	9.6	35.4	35.4
Total Split (s)	15.0	38.0		19.0	42.0		16.0	44.0	44.0	19.0	47.0	47.0
Total Split (%)	12.5%	31.7%		15.8%	35.0%		13.3%	36.7%	36.7%	15.8%	39.2%	39.2%
Yellow Time (s)	3.6	5.2		3.6	5.2		3.6	5.2	5.2	3.6	5.4	5.4
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2		4.6	6.2		4.6	6.2	6.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 108.5
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Monterey Av. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	721	246	288	470	189	229	1238	198	237	1037	96
Future Volume (veh/h)	172	721	246	288	470	189	229	1238	198	237	1037	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	179	751	0	300	490	0	239	1290	117	247	1080	36
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	243	1056		367	1238		304	1975	613	314	1991	618
Arrive On Green	0.07	0.21	0.00	0.11	0.24	0.00	0.09	0.39	0.39	0.09	0.39	0.39
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1584	3456	5106	1584
Grp Volume(v), veh/h	179	751	0	300	490	0	239	1290	117	247	1080	36
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1584	1728	1702	1584
Q Serve(g_s), s	5.3	14.2	0.0	8.8	8.4	0.0	7.1	21.6	5.1	7.3	17.0	1.5
Cycle Q Clear(g_c), s	5.3	14.2	0.0	8.8	8.4	0.0	7.1	21.6	5.1	7.3	17.0	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	243	1056		367	1238		304	1975	613	314	1991	618
V/C Ratio(X)	0.74	0.71		0.82	0.40		0.79	0.65	0.19	0.79	0.54	0.06
Avail Cap(c_a), veh/h	345	1559		478	1756		378	1975	613	478	1991	618
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.4	38.4	0.0	45.6	33.1	0.0	46.5	26.2	21.1	46.3	24.6	19.8
Incr Delay (d2), s/veh	2.3	0.9	0.0	6.5	0.2	0.0	6.6	1.7	0.7	2.3	1.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	5.7	0.0	3.9	3.3	0.0	3.2	8.3	1.9	3.1	6.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.8	39.3	0.0	52.0	33.3	0.0	53.1	27.9	21.8	48.6	25.6	20.0
LnGrp LOS	D	D		D	C		D	C	C	D	C	C
Approach Vol, veh/h		930	A		790	A		1646			1363	
Approach Delay, s/veh		41.3			40.4			31.1			29.7	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.1	46.7	15.6	27.7	13.7	47.0	11.9	31.4
Change Period (Y+Rc), s	4.6	* 6.4	4.6	6.2	4.6	6.4	4.6	6.2
Max Green Setting (Gmax), s	14.4	* 38	14.4	31.8	11.4	40.6	10.4	35.8
Max Q Clear Time (g_c+I1), s	9.3	23.6	10.8	16.2	9.1	19.0	7.3	10.4
Green Ext Time (p_c), s	0.2	7.3	0.2	4.1	0.1	6.9	0.1	3.0

Intersection Summary	
HCM 6th Ctrl Delay	34.3
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

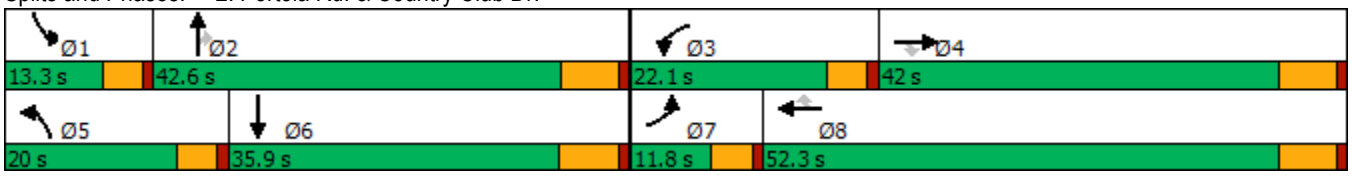
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

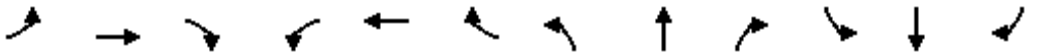
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	59	838	231	204	621	161	212	643	208	78	415
Future Volume (vph)	59	838	231	204	621	161	212	643	208	78	415
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	33.2	33.2	9.6	33.2	33.2	9.6	39.2	39.2	9.6	34.4
Total Split (s)	11.8	42.0	42.0	22.1	52.3	52.3	20.0	42.6	42.6	13.3	35.9
Total Split (%)	9.8%	35.0%	35.0%	18.4%	43.6%	43.6%	16.7%	35.5%	35.5%	11.1%	29.9%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 116.8
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Portola Rd. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	838	231	204	621	161	212	643	208	78	415	47
Future Volume (veh/h)	59	838	231	204	621	161	212	643	208	78	415	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	62	882	154	215	654	91	223	677	136	82	437	30
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1003	440	243	1328	585	239	1184	521	104	868	59
Arrive On Green	0.04	0.28	0.28	0.14	0.37	0.37	0.13	0.33	0.33	0.06	0.26	0.26
Sat Flow, veh/h	1781	3554	1559	1781	3554	1564	1781	3554	1565	1781	3375	231
Grp Volume(v), veh/h	62	882	154	215	654	91	223	677	136	82	229	238
Grp Sat Flow(s),veh/h/ln	1781	1777	1559	1781	1777	1564	1781	1777	1565	1781	1777	1829
Q Serve(g_s), s	4.0	27.2	9.0	13.6	16.2	4.4	14.2	18.0	7.3	5.2	12.6	12.7
Cycle Q Clear(g_c), s	4.0	27.2	9.0	13.6	16.2	4.4	14.2	18.0	7.3	5.2	12.6	12.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	80	1003	440	243	1328	585	239	1184	521	104	457	470
V/C Ratio(X)	0.78	0.88	0.35	0.89	0.49	0.16	0.93	0.57	0.26	0.79	0.50	0.51
Avail Cap(c_a), veh/h	112	1109	487	272	1428	629	239	1184	521	135	457	470
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.2	39.3	32.8	48.6	27.6	23.9	49.1	31.5	27.9	53.3	36.3	36.4
Incr Delay (d2), s/veh	12.7	7.8	0.5	24.0	0.3	0.1	39.5	2.0	1.2	15.4	3.9	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	12.3	3.3	7.4	6.5	1.6	8.7	7.6	2.8	2.7	5.7	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.9	47.1	33.3	72.7	27.8	24.0	88.7	33.5	29.1	68.7	40.2	40.2
LnGrp LOS	E	D	C	E	C	C	F	C	C	E	D	D
Approach Vol, veh/h		1098			960			1036			549	
Approach Delay, s/veh		46.3			37.5			44.8			44.5	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	44.6	20.2	38.6	20.0	35.9	9.7	49.1
Change Period (Y+Rc), s	4.6	* 6.4	4.6	6.2	4.6	6.4	4.6	6.2
Max Green Setting (Gmax), s	8.7	* 36	17.5	35.8	15.4	29.5	7.2	46.1
Max Q Clear Time (g_c+I1), s	7.2	20.0	15.6	29.2	16.2	14.7	6.0	18.2
Green Ext Time (p_c), s	0.0	4.1	0.1	3.2	0.0	2.0	0.0	4.5

Intersection Summary	
HCM 6th Ctrl Delay	43.3
HCM 6th LOS	D

Notes

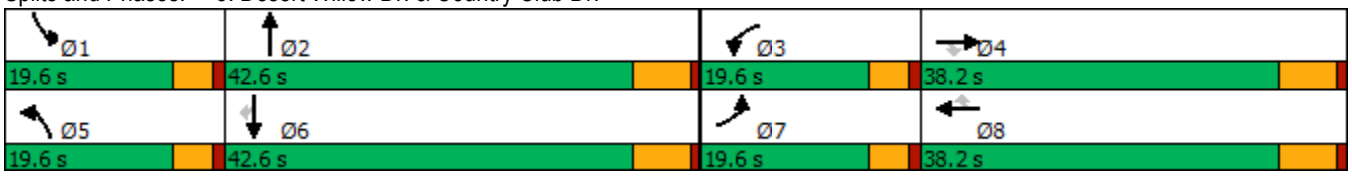
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	144	990	44	84	827	70	62	6	84	2	91
Future Volume (vph)	144	990	44	84	827	70	62	6	84	2	91
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	23.2	23.2	9.6	27.2	27.2	9.6	33.2	9.6	36.2	36.2
Total Split (s)	19.6	38.2	38.2	19.6	38.2	38.2	19.6	42.6	19.6	42.6	42.6
Total Split (%)	16.3%	31.8%	31.8%	16.3%	31.8%	31.8%	16.3%	35.5%	16.3%	35.5%	35.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 82.2
Natural Cycle: 85
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Desert Willow Dr. & Country Club Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	990	44	84	827	70	62	6	139	84	2	91
Future Volume (veh/h)	144	990	44	84	827	70	62	6	139	84	2	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	147	1010	0	86	844	69	63	6	74	86	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	1571		111	1554	684	88	17	211	195	282	
Arrive On Green	0.07	0.44	0.00	0.06	0.44	0.44	0.05	0.14	0.14	0.06	0.15	0.00
Sat Flow, veh/h	3456	3554	1585	1781	3554	1564	1781	119	1466	3456	1870	1585
Grp Volume(v), veh/h	147	1010	0	86	844	69	63	0	80	86	2	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1564	1781	0	1585	1728	1870	1585
Q Serve(g_s), s	3.0	16.2	0.0	3.5	12.8	1.9	2.6	0.0	3.3	1.8	0.1	0.0
Cycle Q Clear(g_c), s	3.0	16.2	0.0	3.5	12.8	1.9	2.6	0.0	3.3	1.8	0.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.93	1.00		1.00
Lane Grp Cap(c), veh/h	232	1571		111	1554	684	88	0	228	195	282	
V/C Ratio(X)	0.63	0.64		0.77	0.54	0.10	0.72	0.00	0.35	0.44	0.01	
Avail Cap(c_a), veh/h	708	1571		365	1554	684	365	0	788	708	930	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.2	15.9	0.0	33.8	15.2	12.1	34.3	0.0	28.2	33.4	26.4	0.0
Incr Delay (d2), s/veh	1.1	2.0	0.0	4.3	1.4	0.3	4.0	0.0	0.9	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	5.8	0.0	1.5	4.5	0.6	1.2	0.0	1.3	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	18.0	0.0	38.0	16.6	12.4	38.3	0.0	29.2	34.0	26.4	0.0
LnGrp LOS	C	B		D	B	B	D	A	C	C	C	
Approach Vol, veh/h		1157	A		999			143			88	A
Approach Delay, s/veh		20.0			18.1			33.2			33.8	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	16.7	9.2	38.6	8.2	17.3	9.5	38.2
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	6.2	4.6	6.2
Max Green Setting (Gmax), s	15.0	36.4	15.0	32.0	15.0	36.4	15.0	32.0
Max Q Clear Time (g_c+I1), s	3.8	5.3	5.5	18.2	4.6	2.1	5.0	14.8
Green Ext Time (p_c), s	0.1	0.5	0.1	5.4	0.0	0.0	0.2	5.1

Intersection Summary	
HCM 6th Ctrl Delay	20.5
HCM 6th LOS	C

Notes

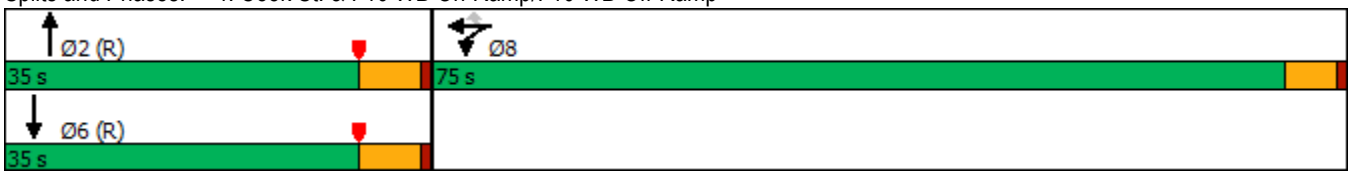
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

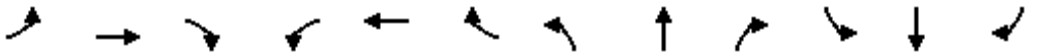
Lane Group	WBT	WBR	NBT	NBR	SBT
Lane Configurations					
Traffic Volume (vph)	1	47	382	731	246
Future Volume (vph)	1	47	382	731	246
Turn Type	NA	Perm	NA	Free	NA
Protected Phases	8		2		6
Permitted Phases		8		Free	
Detector Phase	8	8	2		6
Switch Phase					
Minimum Initial (s)	5.0	5.0	7.0		7.0
Minimum Split (s)	10.3	10.3	13.0		29.0
Total Split (s)	75.0	75.0	35.0		35.0
Total Split (%)	68.2%	68.2%	31.8%		31.8%
Yellow Time (s)	4.3	4.3	5.0		5.0
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	6.0		6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Max		C-Max

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 6 (5%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 4: Cook St. & I-10 WB On-Ramp/I-10 WB Off-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	494	1	47	0	382	731	0	246	40
Future Volume (veh/h)	0	0	0	494	1	47	0	382	731	0	246	40
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	907	1900	0	1796	1826	0	1737	1737
Adj Flow Rate, veh/h				526	1	33	0	406	0	0	262	25
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				0	67	0	0	7	5	0	11	11
Cap, veh/h				535	1	998	0	947		0	1223	114
Arrive On Green				0.62	0.62	0.62	0.00	0.28	0.00	0.00	0.28	0.28
Sat Flow, veh/h				862	2	1610	0	3503	1547	0	4568	413
Grp Volume(v), veh/h				527	0	33	0	406	0	0	186	101
Grp Sat Flow(s),veh/h/ln				864	0	1610	0	1706	1547	0	1581	1663
Q Serve(g_s), s				65.4	0.0	0.9	0.0	10.7	0.0	0.0	5.0	5.1
Cycle Q Clear(g_c), s				65.4	0.0	0.9	0.0	10.7	0.0	0.0	5.0	5.1
Prop In Lane				1.00		1.00	0.00		1.00	0.00		0.25
Lane Grp Cap(c), veh/h				536	0	998	0	947		0	877	461
V/C Ratio(X)				0.98	0.00	0.03	0.00	0.43		0.00	0.21	0.22
Avail Cap(c_a), veh/h				547	0	1020	0	947		0	877	461
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				20.4	0.0	8.1	0.0	32.6	0.0	0.0	30.5	30.6
Incr Delay (d2), s/veh				34.0	0.0	0.0	0.0	1.4	0.0	0.0	0.6	1.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				16.0	0.0	0.3	0.0	4.3	0.0	0.0	1.9	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				54.4	0.0	8.1	0.0	34.0	0.0	0.0	31.1	31.7
LnGrp LOS				D	A	A	A	C		A	C	C
Approach Vol, veh/h					560			406	A		287	
Approach Delay, s/veh					51.6			34.0			31.3	
Approach LOS					D			C			C	

Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	36.5		36.5		73.5			
Change Period (Y+Rc), s	6.0		6.0		5.3			
Max Green Setting (Gmax), s	29.0		29.0		69.7			
Max Q Clear Time (g_c+I1), s	12.7		7.1		67.4			
Green Ext Time (p_c), s	1.3		0.9		0.8			

Intersection Summary		
HCM 6th Ctrl Delay	41.3	
HCM 6th LOS	D	

Notes

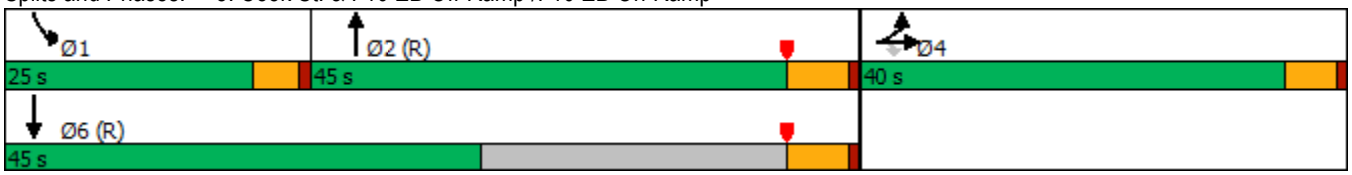
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

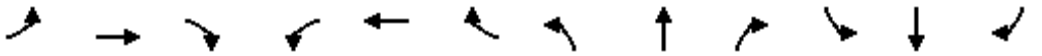
Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	62	2	528	1051	69	670
Future Volume (vph)	62	2	528	1051	69	670
Turn Type	Split	NA	Perm	NA	Prot	NA
Protected Phases	4	4		2	1	6
Permitted Phases			4			
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	7.0	5.0	8.0
Minimum Split (s)	10.3	10.3	10.3	13.0	9.7	37.0
Total Split (s)	40.0	40.0	40.0	45.0	25.0	45.0
Total Split (%)	36.4%	36.4%	36.4%	40.9%	22.7%	40.9%
Yellow Time (s)	4.3	4.3	4.3	5.0	3.7	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	6.0	4.7	6.0
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 5: Cook St. & I-10 EB Off-Ramp /I-10 EB On-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	2	528	0	0	0	0	1051	781	69	670	0
Future Volume (veh/h)	62	2	528	0	0	0	0	1051	781	69	670	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1781	1900	1752				0	1811	1811	1426	1811	0
Adj Flow Rate, veh/h	65	0	264				0	1106	771	73	705	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	8	0	10				0	6	6	32	6	0
Cap, veh/h	191	0	334				0	2234	1040	87	3879	0
Arrive On Green	0.11	0.00	0.11				0.00	0.68	0.68	0.06	0.78	0.00
Sat Flow, veh/h	1697	0	2969				0	3459	1535	1358	5107	0
Grp Volume(v), veh/h	65	0	264				0	1106	771	73	705	0
Grp Sat Flow(s),veh/h/ln	1697	0	1485				0	1648	1535	1358	1648	0
Q Serve(g_s), s	3.9	0.0	9.5				0.0	17.9	35.8	5.8	3.9	0.0
Cycle Q Clear(g_c), s	3.9	0.0	9.5				0.0	17.9	35.8	5.8	3.9	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	191	0	334				0	2234	1040	87	3879	0
V/C Ratio(X)	0.34	0.00	0.79				0.00	0.50	0.74	0.84	0.18	0.00
Avail Cap(c_a), veh/h	535	0	937				0	2234	1040	251	3879	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.70	0.70	1.00	1.00	0.00
Uniform Delay (d), s/veh	45.0	0.0	47.5				0.0	8.6	11.5	50.9	3.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	3.1				0.0	0.6	3.4	7.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	3.6				0.0	5.0	10.0	2.1	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.8	0.0	50.7				0.0	9.1	14.8	58.7	3.1	0.0
LnGrp LOS	D	A	D				A	A	B	E	A	A
Approach Vol, veh/h		329						1877			778	
Approach Delay, s/veh		49.7						11.5			8.3	
Approach LOS		D						B			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.8	80.6		17.7		92.3
Change Period (Y+Rc), s	* 4.7	6.0		5.3		6.0
Max Green Setting (Gmax), s	* 20	39.0		34.7		39.0
Max Q Clear Time (g_c+I1), s	7.8	37.8		11.5		5.9
Green Ext Time (p_c), s	0.1	0.9		0.9		2.8

Intersection Summary		
HCM 6th Ctrl Delay		14.9
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

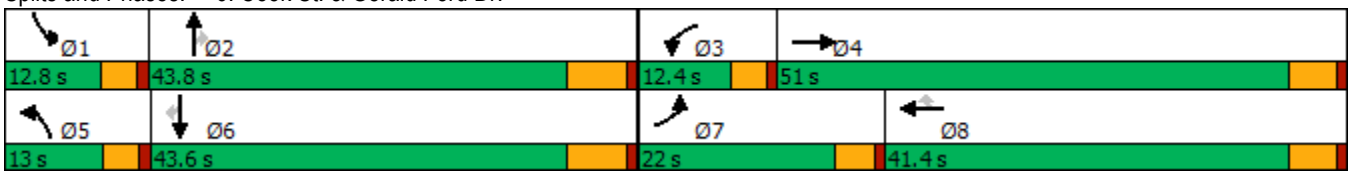
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

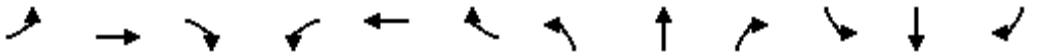
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	488	267	105	52	189	160	190	1128	27	194	786	176
Future Volume (vph)	488	267	105	52	189	160	190	1128	27	194	786	176
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			8			2			6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.5	41.4		9.2	41.4	41.4	9.2	42.5	42.5	9.2	42.5	42.5
Total Split (s)	22.0	51.0		12.4	41.4	41.4	13.0	43.8	43.8	12.8	43.6	43.6
Total Split (%)	18.3%	42.5%		10.3%	34.5%	34.5%	10.8%	36.5%	36.5%	10.7%	36.3%	36.3%
Yellow Time (s)	3.5	4.4		3.2	4.4	4.4	3.2	5.5	5.5	3.2	5.5	5.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.4		4.2	5.4	5.4	4.2	6.5	6.5	4.2	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 99.5
Natural Cycle: 115
Control Type: Actuated-Uncoordinated

Splits and Phases: 6: Cook St. & Gerald Ford Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	488	267	105	52	189	160	190	1128	27	194	786	176
Future Volume (veh/h)	488	267	105	52	189	160	190	1128	27	194	786	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	514	281	0	55	199	76	200	1187	15	204	827	107
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	589	863		143	392	173	272	2103	653	276	2108	652
Arrive On Green	0.17	0.24	0.00	0.04	0.11	0.11	0.08	0.41	0.41	0.08	0.41	0.41
Sat Flow, veh/h	3456	3554	1585	3456	3554	1563	3456	5106	1585	3456	5106	1578
Grp Volume(v), veh/h	514	281	0	55	199	76	200	1187	15	204	827	107
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1563	1728	1702	1585	1728	1702	1578
Q Serve(g_s), s	13.1	5.9	0.0	1.4	4.8	4.1	5.1	16.1	0.5	5.2	10.3	3.9
Cycle Q Clear(g_c), s	13.1	5.9	0.0	1.4	4.8	4.1	5.1	16.1	0.5	5.2	10.3	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	589	863		143	392	173	272	2103	653	276	2108	652
V/C Ratio(X)	0.87	0.33		0.38	0.51	0.44	0.73	0.56	0.02	0.74	0.39	0.16
Avail Cap(c_a), veh/h	668	1789		313	1412	621	336	2103	653	328	2108	652
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.6	28.2	0.0	42.3	38.0	37.7	40.8	20.4	15.8	40.7	18.6	16.7
Incr Delay (d2), s/veh	10.2	0.2	0.0	0.6	1.0	1.8	4.5	1.1	0.1	5.4	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	2.4	0.0	0.6	2.1	1.6	2.2	5.8	0.2	2.3	3.6	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	28.4	0.0	42.9	39.0	39.4	45.3	21.5	15.9	46.1	19.2	17.3
LnGrp LOS	D	C		D	D	D	D	C	B	D	B	B
Approach Vol, veh/h		795	A		330			1402			1138	
Approach Delay, s/veh		40.3			39.7			24.9			23.8	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	43.8	7.9	27.4	11.3	43.9	19.9	15.4
Change Period (Y+Rc), s	* 4.2	6.5	* 4.2	5.4	* 4.2	6.5	4.5	5.4
Max Green Setting (Gmax), s	* 8.6	37.3	* 8.2	45.6	* 8.8	37.1	17.5	36.0
Max Q Clear Time (g_c+I1), s	7.2	18.1	3.4	7.9	7.1	12.3	15.1	6.8
Green Ext Time (p_c), s	0.0	7.3	0.0	1.8	0.1	5.6	0.3	1.4

Intersection Summary	
HCM 6th Ctrl Delay	29.2
HCM 6th LOS	C

Notes

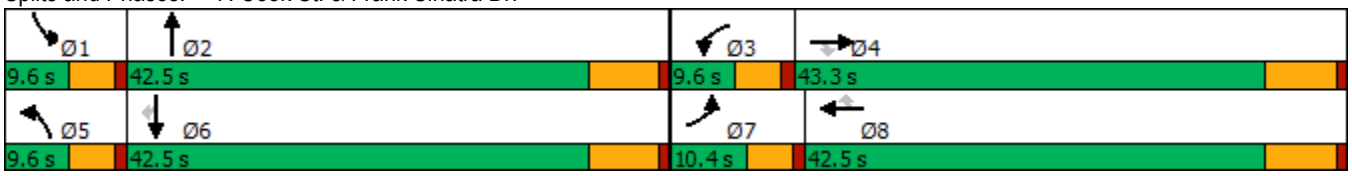
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

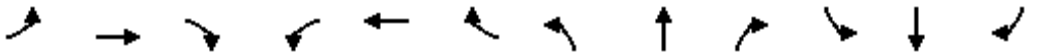
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	267	292	167	47	203	56	114	1035	51	914	177
Future Volume (vph)	267	292	167	47	203	56	114	1035	51	914	177
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.5	37.5	9.6	42.5	42.5	9.6	42.5	9.6	37.5	37.5
Total Split (s)	10.4	43.3	43.3	9.6	42.5	42.5	9.6	42.5	9.6	42.5	42.5
Total Split (%)	9.9%	41.2%	41.2%	9.1%	40.5%	40.5%	9.1%	40.5%	9.1%	40.5%	40.5%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	5.5	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	6.5	4.6	6.5	4.6	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	Max	Max

Intersection Summary
Cycle Length: 105
Actuated Cycle Length: 84.9
Natural Cycle: 105
Control Type: Actuated-Uncoordinated

Splits and Phases: 7: Cook St. & Frank Sinatra Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	267	292	167	47	203	56	114	1035	76	51	914	177
Future Volume (veh/h)	267	292	167	47	203	56	114	1035	76	51	914	177
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	275	301	90	48	209	30	118	1067	62	53	942	116
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	253	588	262	142	475	208	202	1602	93	150	2321	719
Arrive On Green	0.07	0.17	0.17	0.04	0.13	0.13	0.06	0.47	0.47	0.04	0.45	0.45
Sat Flow, veh/h	3456	3554	1579	3456	3554	1558	3456	3413	198	3456	5106	1583
Grp Volume(v), veh/h	275	301	90	48	209	30	118	555	574	53	942	116
Grp Sat Flow(s),veh/h/ln	1728	1777	1579	1728	1777	1558	1728	1777	1835	1728	1702	1583
Q Serve(g_s), s	5.8	6.1	4.0	1.1	4.3	1.3	2.6	19.1	19.1	1.2	9.8	3.4
Cycle Q Clear(g_c), s	5.8	6.1	4.0	1.1	4.3	1.3	2.6	19.1	19.1	1.2	9.8	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	253	588	262	142	475	208	202	834	861	150	2321	719
V/C Ratio(X)	1.09	0.51	0.34	0.34	0.44	0.14	0.58	0.67	0.67	0.35	0.41	0.16
Avail Cap(c_a), veh/h	253	1651	734	218	1615	708	218	834	861	218	2321	719
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.7	30.1	29.2	36.9	31.6	30.3	36.4	16.2	16.2	36.8	14.4	12.7
Incr Delay (d2), s/veh	81.6	0.7	0.8	0.5	0.6	0.3	1.9	4.2	4.1	0.5	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	2.4	1.4	0.4	1.7	0.5	1.1	7.2	7.4	0.5	3.2	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	118.3	30.8	30.0	37.4	32.2	30.6	38.3	20.4	20.3	37.3	15.0	13.2
LnGrp LOS	F	C	C	D	C	C	D	C	C	D	B	B
Approach Vol, veh/h		666			287			1247			1111	
Approach Delay, s/veh		66.8			32.9			22.0			15.9	
Approach LOS		E			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	43.7	7.9	19.6	9.2	42.5	10.4	17.1
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5
Max Green Setting (Gmax), s	5.0	36.0	5.0	36.8	5.0	36.0	5.8	36.0
Max Q Clear Time (g_c+I1), s	3.2	21.1	3.1	8.1	4.6	11.8	7.8	6.3
Green Ext Time (p_c), s	0.0	5.6	0.0	1.9	0.0	6.4	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	29.9
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	14.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	101	53	27	1152	1063	76
Future Vol, veh/h	101	53	27	1152	1063	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	90	0	120	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	104	55	28	1188	1096	78

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1746	548	1174	0	-	0
Stage 1	1096	-	-	-	-	-
Stage 2	650	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 77	480	591	-	-	-
Stage 1	282	-	-	-	-	-
Stage 2	481	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 73	480	591	-	-	-
Mov Cap-2 Maneuver	~ 73	-	-	-	-	-
Stage 1	269	-	-	-	-	-
Stage 2	481	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	235.8	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	591	-	73	480	-	-
HCM Lane V/C Ratio	0.047	-	1.426	0.114	-	-
HCM Control Delay (s)	11.4	-	$ 352.4	13.5	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	8.5	0.4	-	-

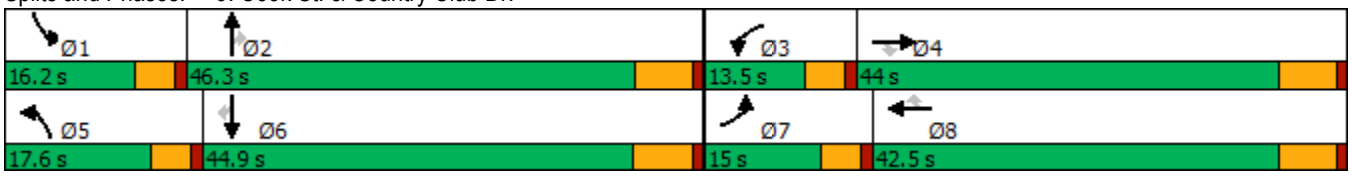
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

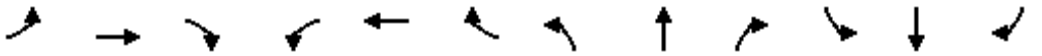
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	172	757	239	150	547	146	290	958	181	262	883	153
Future Volume (vph)	172	757	239	150	547	146	290	958	181	262	883	153
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.2	37.2	9.6	42.2	42.2	9.6	39.2	39.2	9.6	40.4	40.4
Total Split (s)	15.0	44.0	44.0	13.5	42.5	42.5	17.6	46.3	46.3	16.2	44.9	44.9
Total Split (%)	12.5%	36.7%	36.7%	11.3%	35.4%	35.4%	14.7%	38.6%	38.6%	13.5%	37.4%	37.4%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.4	5.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 113.3
Natural Cycle: 105
Control Type: Actuated-Uncoordinated

Splits and Phases: 9: Cook St. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	757	239	150	547	146	290	958	181	262	883	153
Future Volume (veh/h)	172	757	239	150	547	146	290	958	181	262	883	153
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	181	797	168	158	576	94	305	1008	135	276	929	94
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	243	964	422	218	939	412	366	1308	576	336	1278	569
Arrive On Green	0.07	0.27	0.27	0.06	0.26	0.26	0.11	0.37	0.37	0.10	0.36	0.36
Sat Flow, veh/h	3456	3554	1556	3456	3554	1558	3456	3554	1564	3456	3554	1581
Grp Volume(v), veh/h	181	797	168	158	576	94	305	1008	135	276	929	94
Grp Sat Flow(s),veh/h/ln	1728	1777	1556	1728	1777	1558	1728	1777	1564	1728	1777	1581
Q Serve(g_s), s	5.6	22.9	9.6	4.9	15.5	5.1	9.4	27.2	6.5	8.5	24.7	4.4
Cycle Q Clear(g_c), s	5.6	22.9	9.6	4.9	15.5	5.1	9.4	27.2	6.5	8.5	24.7	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	243	964	422	218	939	412	366	1308	576	336	1278	569
V/C Ratio(X)	0.75	0.83	0.40	0.72	0.61	0.23	0.83	0.77	0.23	0.82	0.73	0.17
Avail Cap(c_a), veh/h	330	1233	540	282	1184	519	412	1308	576	368	1278	569
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.7	37.3	32.4	50.1	35.2	31.4	47.8	30.3	23.8	48.2	30.2	23.7
Incr Delay (d2), s/veh	3.6	3.8	0.6	4.0	0.7	0.3	11.2	4.4	1.0	11.6	3.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	9.9	3.5	2.2	6.4	1.9	4.5	11.6	2.4	4.0	10.3	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.3	41.1	33.0	54.1	35.8	31.7	58.9	34.8	24.7	59.8	33.9	24.4
LnGrp LOS	D	D	C	D	D	C	E	C	C	E	C	C
Approach Vol, veh/h		1146			828			1448			1299	
Approach Delay, s/veh		41.8			38.8			38.9			38.7	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	46.5	11.5	35.7	16.1	45.6	12.2	35.0
Change Period (Y+Rc), s	4.6	* 6.4	4.6	6.2	4.6	6.4	4.6	6.2
Max Green Setting (Gmax), s	11.6	* 40	8.9	37.8	13.0	38.5	10.4	36.3
Max Q Clear Time (g_c+I1), s	10.5	29.2	6.9	24.9	11.4	26.7	7.6	17.5
Green Ext Time (p_c), s	0.1	5.0	0.0	4.5	0.1	4.6	0.1	3.5

Intersection Summary	
HCM 6th Ctrl Delay	39.6
HCM 6th LOS	D

Notes

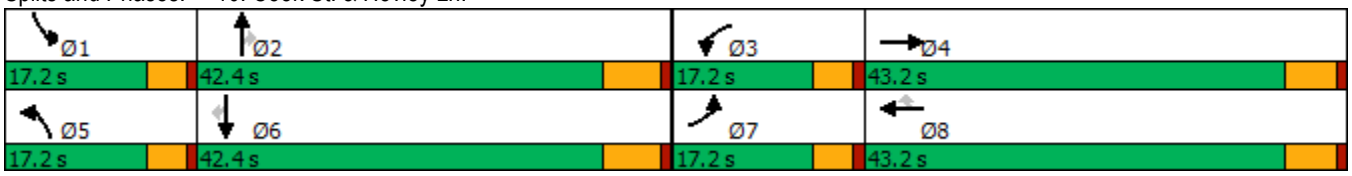
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

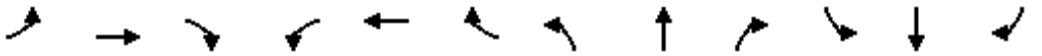
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	229	440	201	353	162	146	1005	293	165	867	198
Future Volume (vph)	229	440	201	353	162	146	1005	293	165	867	198
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	31.8	9.6	36.8	36.8	9.6	39.2	39.2	9.6	37.2	37.2
Total Split (s)	17.2	43.2	17.2	43.2	43.2	17.2	42.4	42.4	17.2	42.4	42.4
Total Split (%)	14.3%	36.0%	14.3%	36.0%	36.0%	14.3%	35.3%	35.3%	14.3%	35.3%	35.3%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	6.2	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 102.2
Natural Cycle: 100
Control Type: Actuated-Uncoordinated

Splits and Phases: 10: Cook St. & Hovley Ln.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	229	440	136	201	353	162	146	1005	293	165	867	198
Future Volume (veh/h)	229	440	136	201	353	162	146	1005	293	165	867	198
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	252	484	134	221	388	138	160	1104	236	181	953	149
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	326	620	170	295	771	339	232	1379	606	254	1402	617
Arrive On Green	0.09	0.23	0.23	0.09	0.22	0.22	0.07	0.39	0.39	0.07	0.39	0.39
Sat Flow, veh/h	3456	2744	754	3456	3554	1562	3456	3554	1562	3456	3554	1564
Grp Volume(v), veh/h	252	312	306	221	388	138	160	1104	236	181	953	149
Grp Sat Flow(s),veh/h/ln	1728	1777	1722	1728	1777	1562	1728	1777	1562	1728	1777	1564
Q Serve(g_s), s	6.6	15.4	15.6	5.8	9.0	7.1	4.2	25.7	10.2	4.8	20.7	5.9
Cycle Q Clear(g_c), s	6.6	15.4	15.6	5.8	9.0	7.1	4.2	25.7	10.2	4.8	20.7	5.9
Prop In Lane	1.00		0.44	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	326	401	389	295	771	339	232	1379	606	254	1402	617
V/C Ratio(X)	0.77	0.78	0.79	0.75	0.50	0.41	0.69	0.80	0.39	0.71	0.68	0.24
Avail Cap(c_a), veh/h	467	712	690	467	1425	626	467	1379	606	467	1402	617
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.3	33.9	34.0	41.7	32.1	31.4	42.6	25.3	20.6	42.3	23.4	18.9
Incr Delay (d2), s/veh	2.8	3.3	3.6	1.4	0.5	0.8	1.4	5.0	1.9	1.4	2.7	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	6.6	6.5	2.4	3.7	2.6	1.8	10.6	3.7	2.0	8.3	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.1	37.2	37.5	43.1	32.6	32.2	44.0	30.3	22.5	43.7	26.0	19.8
LnGrp LOS	D	D	D	D	C	C	D	C	C	D	C	B
Approach Vol, veh/h		870			747			1500			1283	
Approach Delay, s/veh		39.3			35.6			30.5			27.8	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	42.4	12.6	26.9	10.9	43.0	13.4	26.0
Change Period (Y+Rc), s	4.6	6.2	4.6	5.8	4.6	6.2	4.6	5.8
Max Green Setting (Gmax), s	12.6	36.2	12.6	37.4	12.6	36.2	12.6	37.4
Max Q Clear Time (g_c+I1), s	6.8	27.7	7.8	17.6	6.2	22.7	8.6	11.0
Green Ext Time (p_c), s	0.1	4.8	0.2	3.3	0.1	5.4	0.2	2.8

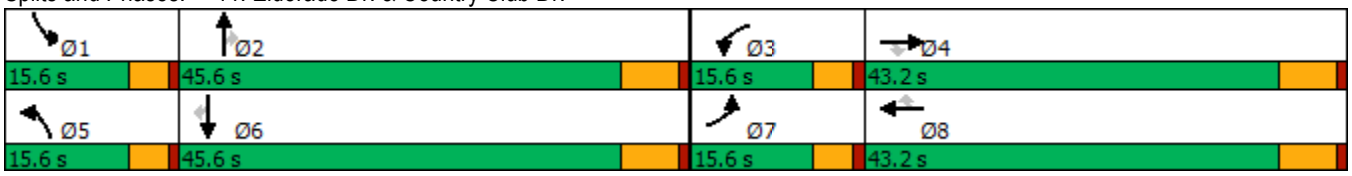
Intersection Summary	
HCM 6th Ctrl Delay	32.3
HCM 6th LOS	C

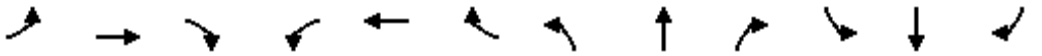
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	1021	83	64	639	66	67	114	92	67	103	39
Future Volume (vph)	45	1021	83	64	639	66	67	114	92	67	103	39
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.2	37.2	9.6	37.2	37.2	9.6	36.2	36.2	9.6	35.2	35.2
Total Split (s)	15.6	43.2	43.2	15.6	43.2	43.2	15.6	45.6	45.6	15.6	45.6	45.6
Total Split (%)	13.0%	36.0%	36.0%	13.0%	36.0%	36.0%	13.0%	38.0%	38.0%	13.0%	38.0%	38.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 85
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 11: Eldorado Dr. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	1021	83	64	639	66	67	114	92	67	103	39
Future Volume (veh/h)	45	1021	83	64	639	66	67	114	92	67	103	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	1064	60	67	666	48	70	119	38	70	107	29
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	74	1724	769	89	1754	772	90	466	205	90	466	208
Arrive On Green	0.04	0.49	0.49	0.05	0.49	0.49	0.05	0.13	0.13	0.05	0.13	0.13
Sat Flow, veh/h	1781	3554	1585	1781	3554	1564	1781	3554	1563	1781	3554	1585
Grp Volume(v), veh/h	47	1064	60	67	666	48	70	119	38	70	107	29
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1564	1781	1777	1563	1781	1777	1585
Q Serve(g_s), s	2.0	16.8	1.5	2.8	8.9	1.2	3.0	2.3	1.7	3.0	2.1	1.2
Cycle Q Clear(g_c), s	2.0	16.8	1.5	2.8	8.9	1.2	3.0	2.3	1.7	3.0	2.1	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	74	1724	769	89	1754	772	90	466	205	90	466	208
V/C Ratio(X)	0.64	0.62	0.08	0.76	0.38	0.06	0.78	0.26	0.19	0.78	0.23	0.14
Avail Cap(c_a), veh/h	257	1724	769	257	1754	772	257	1836	808	257	1836	819
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	14.4	10.5	35.8	12.0	10.1	35.8	29.8	29.5	35.8	29.7	29.3
Incr Delay (d2), s/veh	3.4	1.7	0.2	4.9	0.6	0.2	5.2	0.3	0.4	5.2	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	5.8	0.5	1.3	3.0	0.4	1.3	0.9	0.6	1.3	0.8	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.4	16.1	10.7	40.6	12.7	10.2	41.0	30.1	29.9	41.0	29.9	29.6
LnGrp LOS	D	B	B	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		1171			781			227			206	
Approach Delay, s/veh		16.7			14.9			33.4			33.7	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	16.2	8.4	43.2	8.5	16.2	7.8	43.8
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	6.2	4.6	6.2
Max Green Setting (Gmax), s	11.0	39.4	11.0	37.0	11.0	39.4	11.0	37.0
Max Q Clear Time (g_c+I1), s	5.0	4.3	4.8	18.8	5.0	4.1	4.0	10.9
Green Ext Time (p_c), s	0.0	0.8	0.0	6.7	0.0	0.7	0.0	4.3

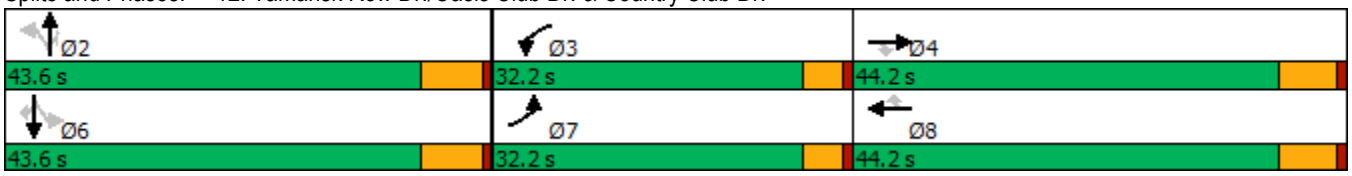
Intersection Summary	
HCM 6th Ctrl Delay	19.2
HCM 6th LOS	B

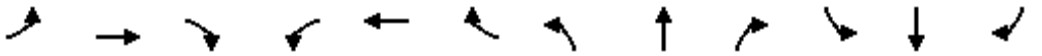
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	956	90	56	651	168	71	155	97	224	155	24
Future Volume (vph)	31	956	90	56	651	168	71	155	97	224	155	24
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases			4			8	2		2	6		6
Detector Phase	7	4	4	3	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.2	16.2	9.6	40.2	40.2	35.5	35.5	35.5	35.5	35.5	35.5
Total Split (s)	32.2	44.2	44.2	32.2	44.2	44.2	43.6	43.6	43.6	43.6	43.6	43.6
Total Split (%)	26.8%	36.8%	36.8%	26.8%	36.8%	36.8%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	5.5	5.5	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 82.4
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 12: Tamarisk Row Dr./Oasis Club Dr. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	956	90	56	651	168	71	155	97	224	155	24
Future Volume (veh/h)	31	956	90	56	651	168	71	155	97	224	155	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	986	68	58	671	115	73	160	36	231	160	14
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	1684	751	81	1732	761	369	942	414	363	942	415
Arrive On Green	0.03	0.47	0.47	0.05	0.49	0.49	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	3554	1585	1781	3554	1562	1211	3554	1563	1187	3554	1565
Grp Volume(v), veh/h	32	986	68	58	671	115	73	160	36	231	160	14
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1562	1211	1777	1563	1187	1777	1565
Q Serve(g_s), s	1.4	16.2	1.9	2.6	9.6	3.3	4.0	2.8	1.4	14.9	2.8	0.5
Cycle Q Clear(g_c), s	1.4	16.2	1.9	2.6	9.6	3.3	6.7	2.8	1.4	17.7	2.8	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	57	1684	751	81	1732	761	369	942	414	363	942	415
V/C Ratio(X)	0.57	0.59	0.09	0.72	0.39	0.15	0.20	0.17	0.09	0.64	0.17	0.03
Avail Cap(c_a), veh/h	613	1684	751	613	1732	761	608	1645	724	598	1645	724
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	15.3	11.6	37.8	13.0	11.4	25.3	22.7	22.2	29.5	22.7	21.9
Incr Delay (d2), s/veh	3.3	1.5	0.2	4.5	0.7	0.4	0.3	0.1	0.1	1.9	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	5.7	0.6	1.1	3.3	1.0	1.0	1.0	0.5	4.0	1.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.5	16.8	11.8	42.2	13.6	11.8	25.5	22.8	22.3	31.3	22.8	21.9
LnGrp LOS	D	B	B	D	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1086			844			269			405	
Approach Delay, s/veh		17.3			15.3			23.4			27.6	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		27.7	8.2	44.2		27.7	7.1	45.3				
Change Period (Y+Rc), s		6.5	4.6	6.2		6.5	4.6	6.2				
Max Green Setting (Gmax), s		37.1	27.6	38.0		37.1	27.6	38.0				
Max Q Clear Time (g_c+I1), s		8.7	4.6	18.2		19.7	3.4	11.6				
Green Ext Time (p_c), s		1.2	0.1	6.4		1.5	0.0	4.6				

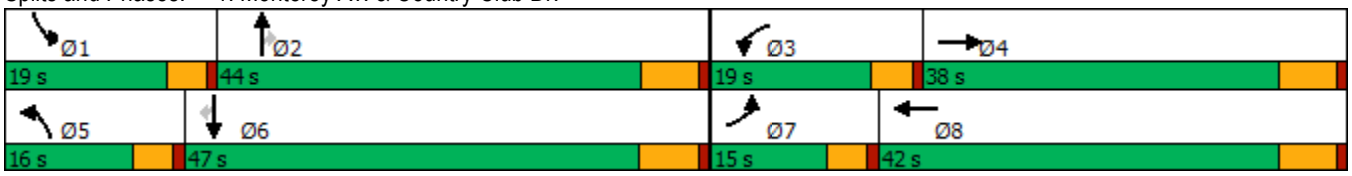
Intersection Summary												
HCM 6th Ctrl Delay			18.9									
HCM 6th LOS			B									

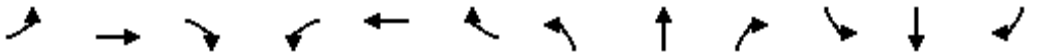
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	421	131	326	301	167	143	1034	106	176	1212	40
Future Volume (vph)	105	421	131	326	301	167	143	1034	106	176	1212	40
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2		9.6	39.2		9.6	36.2	36.2	9.6	35.4	35.4
Total Split (s)	15.0	38.0		19.0	42.0		16.0	44.0	44.0	19.0	47.0	47.0
Total Split (%)	12.5%	31.7%		15.8%	35.0%		13.3%	36.7%	36.7%	15.8%	39.2%	39.2%
Yellow Time (s)	3.6	5.2		3.6	5.2		3.6	5.2	5.2	3.6	5.4	5.4
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2		4.6	6.2		4.6	6.2	6.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 100.3
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Monterey Av. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	421	131	326	301	167	143	1034	106	176	1212	40
Future Volume (veh/h)	105	421	131	326	301	167	143	1034	106	176	1212	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	106	425	0	329	304	0	144	1044	40	178	1224	20
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	176	712		405	1052		214	2206	684	253	2263	702
Arrive On Green	0.05	0.14	0.00	0.12	0.21	0.00	0.06	0.43	0.43	0.07	0.44	0.44
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1583	3456	5106	1584
Grp Volume(v), veh/h	106	425	0	329	304	0	144	1044	40	178	1224	20
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1583	1728	1702	1584
Q Serve(g_s), s	2.8	7.2	0.0	8.5	4.6	0.0	3.7	13.4	1.3	4.6	16.1	0.7
Cycle Q Clear(g_c), s	2.8	7.2	0.0	8.5	4.6	0.0	3.7	13.4	1.3	4.6	16.1	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	176	712		405	1052		214	2206	684	253	2263	702
V/C Ratio(X)	0.60	0.60		0.81	0.29		0.67	0.47	0.06	0.70	0.54	0.03
Avail Cap(c_a), veh/h	392	1772		543	1995		430	2206	684	543	2263	702
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.6	37.0	0.0	39.4	30.7	0.0	42.1	18.6	15.2	41.5	18.7	14.4
Incr Delay (d2), s/veh	1.2	0.8	0.0	5.0	0.2	0.0	1.4	0.7	0.2	1.3	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.9	0.0	3.7	1.8	0.0	1.5	4.8	0.5	1.9	5.6	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.8	37.8	0.0	44.4	30.9	0.0	43.4	19.3	15.3	42.8	19.6	14.5
LnGrp LOS	D	D		D	C		D	B	B	D	B	B
Approach Vol, veh/h		531	A		633	A		1228			1422	
Approach Delay, s/veh		39.0			37.9			22.0			22.4	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	46.0	15.4	19.0	10.3	47.0	9.3	25.1
Change Period (Y+Rc), s	4.6	* 6.4	4.6	6.2	4.6	6.4	4.6	6.2
Max Green Setting (Gmax), s	14.4	* 38	14.4	31.8	11.4	40.6	10.4	35.8
Max Q Clear Time (g_c+I1), s	6.6	15.4	10.5	9.2	5.7	18.1	4.8	6.6
Green Ext Time (p_c), s	0.2	7.0	0.2	2.5	0.1	8.1	0.1	1.8

Intersection Summary	
HCM 6th Ctrl Delay	27.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

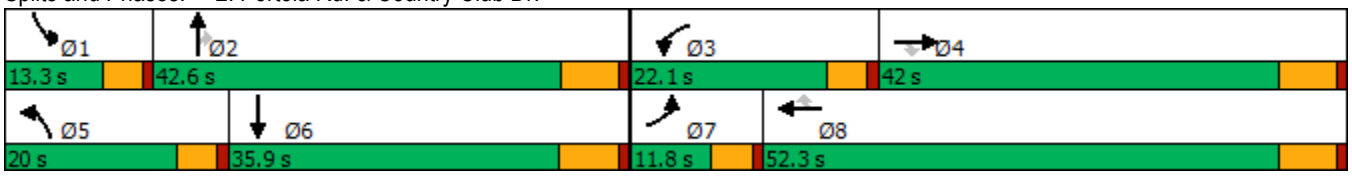
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

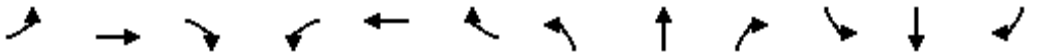
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	29	569	141	159	495	81	146	318	158	72	289
Future Volume (vph)	29	569	141	159	495	81	146	318	158	72	289
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	33.2	33.2	9.6	33.2	33.2	9.6	39.2	39.2	9.6	34.4
Total Split (s)	11.8	42.0	42.0	22.1	52.3	52.3	20.0	42.6	42.6	13.3	35.9
Total Split (%)	9.8%	35.0%	35.0%	18.4%	43.6%	43.6%	16.7%	35.5%	35.5%	11.1%	29.9%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 103.4
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Portola Rd. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	569	141	159	495	81	146	318	158	72	289	28
Future Volume (veh/h)	29	569	141	159	495	81	146	318	158	72	289	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	612	81	171	532	60	157	342	89	77	311	14
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	52	800	354	204	1103	484	189	1344	599	99	1133	51
Arrive On Green	0.03	0.23	0.23	0.11	0.31	0.31	0.11	0.38	0.38	0.06	0.33	0.33
Sat Flow, veh/h	1781	3554	1572	1781	3554	1559	1781	3554	1583	1781	3461	155
Grp Volume(v), veh/h	31	612	81	171	532	60	157	342	89	77	159	166
Grp Sat Flow(s),veh/h/ln	1781	1777	1572	1781	1777	1559	1781	1777	1583	1781	1777	1840
Q Serve(g_s), s	1.7	15.5	4.1	9.0	11.7	2.7	8.3	6.4	3.6	4.1	6.4	6.4
Cycle Q Clear(g_c), s	1.7	15.5	4.1	9.0	11.7	2.7	8.3	6.4	3.6	4.1	6.4	6.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	52	800	354	204	1103	484	189	1344	599	99	582	602
V/C Ratio(X)	0.59	0.77	0.23	0.84	0.48	0.12	0.83	0.25	0.15	0.78	0.27	0.28
Avail Cap(c_a), veh/h	133	1322	585	324	1702	747	285	1344	599	161	582	602
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.1	34.9	30.5	41.7	26.9	23.8	42.1	20.6	19.7	44.9	23.9	23.9
Incr Delay (d2), s/veh	4.0	1.6	0.3	5.5	0.3	0.1	7.3	0.5	0.5	4.9	1.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	6.4	1.5	4.1	4.6	0.9	3.8	2.5	1.3	1.8	2.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.1	36.5	30.8	47.2	27.2	23.9	49.4	21.0	20.2	49.8	25.1	25.1
LnGrp LOS	D	D	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		724			763			588			402	
Approach Delay, s/veh		36.4			31.5			28.5			29.8	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	42.8	15.6	27.9	14.8	37.9	7.4	36.1
Change Period (Y+Rc), s	4.6	* 6.4	4.6	6.2	4.6	6.4	4.6	6.2
Max Green Setting (Gmax), s	8.7	* 36	17.5	35.8	15.4	29.5	7.2	46.1
Max Q Clear Time (g_c+I1), s	6.1	8.4	11.0	17.5	10.3	8.4	3.7	13.7
Green Ext Time (p_c), s	0.0	2.3	0.1	3.7	0.1	1.5	0.0	3.5

Intersection Summary	
HCM 6th Ctrl Delay	31.9
HCM 6th LOS	C

Notes

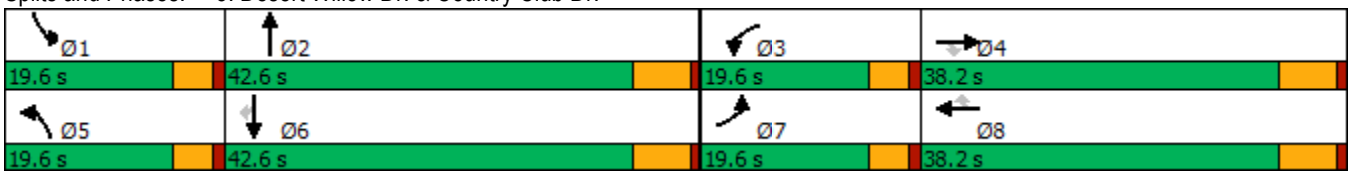
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	168	584	57	118	596	103	63	8	95	4	44
Future Volume (vph)	168	584	57	118	596	103	63	8	95	4	44
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	23.2	23.2	9.6	27.2	27.2	9.6	33.2	9.6	36.2	36.2
Total Split (s)	19.6	38.2	38.2	19.6	38.2	38.2	19.6	42.6	19.6	42.6	42.6
Total Split (%)	16.3%	31.8%	31.8%	16.3%	31.8%	31.8%	16.3%	35.5%	16.3%	35.5%	35.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 80.4
Natural Cycle: 85
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Desert Willow Dr. & Country Club Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	584	57	118	596	103	63	8	73	95	4	44
Future Volume (veh/h)	168	584	57	118	596	103	63	8	73	95	4	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	170	590	0	119	602	97	64	8	34	96	4	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	256	1471		152	1511	668	86	50	215	195	324	
Arrive On Green	0.07	0.41	0.00	0.09	0.43	0.43	0.05	0.16	0.16	0.06	0.17	0.00
Sat Flow, veh/h	3456	3554	1585	1781	3554	1571	1781	306	1301	3456	1870	1585
Grp Volume(v), veh/h	170	590	0	119	602	97	64	0	42	96	4	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1571	1781	0	1608	1728	1870	1585
Q Serve(g_s), s	3.7	9.0	0.0	5.1	9.1	2.9	2.7	0.0	1.7	2.1	0.1	0.0
Cycle Q Clear(g_c), s	3.7	9.0	0.0	5.1	9.1	2.9	2.7	0.0	1.7	2.1	0.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.81	1.00		1.00
Lane Grp Cap(c), veh/h	256	1471		152	1511	668	86	0	265	195	324	
V/C Ratio(X)	0.66	0.40		0.78	0.40	0.15	0.74	0.00	0.16	0.49	0.01	
Avail Cap(c_a), veh/h	671	1471		346	1511	668	346	0	757	671	881	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.8	15.9	0.0	34.7	15.4	13.6	36.3	0.0	27.7	35.4	26.5	0.0
Incr Delay (d2), s/veh	1.1	0.8	0.0	3.4	0.8	0.5	4.7	0.0	0.3	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.3	0.0	2.2	3.3	1.0	1.3	0.0	0.7	0.9	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.0	16.7	0.0	38.0	16.2	14.1	41.0	0.0	28.0	36.1	26.5	0.0
LnGrp LOS	D	B		D	B	B	D	A	C	D	C	
Approach Vol, veh/h		760	A		818			106			100	A
Approach Delay, s/veh		21.0			19.1			35.8			35.7	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	18.9	11.2	38.2	8.3	19.6	10.3	39.1
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	6.2	4.6	6.2
Max Green Setting (Gmax), s	15.0	36.4	15.0	32.0	15.0	36.4	15.0	32.0
Max Q Clear Time (g_c+I1), s	4.1	3.7	7.1	11.0	4.7	2.1	5.7	11.1
Green Ext Time (p_c), s	0.1	0.2	0.1	3.4	0.0	0.0	0.2	3.8

Intersection Summary	
HCM 6th Ctrl Delay	21.8
HCM 6th LOS	C

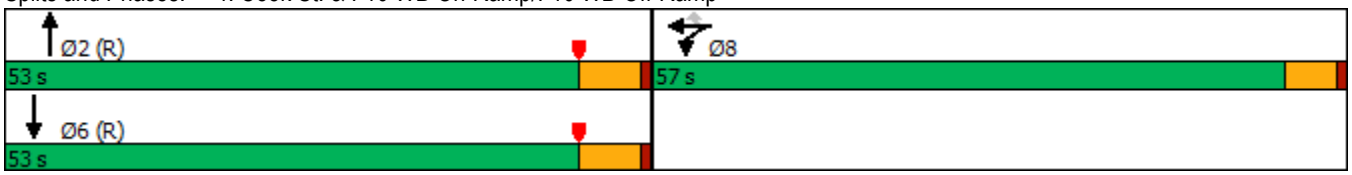
Notes

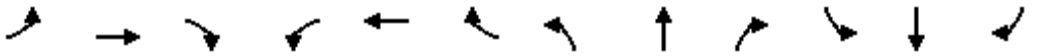
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBT	WBR	NBT	NBR	SBT
Lane Configurations					
Traffic Volume (vph)	3	24	150	383	130
Future Volume (vph)	3	24	150	383	130
Turn Type	NA	Perm	NA	Free	NA
Protected Phases	8		2		6
Permitted Phases		8		Free	
Detector Phase	8	8	2		6
Switch Phase					
Minimum Initial (s)	5.0	5.0	7.0		7.0
Minimum Split (s)	10.3	10.3	13.0		29.0
Total Split (s)	57.0	57.0	53.0		53.0
Total Split (%)	51.8%	51.8%	48.2%		48.2%
Yellow Time (s)	4.3	4.3	5.0		5.0
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	6.0		6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Max		C-Max

Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 6 (5%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 4: Cook St. & I-10 WB On-Ramp/I-10 WB Off-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	350	3	24	0	150	383	0	130	17
Future Volume (veh/h)	0	0	0	350	3	24	0	150	383	0	130	17
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1530	1870	0	1781	1826	0	1856	1856
Adj Flow Rate, veh/h				357	3	9	0	153	0	0	133	9
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				2	25	2	0	8	5	0	3	3
Cap, veh/h				397	3	436	0	2106		0	3015	200
Arrive On Green				0.28	0.28	0.28	0.00	0.62	0.00	0.00	0.62	0.62
Sat Flow, veh/h				1445	12	1585	0	3474	1547	0	5013	321
Grp Volume(v), veh/h				360	0	9	0	153	0	0	92	50
Grp Sat Flow(s),veh/h/ln				1457	0	1585	0	1692	1547	0	1689	1790
Q Serve(g_s), s				26.2	0.0	0.5	0.0	2.0	0.0	0.0	1.2	1.2
Cycle Q Clear(g_c), s				26.2	0.0	0.5	0.0	2.0	0.0	0.0	1.2	1.2
Prop In Lane				0.99		1.00	0.00		1.00	0.00		0.18
Lane Grp Cap(c), veh/h				401	0	436	0	2106		0	2101	1114
V/C Ratio(X)				0.90	0.00	0.02	0.00	0.07		0.00	0.04	0.05
Avail Cap(c_a), veh/h				685	0	745	0	2106		0	2101	1114
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				38.4	0.0	29.1	0.0	8.2	0.0	0.0	8.1	8.1
Incr Delay (d2), s/veh				8.6	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				9.8	0.0	0.2	0.0	0.6	0.0	0.0	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				47.0	0.0	29.1	0.0	8.3	0.0	0.0	8.1	8.2
LnGrp LOS				D	A	C	A	A		A	A	A
Approach Vol, veh/h					369			153	A		142	
Approach Delay, s/veh					46.5			8.3			8.1	
Approach LOS					D			A			A	

Timer - Assigned Phs	2			6		8			
Phs Duration (G+Y+Rc), s	74.4			74.4		35.6			
Change Period (Y+Rc), s	6.0			6.0		5.3			
Max Green Setting (Gmax), s	47.0			47.0		51.7			
Max Q Clear Time (g_c+I1), s	4.0			3.2		28.2			
Green Ext Time (p_c), s	0.5			0.4		2.1			

Intersection Summary		
HCM 6th Ctrl Delay	29.5	
HCM 6th LOS	C	

Notes

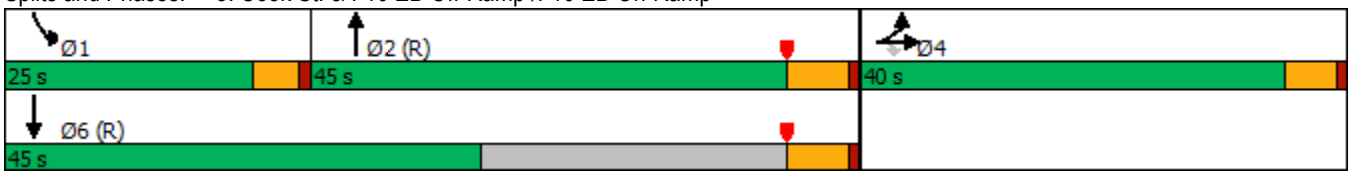
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

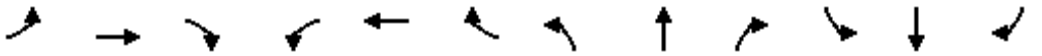
Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	35	1	490	498	19	460
Future Volume (vph)	35	1	490	498	19	460
Turn Type	Split	NA	Perm	NA	Prot	NA
Protected Phases	4	4		2	1	6
Permitted Phases			4			
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	7.0	5.0	8.0
Minimum Split (s)	10.3	10.3	10.3	13.0	9.7	37.0
Total Split (s)	40.0	40.0	40.0	45.0	25.0	45.0
Total Split (%)	36.4%	36.4%	36.4%	40.9%	22.7%	40.9%
Yellow Time (s)	4.3	4.3	4.3	5.0	3.7	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	6.0	4.7	6.0
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 5: Cook St. & I-10 EB Off-Ramp /I-10 EB On-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	1	490	0	0	0	0	498	311	19	460	0
Future Volume (veh/h)	35	1	490	0	0	0	0	498	311	19	460	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1841	1900	1811				0	1811	1811	1648	1856	0
Adj Flow Rate, veh/h	36	0	270				0	519	304	20	479	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	0	6				0	6	6	17	3	0
Cap, veh/h	195	0	342				0	2381	1109	33	3981	0
Arrive On Green	0.11	0.00	0.11				0.00	0.72	0.72	0.02	0.79	0.00
Sat Flow, veh/h	1753	0	3070				0	3459	1535	1570	5233	0
Grp Volume(v), veh/h	36	0	270				0	519	304	20	479	0
Grp Sat Flow(s),veh/h/ln	1753	0	1535				0	1648	1535	1570	1689	0
Q Serve(g_s), s	2.0	0.0	9.4				0.0	5.7	7.5	1.4	2.5	0.0
Cycle Q Clear(g_c), s	2.0	0.0	9.4				0.0	5.7	7.5	1.4	2.5	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	195	0	342				0	2381	1109	33	3981	0
V/C Ratio(X)	0.18	0.00	0.79				0.00	0.22	0.27	0.61	0.12	0.00
Avail Cap(c_a), veh/h	553	0	968				0	2381	1109	290	3981	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.96	0.96	1.00	1.00	0.00
Uniform Delay (d), s/veh	44.3	0.0	47.6				0.0	5.0	5.3	53.4	2.8	0.0
Incr Delay (d2), s/veh	0.3	0.0	3.1				0.0	0.2	0.6	6.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	3.6				0.0	1.5	1.9	0.6	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.7	0.0	50.7				0.0	5.2	5.9	60.2	2.8	0.0
LnGrp LOS	D	A	D				A	A	A	E	A	A
Approach Vol, veh/h		306						823			499	
Approach Delay, s/veh		50.0						5.5			5.1	
Approach LOS		D						A			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	7.0	85.5		17.5		92.5
Change Period (Y+Rc), s	* 4.7	6.0		5.3		6.0
Max Green Setting (Gmax), s	* 20	39.0		34.7		39.0
Max Q Clear Time (g_c+I1), s	3.4	9.5		11.4		4.5
Green Ext Time (p_c), s	0.0	3.1		0.8		1.8

Intersection Summary	
HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

Notes

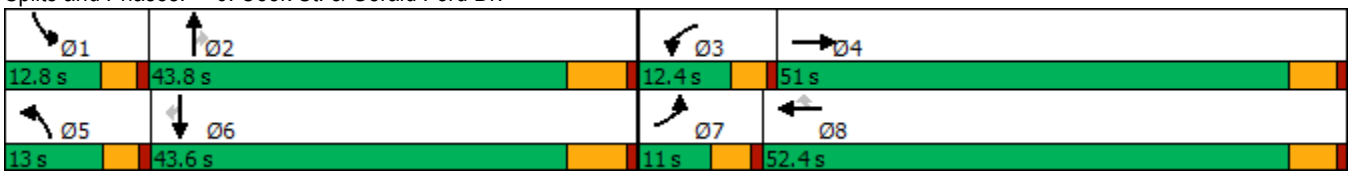
User approved volume balancing among the lanes for turning movement.

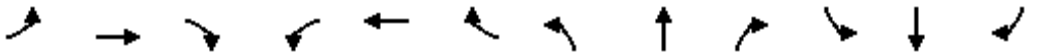
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	179	177	111	55	195	83	193	548	31	163	659	103
Future Volume (vph)	179	177	111	55	195	83	193	548	31	163	659	103
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			8			2			6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.5	41.4		9.2	41.4	41.4	9.2	42.5	42.5	9.2	42.5	42.5
Total Split (s)	11.0	51.0		12.4	52.4	52.4	13.0	43.8	43.8	12.8	43.6	43.6
Total Split (%)	9.2%	42.5%		10.3%	43.7%	43.7%	10.8%	36.5%	36.5%	10.7%	36.3%	36.3%
Yellow Time (s)	3.5	4.4		3.2	4.4	4.4	3.2	5.5	5.5	3.2	5.5	5.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.4		4.2	5.4	5.4	4.2	6.5	6.5	4.2	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 88.4
Natural Cycle: 105
Control Type: Actuated-Uncoordinated

Splits and Phases: 6: Cook St. & Gerald Ford Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	177	111	55	195	83	193	548	31	163	659	103
Future Volume (veh/h)	179	177	111	55	195	83	193	548	31	163	659	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	188	186	0	58	205	31	203	577	19	172	694	65
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	266	568		156	441	197	284	2401	745	251	2353	730
Arrive On Green	0.08	0.16	0.00	0.05	0.12	0.12	0.08	0.47	0.47	0.07	0.46	0.46
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1584
Grp Volume(v), veh/h	188	186	0	58	205	31	203	577	19	172	694	65
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1584
Q Serve(g_s), s	4.3	3.7	0.0	1.3	4.3	1.4	4.6	5.4	0.5	3.9	6.8	1.9
Cycle Q Clear(g_c), s	4.3	3.7	0.0	1.3	4.3	1.4	4.6	5.4	0.5	3.9	6.8	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	266	568		156	441	197	284	2401	745	251	2353	730
V/C Ratio(X)	0.71	0.33		0.37	0.46	0.16	0.71	0.24	0.03	0.68	0.29	0.09
Avail Cap(c_a), veh/h	279	2013		352	2075	925	378	2401	745	369	2353	730
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	30.0	0.0	37.3	32.8	31.5	36.0	12.7	11.4	36.4	13.5	12.2
Incr Delay (d2), s/veh	6.3	0.3	0.0	0.5	0.8	0.4	2.3	0.2	0.1	1.2	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	1.5	0.0	0.5	1.8	0.5	1.9	1.8	0.2	1.6	2.2	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.5	30.3	0.0	37.9	33.5	31.9	38.4	13.0	11.5	37.7	13.9	12.4
LnGrp LOS	D	C		D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		374	A		294			799			931	
Approach Delay, s/veh		36.5			34.2			19.4			18.2	
Approach LOS		D			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	44.4	7.8	18.3	10.8	43.6	10.7	15.4
Change Period (Y+Rc), s	* 4.2	6.5	* 4.2	5.4	* 4.2	6.5	4.5	5.4
Max Green Setting (Gmax), s	* 8.6	37.3	* 8.2	45.6	* 8.8	37.1	6.5	47.0
Max Q Clear Time (g_c+I1), s	5.9	7.4	3.3	5.7	6.6	8.8	6.3	6.3
Green Ext Time (p_c), s	0.1	3.6	0.0	1.1	0.1	4.6	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	23.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

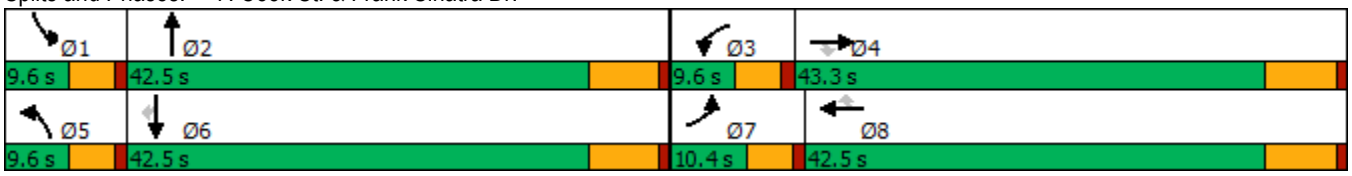
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

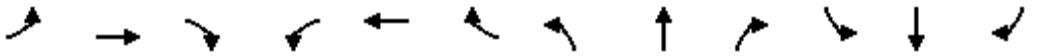
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	128	141	105	50	155	53	113	567	53	693	148
Future Volume (vph)	128	141	105	50	155	53	113	567	53	693	148
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.5	37.5	9.6	42.5	42.5	9.6	42.5	9.6	37.5	37.5
Total Split (s)	10.4	43.3	43.3	9.6	42.5	42.5	9.6	42.5	9.6	42.5	42.5
Total Split (%)	9.9%	41.2%	41.2%	9.1%	40.5%	40.5%	9.1%	40.5%	9.1%	40.5%	40.5%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	5.5	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	6.5	4.6	6.5	4.6	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	Max	Max

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 84.2
Natural Cycle: 105
Control Type: Actuated-Uncoordinated

Splits and Phases: 7: Cook St. & Frank Sinatra Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	141	105	50	155	53	113	567	45	53	693	148
Future Volume (veh/h)	128	141	105	50	155	53	113	567	45	53	693	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	136	150	111	53	165	3	120	603	34	56	737	113
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	211	519	232	152	458	204	206	1637	92	156	2370	735
Arrive On Green	0.06	0.15	0.15	0.04	0.13	0.13	0.06	0.48	0.48	0.05	0.46	0.46
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3420	193	3456	5106	1584
Grp Volume(v), veh/h	136	150	111	53	165	3	120	313	324	56	737	113
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1836	1728	1702	1584
Q Serve(g_s), s	3.0	2.9	5.0	1.2	3.3	0.1	2.6	8.6	8.7	1.2	7.0	3.2
Cycle Q Clear(g_c), s	3.0	2.9	5.0	1.2	3.3	0.1	2.6	8.6	8.7	1.2	7.0	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	211	519	232	152	458	204	206	850	879	156	2370	735
V/C Ratio(X)	0.64	0.29	0.48	0.35	0.36	0.01	0.58	0.37	0.37	0.36	0.31	0.15
Avail Cap(c_a), veh/h	258	1686	752	223	1650	736	223	850	879	223	2370	735
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.6	29.5	30.4	36.0	30.9	29.5	35.5	12.8	12.8	35.9	13.0	12.0
Incr Delay (d2), s/veh	2.0	0.3	1.5	0.5	0.5	0.0	1.8	1.2	1.2	0.5	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.1	1.8	0.5	1.3	0.0	1.1	3.0	3.1	0.5	2.2	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.6	29.8	31.9	36.5	31.3	29.5	37.4	14.0	14.0	36.5	13.4	12.4
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		397			221			757			906	
Approach Delay, s/veh		33.1			32.5			17.7			14.7	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	43.6	8.0	17.8	9.2	42.5	9.3	16.5
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5
Max Green Setting (Gmax), s	5.0	36.0	5.0	36.8	5.0	36.0	5.8	36.0
Max Q Clear Time (g_c+I1), s	3.2	10.7	3.2	7.0	4.6	9.0	5.0	5.3
Green Ext Time (p_c), s	0.0	3.3	0.0	1.1	0.0	5.0	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	20.6
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	111	45	43	603	760	103
Future Vol, veh/h	111	45	43	603	760	103
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	90	0	120	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	118	48	46	641	809	110

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1222	405	919	0	-	0
Stage 1	809	-	-	-	-	-
Stage 2	413	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	172	595	738	-	-	-
Stage 1	398	-	-	-	-	-
Stage 2	636	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	161	595	738	-	-	-
Mov Cap-2 Maneuver	161	-	-	-	-	-
Stage 1	373	-	-	-	-	-
Stage 2	636	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	54.7	0.7	0
HCM LOS	F		

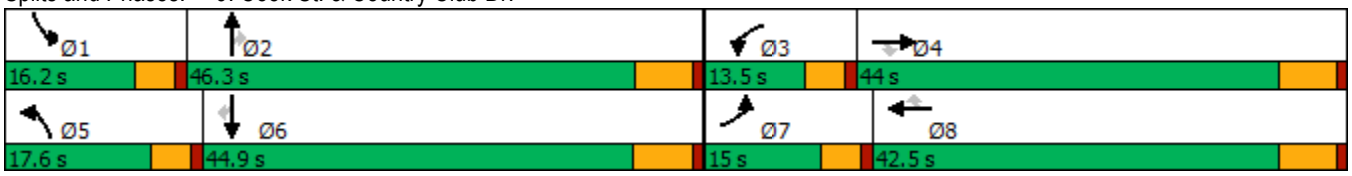
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	738	-	161	595	-	-
HCM Lane V/C Ratio	0.062	-	0.733	0.08	-	-
HCM Control Delay (s)	10.2	-	72.2	11.6	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	4.5	0.3	-	-

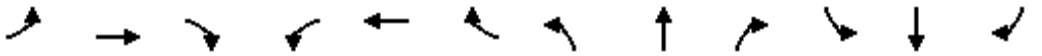
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	518	127	133	485	125	171	489	132	236	568	151
Future Volume (vph)	109	518	127	133	485	125	171	489	132	236	568	151
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.2	37.2	9.6	42.2	42.2	9.6	39.2	39.2	9.6	40.4	40.4
Total Split (s)	15.0	44.0	44.0	13.5	42.5	42.5	17.6	46.3	46.3	16.2	44.9	44.9
Total Split (%)	12.5%	36.7%	36.7%	11.3%	35.4%	35.4%	14.7%	38.6%	38.6%	13.5%	37.4%	37.4%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.4	5.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 103.2
Natural Cycle: 105
Control Type: Actuated-Uncoordinated

Splits and Phases: 9: Cook St. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	518	127	133	485	125	171	489	132	236	568	151
Future Volume (veh/h)	109	518	127	133	485	125	171	489	132	236	568	151
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	111	529	75	136	495	64	174	499	72	241	580	94
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	174	709	315	202	738	329	246	1500	661	313	1569	687
Arrive On Green	0.05	0.20	0.20	0.06	0.21	0.21	0.07	0.42	0.42	0.09	0.44	0.44
Sat Flow, veh/h	3456	3554	1580	3456	3554	1585	3456	3554	1565	3456	3554	1556
Grp Volume(v), veh/h	111	529	75	136	495	64	174	499	72	241	580	94
Grp Sat Flow(s),veh/h/ln	1728	1777	1580	1728	1777	1585	1728	1777	1565	1728	1777	1556
Q Serve(g_s), s	3.0	13.3	3.8	3.7	12.2	3.2	4.7	9.0	2.6	6.5	10.4	3.4
Cycle Q Clear(g_c), s	3.0	13.3	3.8	3.7	12.2	3.2	4.7	9.0	2.6	6.5	10.4	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	174	709	315	202	738	329	246	1500	661	313	1569	687
V/C Ratio(X)	0.64	0.75	0.24	0.67	0.67	0.19	0.71	0.33	0.11	0.77	0.37	0.14
Avail Cap(c_a), veh/h	378	1414	629	324	1358	606	473	1500	661	422	1569	687
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.3	35.8	32.0	43.8	34.7	31.1	43.2	18.5	16.6	42.2	17.7	15.8
Incr Delay (d2), s/veh	1.4	1.6	0.4	1.4	1.1	0.3	1.4	0.6	0.3	3.9	0.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	5.5	1.4	1.5	5.0	1.2	1.9	3.5	0.9	2.8	3.9	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.7	37.4	32.3	45.3	35.7	31.4	44.6	19.1	17.0	46.2	18.4	16.2
LnGrp LOS	D	D	C	D	D	C	D	B	B	D	B	B
Approach Vol, veh/h		715			695			745			915	
Approach Delay, s/veh		38.1			37.2			24.8			25.5	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	46.5	10.2	25.2	11.4	48.3	9.4	25.9
Change Period (Y+Rc), s	4.6	* 6.4	4.6	6.2	4.6	6.4	4.6	6.2
Max Green Setting (Gmax), s	11.6	* 40	8.9	37.8	13.0	38.5	10.4	36.3
Max Q Clear Time (g_c+I1), s	8.5	11.0	5.7	15.3	6.7	12.4	5.0	14.2
Green Ext Time (p_c), s	0.1	3.3	0.1	3.3	0.1	3.7	0.1	3.0

Intersection Summary	
HCM 6th Ctrl Delay	30.9
HCM 6th LOS	C

Notes

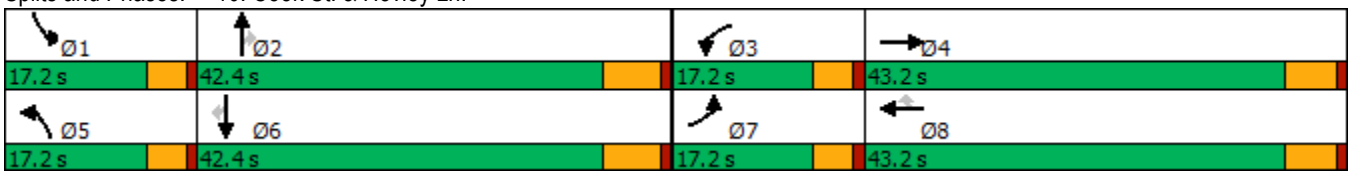
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

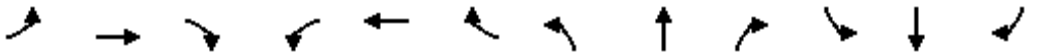
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	177	209	91	288	91	73	542	117	96	585	196
Future Volume (vph)	177	209	91	288	91	73	542	117	96	585	196
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	31.8	9.6	36.8	36.8	9.6	39.2	39.2	9.6	37.2	37.2
Total Split (s)	17.2	43.2	17.2	43.2	43.2	17.2	42.4	42.4	17.2	42.4	42.4
Total Split (%)	14.3%	36.0%	14.3%	36.0%	36.0%	14.3%	35.3%	35.3%	14.3%	35.3%	35.3%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	6.2	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 88.3
Natural Cycle: 100
Control Type: Actuated-Uncoordinated

Splits and Phases: 10: Cook St. & Hovley Ln.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	209	119	91	288	91	73	542	117	96	585	196
Future Volume (veh/h)	177	209	119	91	288	91	73	542	117	96	585	196
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	192	227	80	99	313	59	79	589	76	104	636	133
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	413	142	194	479	214	180	1631	728	197	1648	731
Arrive On Green	0.08	0.16	0.16	0.06	0.13	0.13	0.05	0.46	0.46	0.06	0.46	0.46
Sat Flow, veh/h	3456	2597	890	3456	3554	1585	3456	3554	1585	3456	3554	1576
Grp Volume(v), veh/h	192	153	154	99	313	59	79	589	76	104	636	133
Grp Sat Flow(s),veh/h/ln	1728	1777	1710	1728	1777	1585	1728	1777	1585	1728	1777	1576
Q Serve(g_s), s	4.3	6.3	6.5	2.2	6.6	2.6	1.7	8.5	2.1	2.3	9.2	3.9
Cycle Q Clear(g_c), s	4.3	6.3	6.5	2.2	6.6	2.6	1.7	8.5	2.1	2.3	9.2	3.9
Prop In Lane	1.00		0.52	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	278	283	272	194	479	214	180	1631	728	197	1648	731
V/C Ratio(X)	0.69	0.54	0.56	0.51	0.65	0.28	0.44	0.36	0.10	0.53	0.39	0.18
Avail Cap(c_a), veh/h	552	843	811	552	1685	752	552	1631	728	552	1648	731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	30.5	30.6	36.2	32.4	30.7	36.3	13.8	12.1	36.2	13.8	12.4
Incr Delay (d2), s/veh	1.2	1.6	1.8	0.8	1.5	0.7	0.6	0.6	0.3	0.8	0.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.6	2.6	0.9	2.7	1.0	0.7	3.0	0.7	0.9	3.2	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.5	32.1	32.5	36.9	33.9	31.3	36.9	14.5	12.4	37.0	14.5	12.9
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		499			471			744			873	
Approach Delay, s/veh		33.9			34.2			16.6			16.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	42.4	9.0	18.3	8.7	42.8	10.9	16.4
Change Period (Y+Rc), s	4.6	6.2	4.6	5.8	4.6	6.2	4.6	5.8
Max Green Setting (Gmax), s	12.6	36.2	12.6	37.4	12.6	36.2	12.6	37.4
Max Q Clear Time (g_c+I1), s	4.3	10.5	4.2	8.5	3.7	11.2	6.3	8.6
Green Ext Time (p_c), s	0.1	3.9	0.1	1.6	0.1	4.4	0.2	2.0

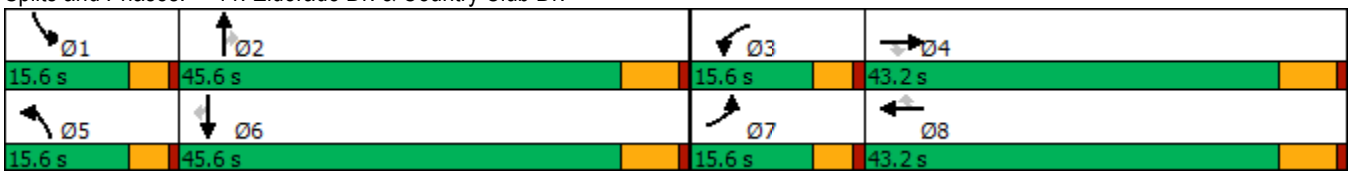
Intersection Summary	
HCM 6th Ctrl Delay	23.3
HCM 6th LOS	C

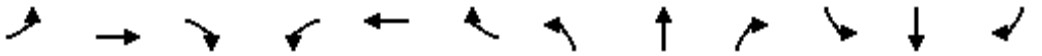
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	638	76	19	548	39	61	67	27	54	75	41
Future Volume (vph)	52	638	76	19	548	39	61	67	27	54	75	41
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.2	37.2	9.6	37.2	37.2	9.6	36.2	36.2	9.6	35.2	35.2
Total Split (s)	15.6	43.2	43.2	15.6	43.2	43.2	15.6	45.6	45.6	15.6	45.6	45.6
Total Split (%)	13.0%	36.0%	36.0%	13.0%	36.0%	36.0%	13.0%	38.0%	38.0%	13.0%	38.0%	38.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 83.9
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 11: Eldorado Dr. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	638	76	19	548	39	61	67	27	54	75	41
Future Volume (veh/h)	52	638	76	19	548	39	61	67	27	54	75	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	58	717	84	21	616	42	69	75	30	61	84	46
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	83	1813	798	42	1731	772	90	477	213	85	467	208
Arrive On Green	0.05	0.51	0.51	0.02	0.49	0.49	0.05	0.13	0.13	0.05	0.13	0.13
Sat Flow, veh/h	1781	3554	1564	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	58	717	84	21	616	42	69	75	30	61	84	46
Grp Sat Flow(s),veh/h/ln	1781	1777	1564	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.4	9.4	2.1	0.9	8.2	1.1	2.9	1.4	1.3	2.6	1.6	2.0
Cycle Q Clear(g_c), s	2.4	9.4	2.1	0.9	8.2	1.1	2.9	1.4	1.3	2.6	1.6	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	83	1813	798	42	1731	772	90	477	213	85	467	208
V/C Ratio(X)	0.70	0.40	0.11	0.50	0.36	0.05	0.77	0.16	0.14	0.72	0.18	0.22
Avail Cap(c_a), veh/h	258	1813	798	258	1731	772	258	1844	822	258	1844	822
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.7	11.4	9.6	36.6	12.1	10.3	35.6	29.1	29.0	35.7	29.3	29.5
Incr Delay (d2), s/veh	4.0	0.6	0.3	3.4	0.6	0.1	5.1	0.2	0.3	4.2	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.1	0.6	0.4	2.8	0.3	1.3	0.6	0.5	1.1	0.6	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.7	12.1	9.9	40.0	12.7	10.4	40.7	29.2	29.3	39.9	29.5	30.0
LnGrp LOS	D	B	A	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		859			679			174			191	
Approach Delay, s/veh		13.7			13.4			33.8			32.9	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	16.4	6.4	44.9	8.4	16.2	8.1	43.2
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	6.2	4.6	6.2
Max Green Setting (Gmax), s	11.0	39.4	11.0	37.0	11.0	39.4	11.0	37.0
Max Q Clear Time (g_c+I1), s	4.6	3.4	2.9	11.4	4.9	4.0	4.4	10.2
Green Ext Time (p_c), s	0.0	0.5	0.0	4.8	0.0	0.6	0.0	4.0

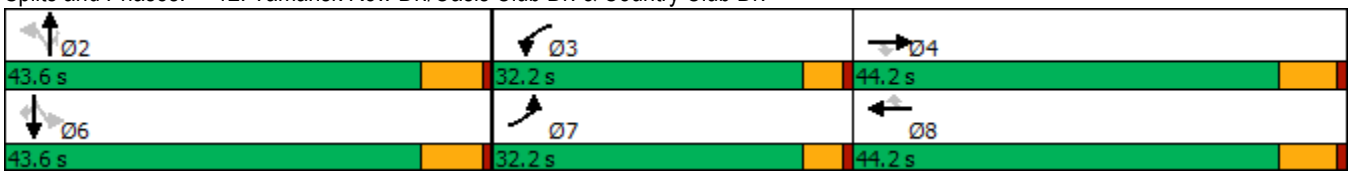
Intersection Summary	
HCM 6th Ctrl Delay	17.4
HCM 6th LOS	B

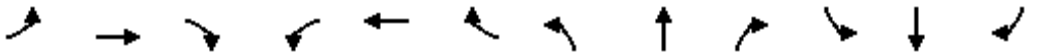
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	477	52	31	549	127	52	101	37	150	117	40
Future Volume (vph)	30	477	52	31	549	127	52	101	37	150	117	40
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases			4			8	2		2	6		6
Detector Phase	7	4	4	3	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.2	16.2	9.6	40.2	40.2	35.5	35.5	35.5	35.5	35.5	35.5
Total Split (s)	32.2	44.2	44.2	32.2	44.2	44.2	43.6	43.6	43.6	43.6	43.6	43.6
Total Split (%)	26.8%	36.8%	36.8%	26.8%	36.8%	36.8%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	5.5	5.5	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 71.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 12: Tamarisk Row Dr./Oasis Club Dr. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	477	52	31	549	127	52	101	37	150	117	40
Future Volume (veh/h)	30	477	52	31	549	127	52	101	37	150	117	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	492	42	32	566	96	54	104	24	155	121	35
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	1906	838	59	1908	840	296	663	296	306	663	296
Arrive On Green	0.03	0.54	0.54	0.03	0.54	0.54	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1781	3554	1564	1781	3554	1565	1231	3554	1585	1262	3554	1585
Grp Volume(v), veh/h	31	492	42	32	566	96	54	104	24	155	121	35
Grp Sat Flow(s),veh/h/ln	1781	1777	1564	1781	1777	1565	1231	1777	1585	1262	1777	1585
Q Serve(g_s), s	1.2	5.3	0.9	1.3	6.2	2.1	2.7	1.7	0.9	8.3	2.0	1.3
Cycle Q Clear(g_c), s	1.2	5.3	0.9	1.3	6.2	2.1	4.8	1.7	0.9	10.0	2.0	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	57	1906	838	59	1908	840	296	663	296	306	663	296
V/C Ratio(X)	0.54	0.26	0.05	0.54	0.30	0.11	0.18	0.16	0.08	0.51	0.18	0.12
Avail Cap(c_a), veh/h	694	1906	838	694	1908	840	711	1860	830	732	1860	830
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	8.8	7.8	33.7	9.0	8.1	26.3	24.1	23.8	28.4	24.3	24.0
Incr Delay (d2), s/veh	2.9	0.3	0.1	2.9	0.4	0.3	0.3	0.1	0.1	1.3	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.6	0.3	0.5	1.9	0.6	0.7	0.7	0.3	2.3	0.8	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.7	9.2	7.9	36.6	9.4	8.4	26.6	24.3	23.9	29.6	24.4	24.1
LnGrp LOS	D	A	A	D	A	A	C	C	C	C	C	C
Approach Vol, veh/h		565			694			182			311	
Approach Delay, s/veh		10.6			10.5			24.9			27.0	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		19.7	6.9	44.2		19.7	6.9	44.3				
Change Period (Y+Rc), s		6.5	4.6	6.2		6.5	4.6	6.2				
Max Green Setting (Gmax), s		37.1	27.6	38.0		37.1	27.6	38.0				
Max Q Clear Time (g_c+I1), s		6.8	3.3	7.3		12.0	3.2	8.2				
Green Ext Time (p_c), s		0.8	0.0	3.2		1.2	0.0	3.9				

Intersection Summary												
HCM 6th Ctrl Delay			15.0									
HCM 6th LOS			B									

APPENDIX 6.2:

EAP (2022, TYPICAL OPERATION) CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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Lane Group	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	527	50	406	778	305
v/c Ratio	0.75	0.07	0.25	0.51	0.14
Control Delay	33.9	4.0	9.8	3.1	16.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	33.9	4.0	9.8	3.1	16.3
Queue Length 50th (ft)	311	0	80	33	38
Queue Length 95th (ft)	341	18	84	136	71
Internal Link Dist (ft)	1825		267		517
Turn Bay Length (ft)		175			
Base Capacity (vph)	1080	1041	1642	1538	2258
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.49	0.05	0.25	0.51	0.14

Intersection Summary



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	65	280	278	1928	73	705
v/c Ratio	0.34	0.78	0.78	0.61	0.57	0.18
Control Delay	46.8	26.1	25.5	12.6	64.8	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.8	26.1	25.5	12.6	64.8	1.9
Queue Length 50th (ft)	44	40	37	231	43	7
Queue Length 95th (ft)	77	125	124	428	86	65
Internal Link Dist (ft)		1207		1529		111
Turn Bay Length (ft)			105		280	
Base Capacity (vph)	527	594	593	3156	252	3828
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.47	0.47	0.61	0.29	0.18

Intersection Summary



Lane Group	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	360	24	153	391	150
v/c Ratio	0.75	0.05	0.07	0.25	0.05
Control Delay	45.5	6.9	7.7	0.8	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	45.5	6.9	7.7	0.8	8.8
Queue Length 50th (ft)	233	0	23	0	12
Queue Length 95th (ft)	292	15	45	30	27
Internal Link Dist (ft)	1825		267		517
Turn Bay Length (ft)		175			
Base Capacity (vph)	1012	943	2068	1538	3058
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.36	0.03	0.07	0.25	0.05

Intersection Summary



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	36	256	255	843	20	479
v/c Ratio	0.25	0.73	0.72	0.23	0.23	0.12
Control Delay	49.3	18.1	17.9	3.9	63.5	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.3	18.1	17.9	3.9	63.5	1.1
Queue Length 50th (ft)	25	1	0	25	12	4
Queue Length 95th (ft)	53	80	78	92	32	27
Internal Link Dist (ft)		1207		1529		111
Turn Bay Length (ft)			105		280	
Base Capacity (vph)	547	631	631	3639	284	4103
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.41	0.40	0.23	0.07	0.12

Intersection Summary

APPENDIX 6.3:

EAP (2022, TYPICAL OPERATION) CONDITIONS FREEWAY FACILITY WORKSHEETS

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HCS7 Freeway Facilities Report

Project Information

Analyst	RV	Date	1/18/2019
Agency	Urban Crossroads, Inc.	Analysis Year	EAP 2022
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Desert Wave TIA (JN 11825)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	7
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of Cook Street	5280	3
2	Diverge	Diverge	WB Off-Ramp	1500	3
3	Basic	Basic	Between	1000	3
4	Merge	Basic	WB Loop On-Ramp	1500	4
5	Basic	Basic	Between	1650	4
6	Merge	Merge	WB On-Ramp	1500	4
7	Basic	Basic	West of Cook Street	5280	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	3062	7200	0.43	70.0	14.6	B

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	0.980	3062	606	7200	1900	0.43	0.32	59.4	54.7	17.2	16.1	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.952	2471	7200	0.34	70.0	11.8	B

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.971	3297	826	9600	1900	0.26	0.43	70.0	-	8.8	-	A

Segment 5: Basic

Time	PHF	fHV	Flow Rate	Capacity	d/c	Speed	Density	LOS

Period			(pc/h)	(pc/h)	Ratio	(mi/h)	(pc/mi/ln)	
1	0.92	0.962	3279	9600	0.34	70.0	11.7	B

Segment 6: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	0.952	3327	48	9600	2100	0.35	0.02	65.8	62.6	12.6	11.1	B

Segment 7: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	3326	7200	0.46	70.0	15.8	B

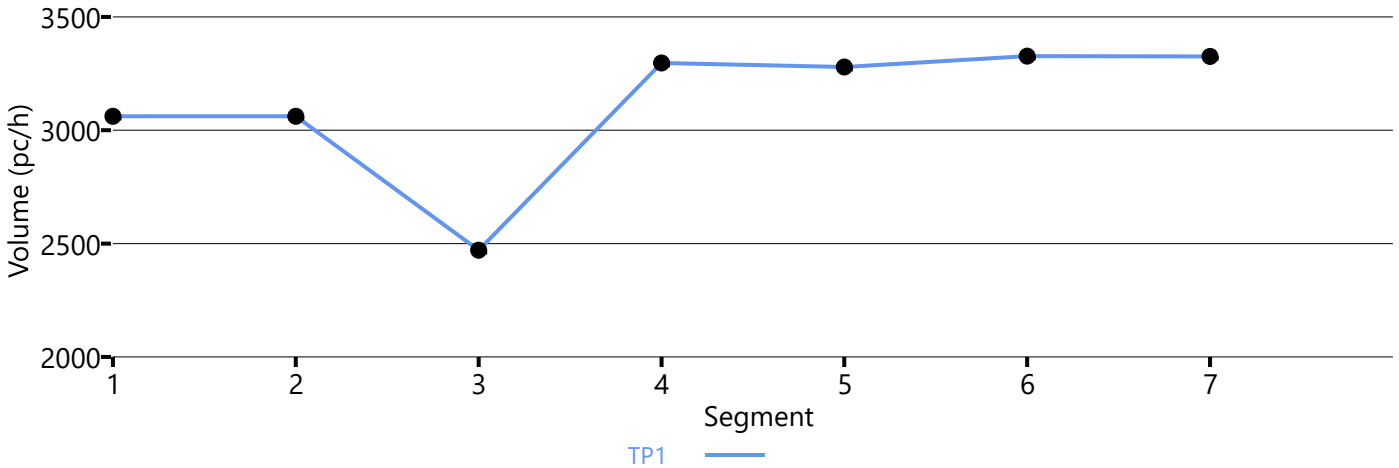
Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	68.6	13.8	13.3	2.9	B

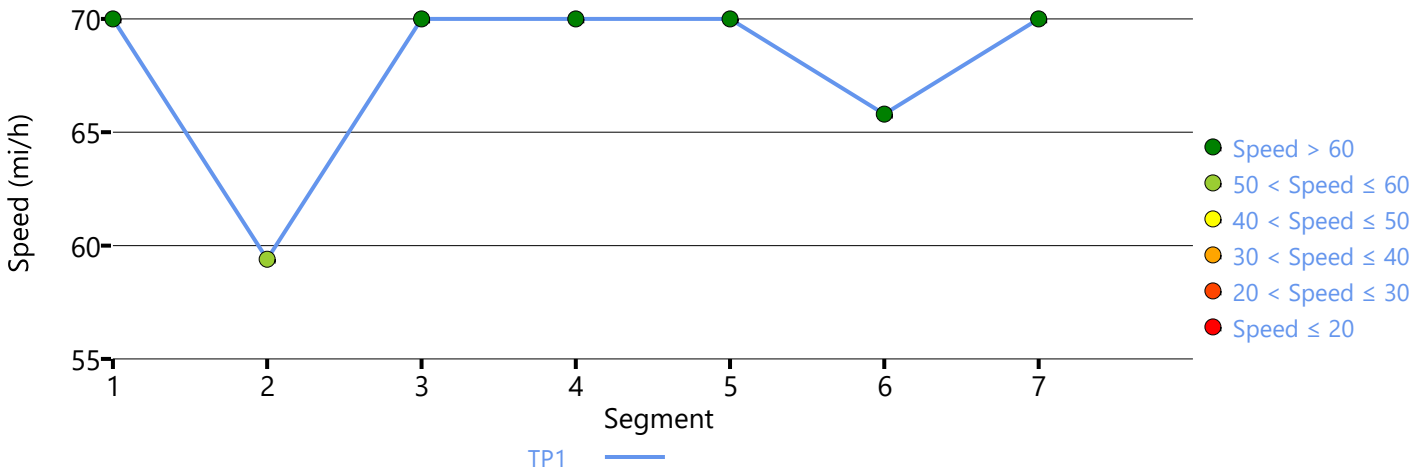
Facility Overall Results

Space Mean Speed, mi/h	68.6	Density, veh/mi/ln	13.3
Average Travel Time, min	2.9	Density, pc/mi/ln	13.8

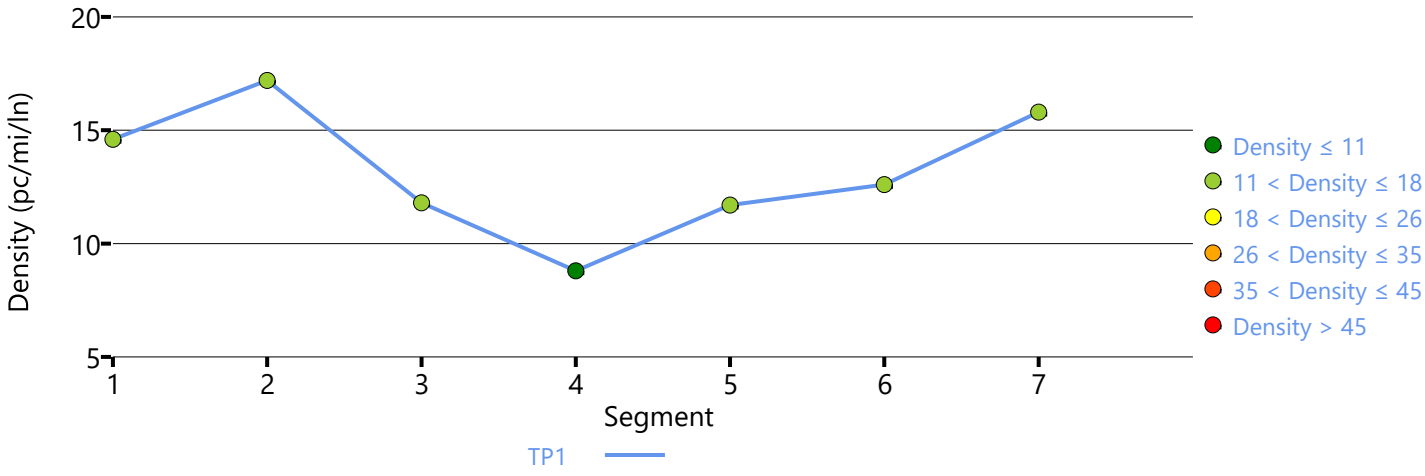
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	RV	Date	1/18/2019
Agency	Urban Crossroads, Inc.	Analysis Year	EAP 2022
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Desert Wave TIA (JN 11825)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	West of Cook Street	5280	4
2	Diverge	Diverge	EB Off-Ramp	1500	3
3	Basic	Basic	Between	2650	3
4	Merge	Merge	EB On-Ramp	1500	3
5	Basic	Basic	East of Cook Street	5280	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.952	3917	9600	0.41	70.0	14.0	B

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.952	3917	682	7200	2000	0.54	0.34	61.1	56.3	21.4	20.5	C

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.952	3236	7200	0.45	70.0	15.4	B

Segment 4: Merge

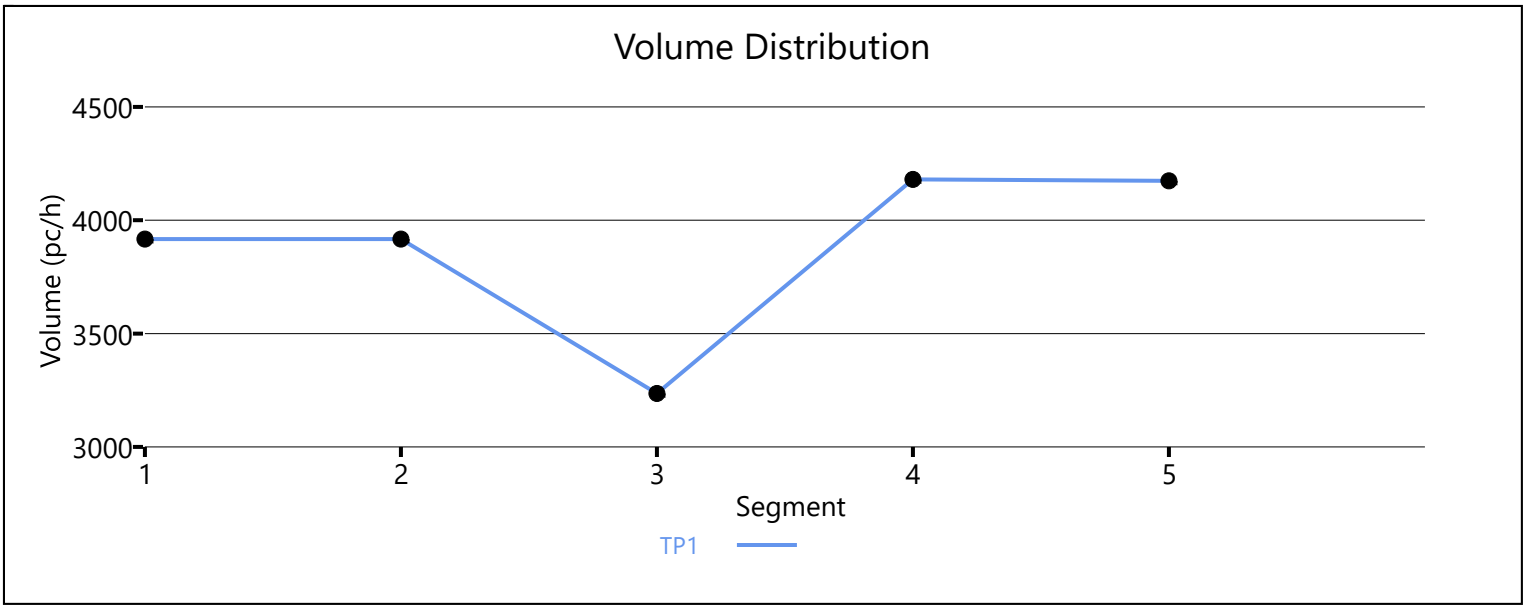
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.990	4180	944	7200	2100	0.58	0.45	62.8	61.1	22.2	22.6	C

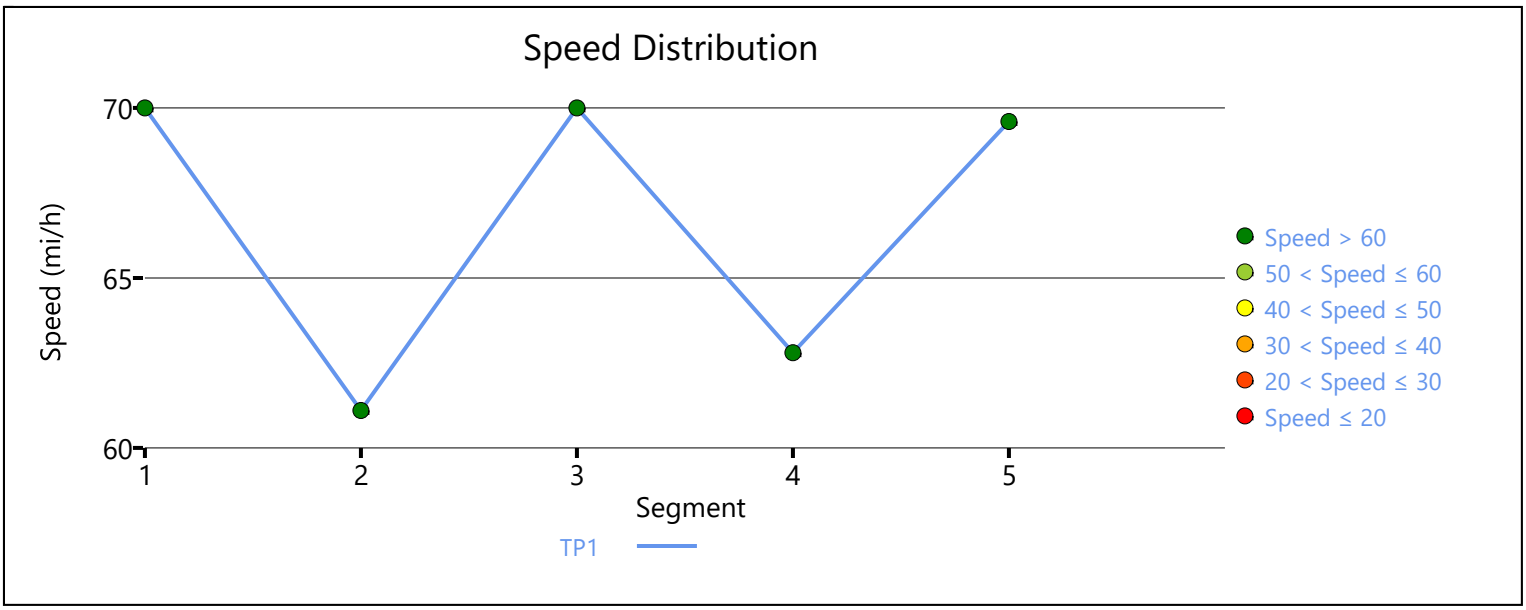
Segment 5: Basic

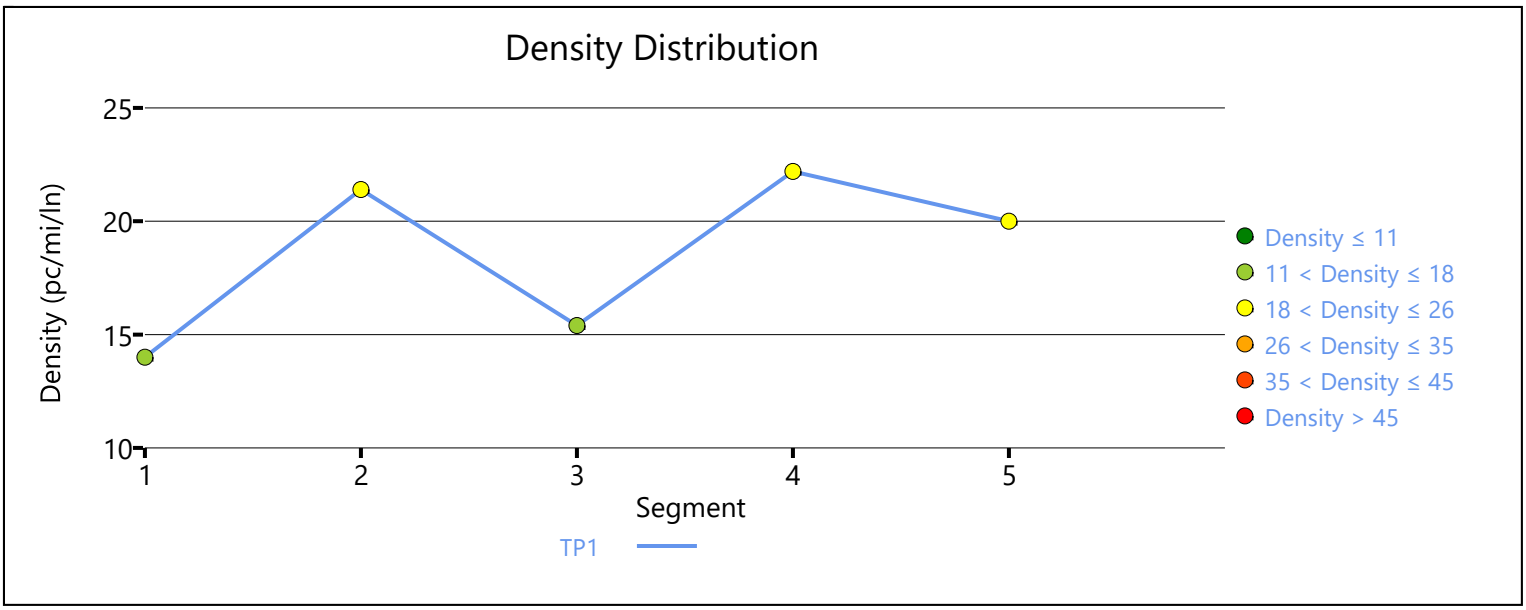
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	4174	7200	0.58	69.6	20.0	C

Facility Time Period Results					
T	**Speed, mi/h**	**Density, pc/mi/ln**	**Density, veh/mi/ln**	**Travel Time, min**	**LOS**
1	68.2	17.3	16.5	2.7	B

Facility Overall Results			
Space Mean Speed, mi/h	68.2	Density, veh/mi/ln	16.5
Average Travel Time, min	2.7	Density, pc/mi/ln	17.3







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HCS7 Freeway Facilities Report

Project Information

Analyst	RV	Date	1/18/2019
Agency	Urban Crossroads, Inc.	Analysis Year	EAP 2022
Jurisdiction	Caltrans	Time Period Analyzed	Saturday Peak Hour
Project Description	Desert Wave TIA (JN 11825)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	7
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of Cook Street	5280	3
2	Diverge	Diverge	WB Off-Ramp	1500	3
3	Basic	Basic	Between	1000	3
4	Merge	Basic	WB Loop On-Ramp	1500	4
5	Basic	Basic	Between	1650	4
6	Merge	Merge	WB On-Ramp	1500	4
7	Basic	Basic	West of Cook Street	5280	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	2622	7200	0.36	70.0	12.5	B

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	0.990	2622	418	7200	1900	0.36	0.22	59.7	55.1	14.6	13.4	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	2192	7200	0.30	70.0	10.4	A

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	0.971	2625	433	9600	1900	0.23	0.23	70.0	-	7.8	-	A

Segment 5: Basic

Time	PHF	fHV	Flow Rate	Capacity	d/c	Speed	Density	LOS

Period			(pc/h)	(pc/h)	Ratio	(mi/h)	(pc/mi/ln)	
1	0.92	0.962	2629	9600	0.27	70.0	9.4	A

Segment 6: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	1.000	2651	22	9600	2100	0.28	0.01	66.2	62.7	10.0	9.2	A

Segment 7: Basic

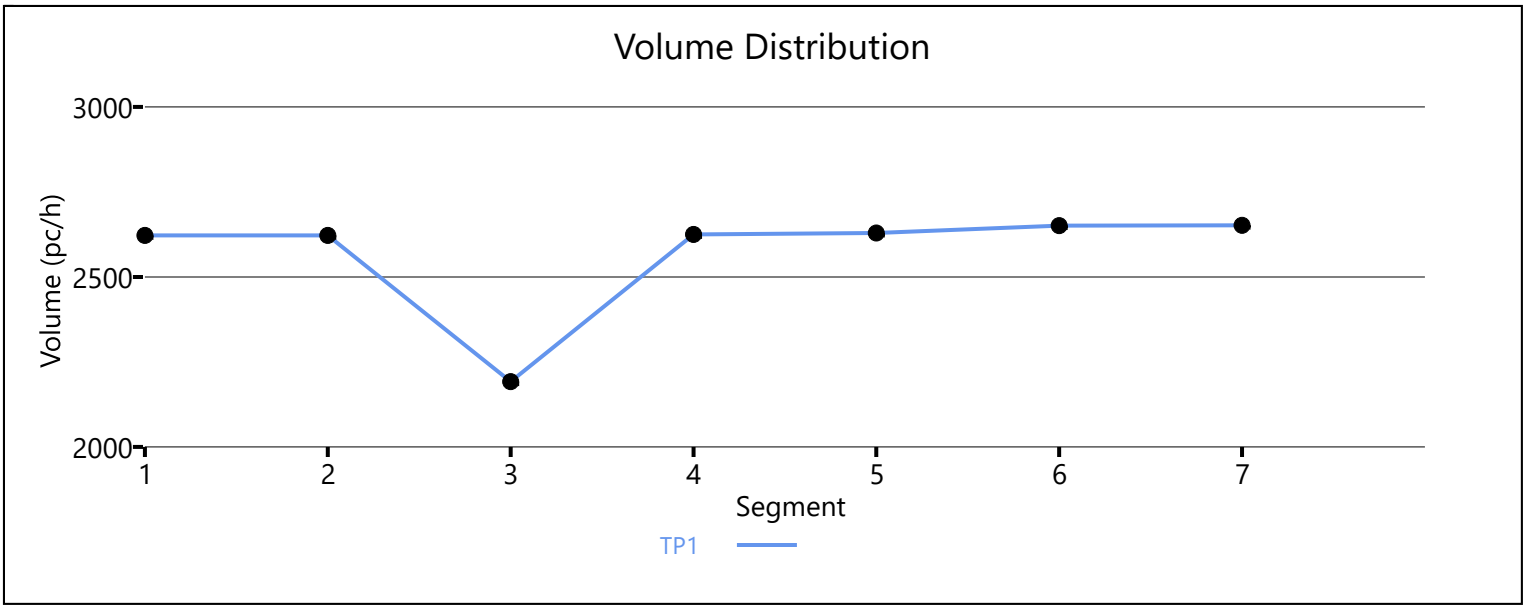
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	2652	7200	0.37	70.0	12.6	B

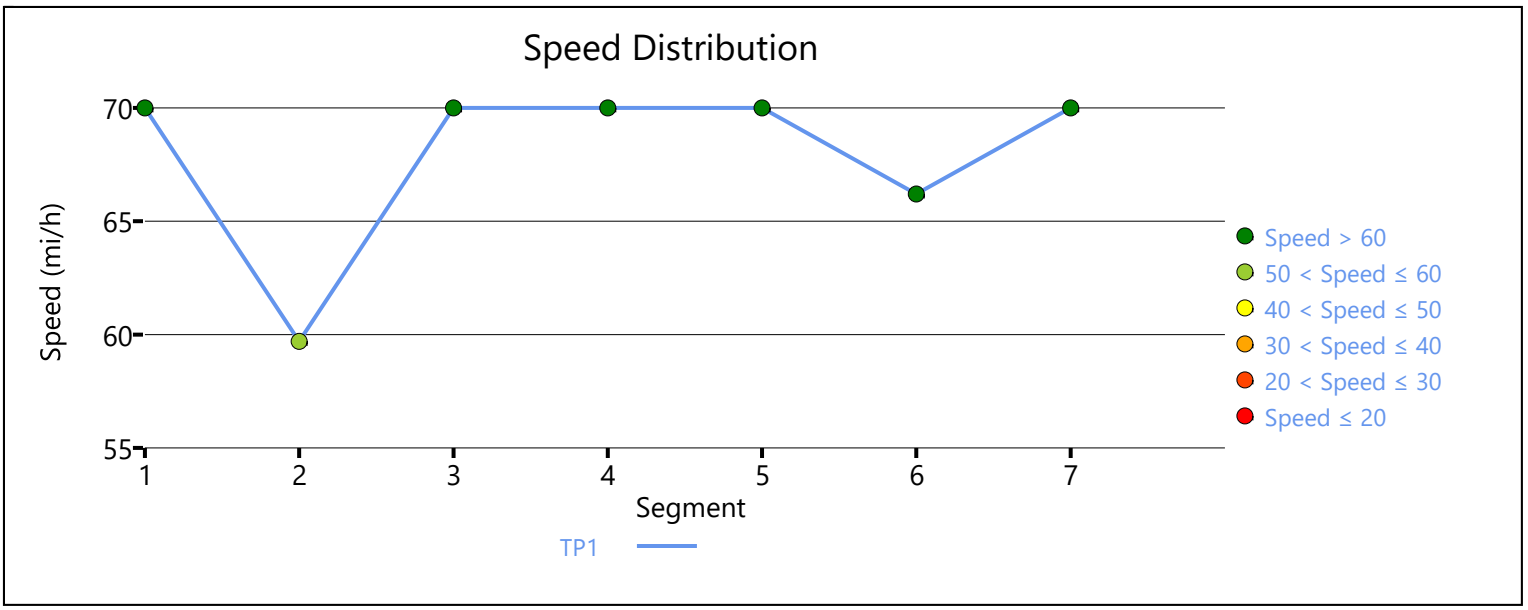
Facility Time Period Results

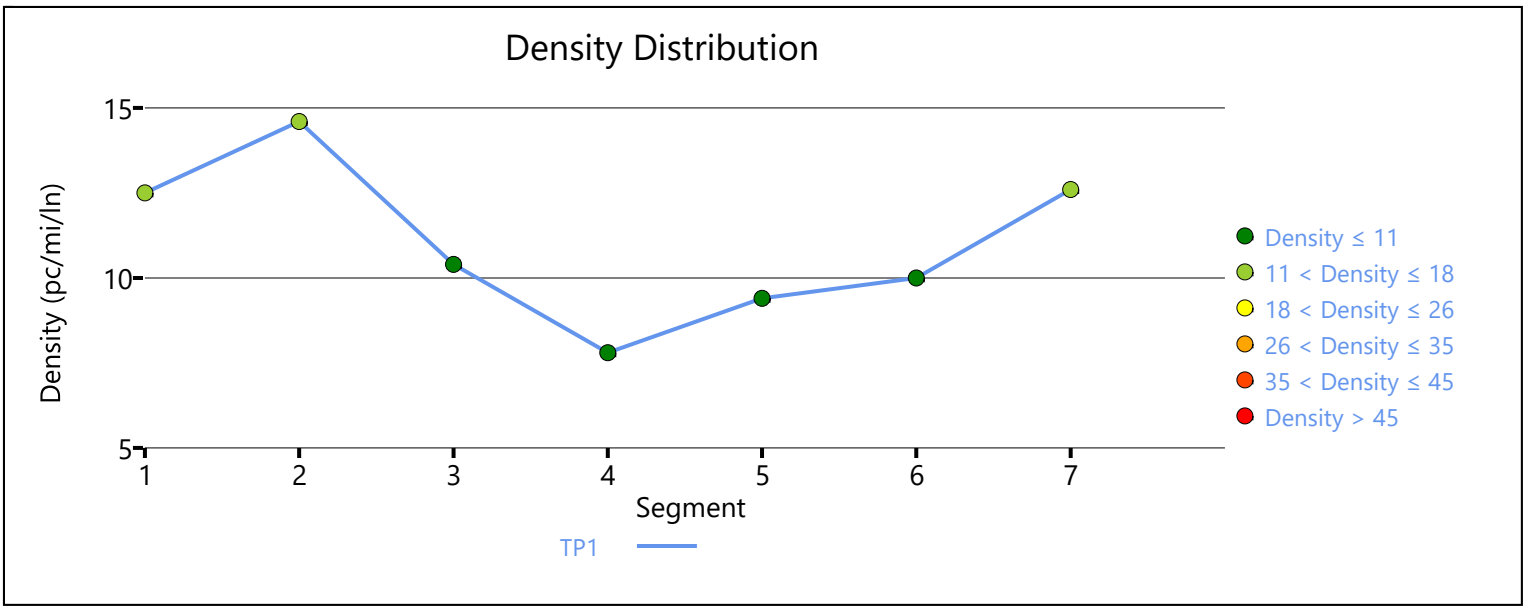
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	68.7	11.5	11.0	2.9	B

Facility Overall Results

Space Mean Speed, mi/h	68.7	Density, veh/mi/ln	11.0
Average Travel Time, min	2.9	Density, pc/mi/ln	11.5







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HCS7 Freeway Facilities Report

Project Information

Analyst	RV	Date	1/18/2019
Agency	Urban Crossroads, Inc.	Analysis Year	EAP 2022
Jurisdiction	Caltrans	Time Period Analyzed	Saturday Peak Hour
Project Description	Desert Wave TIA (JN 11825)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	West of Cook Street	5280	4
2	Diverge	Diverge	EB Off-Ramp	1500	3
3	Basic	Basic	Between	2650	3
4	Merge	Merge	EB On-Ramp	1500	3
5	Basic	Basic	East of Cook Street	5280	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.952	3270	9600	0.34	70.0	11.7	B

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.952	3270	606	7200	2000	0.45	0.30	61.1	56.5	17.8	17.2	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	2636	7200	0.37	70.0	12.6	B

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	0.990	3004	368	7200	2100	0.42	0.18	64.2	62.3	15.6	15.6	B

Segment 5: Basic

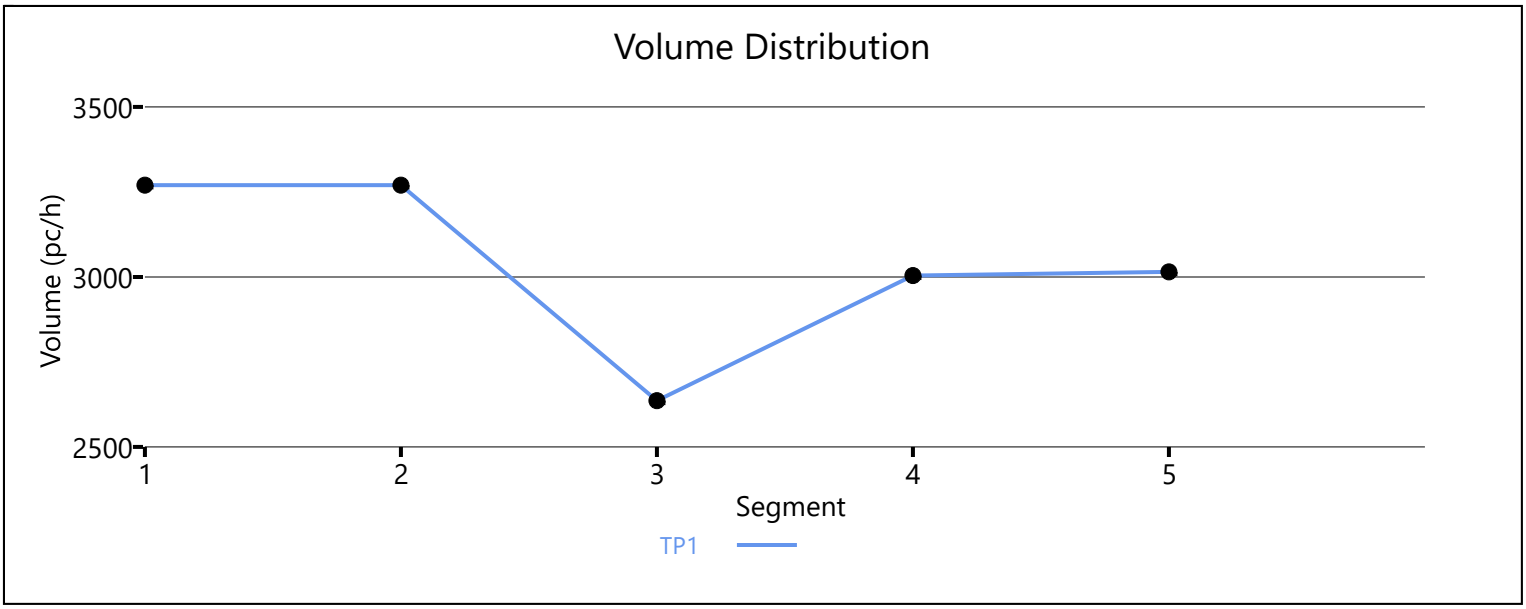
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	3015	7200	0.42	70.0	14.4	B

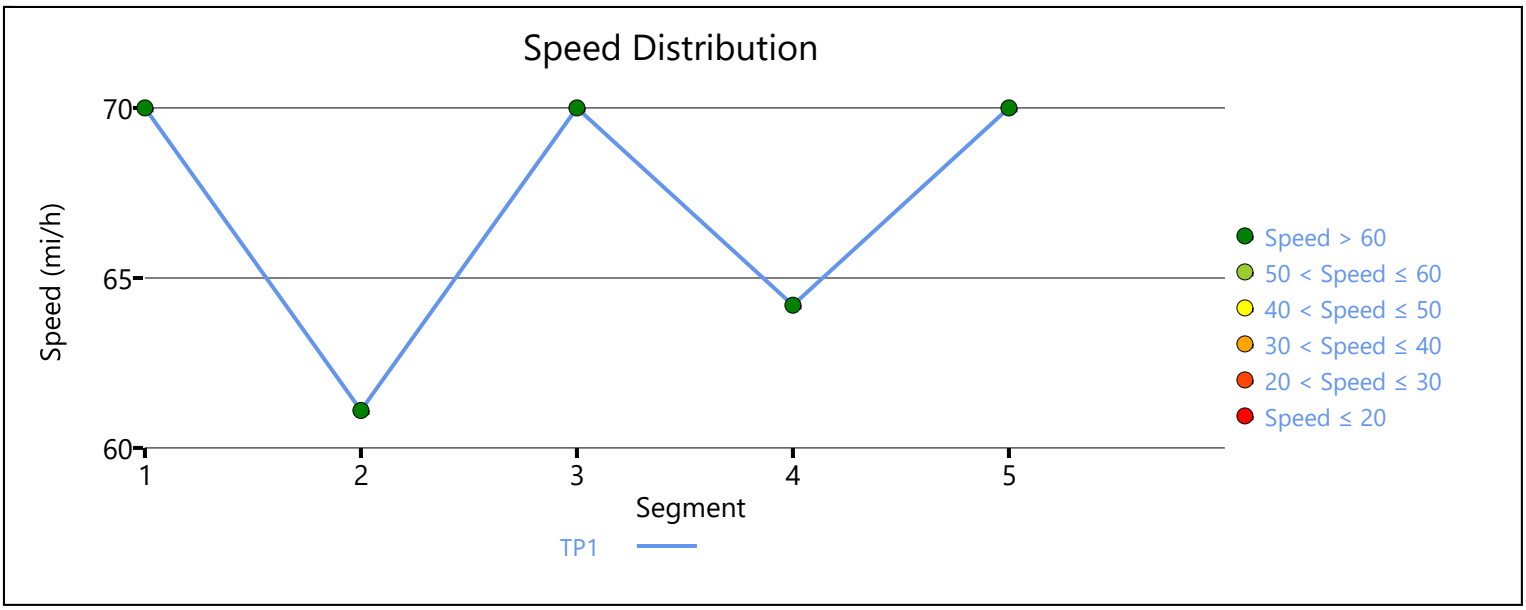
Facility Time Period Results

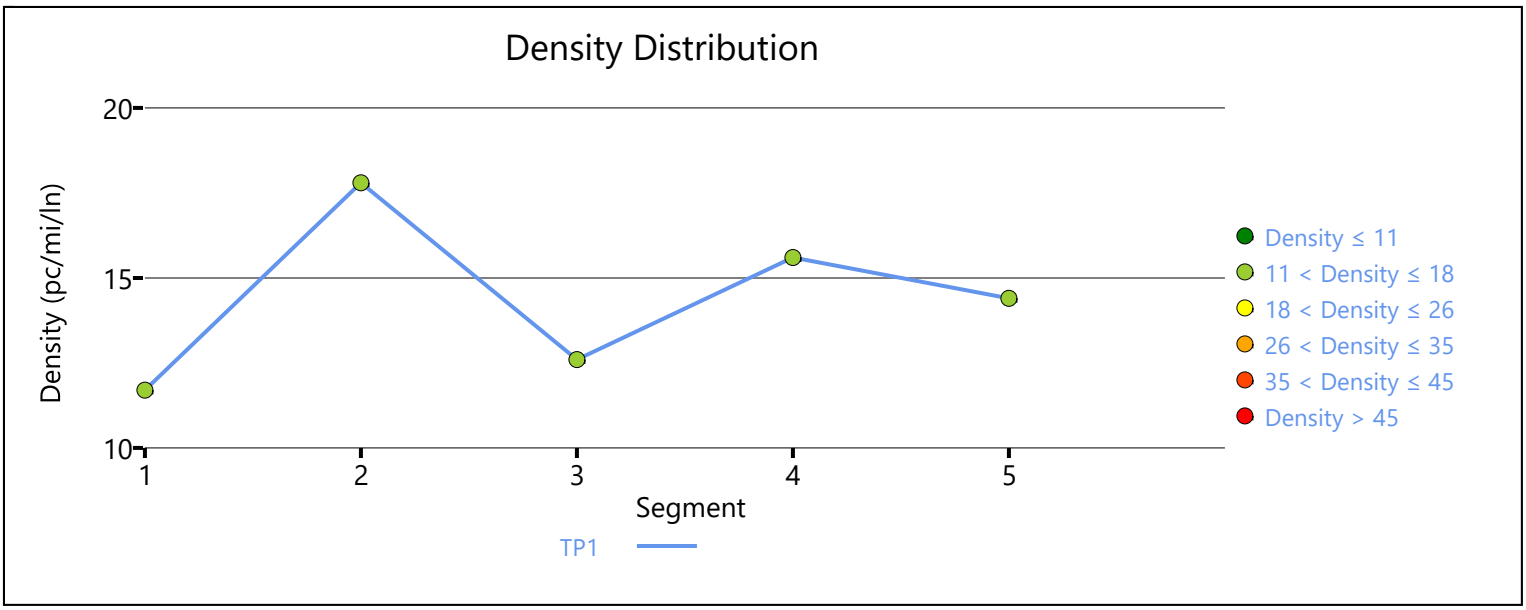
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	68.5	13.5	12.9	2.7	B

Facility Overall Results

Space Mean Speed, mi/h	68.5	Density, veh/mi/ln	12.9
Average Travel Time, min	2.7	Density, pc/mi/ln	13.5







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APPENDIX 6.4:

EAP (2022, TYPICAL OPERATION) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS

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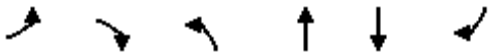
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	101	53	27	1152	1063	76
Future Volume (vph)	101	53	27	1152	1063	76
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	10.0
Minimum Split (s)	9.6	9.6	9.6	16.2	23.2	23.2
Total Split (s)	32.0	32.0	18.0	88.0	70.0	70.0
Total Split (%)	26.7%	26.7%	15.0%	73.3%	58.3%	58.3%
Yellow Time (s)	3.6	3.6	3.6	5.2	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	6.2	6.2	6.2
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 8: Cook St. & Market Place Dr.





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	101	53	27	1152	1063	76
Future Volume (veh/h)	101	53	27	1152	1063	76
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	104	55	28	1188	1096	78
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	134	119	45	2966	2740	1222
Arrive On Green	0.08	0.08	0.03	0.83	0.77	0.77
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	104	55	28	1188	1096	78
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	6.9	4.0	1.9	10.0	12.3	1.4
Cycle Q Clear(g_c), s	6.9	4.0	1.9	10.0	12.3	1.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	134	119	45	2966	2740	1222
V/C Ratio(X)	0.77	0.46	0.62	0.40	0.40	0.06
Avail Cap(c_a), veh/h	407	362	199	2966	2740	1222
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.62	0.62	0.92	0.92
Uniform Delay (d), s/veh	54.5	53.1	57.9	2.5	4.5	3.3
Incr Delay (d2), s/veh	3.6	1.0	3.2	0.3	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	3.6	0.9	1.5	3.0	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	58.1	54.2	61.1	2.7	5.0	3.4
LnGrp LOS	E	D	E	A	A	A
Approach Vol, veh/h	159			1216	1174	
Approach Delay, s/veh	56.7			4.1	4.8	
Approach LOS	E			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		106.4		13.6	7.6	98.7
Change Period (Y+Rc), s		6.2		4.6	4.6	6.2
Max Green Setting (Gmax), s		81.8		27.4	13.4	63.8
Max Q Clear Time (g_c+I1), s		12.0		8.9	3.9	14.3
Green Ext Time (p_c), s		9.8		0.2	0.0	8.8

Intersection Summary	
HCM 6th Ctrl Delay	7.7
HCM 6th LOS	A

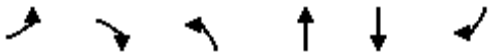
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	111	45	43	603	760	103
Future Volume (vph)	111	45	43	603	760	103
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	10.0
Minimum Split (s)	9.6	9.6	9.6	16.2	28.2	28.2
Total Split (s)	34.0	34.0	10.0	86.0	76.0	76.0
Total Split (%)	28.3%	28.3%	8.3%	71.7%	63.3%	63.3%
Yellow Time (s)	3.6	3.6	3.6	5.2	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	6.2	6.2	6.2
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 8: Cook St. & Market Place Dr.





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	111	45	43	603	760	103
Future Volume (veh/h)	111	45	43	603	760	103
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	118	48	46	641	809	110
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	148	132	59	2938	2684	1197
Arrive On Green	0.08	0.08	0.03	0.83	0.76	0.76
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	118	48	46	641	809	110
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	7.8	3.4	3.1	4.6	8.7	2.2
Cycle Q Clear(g_c), s	7.8	3.4	3.1	4.6	8.7	2.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	148	132	59	2938	2684	1197
V/C Ratio(X)	0.80	0.36	0.78	0.22	0.30	0.09
Avail Cap(c_a), veh/h	436	388	80	2938	2684	1197
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.94	0.94	0.96	0.96
Uniform Delay (d), s/veh	54.0	52.0	57.6	2.2	4.7	3.9
Incr Delay (d2), s/veh	3.7	0.6	18.4	0.2	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	3.1	1.6	0.8	2.3	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	57.7	52.6	75.9	2.4	4.9	4.0
LnGrp LOS	E	D	E	A	A	A
Approach Vol, veh/h	166			687	919	
Approach Delay, s/veh	56.2			7.3	4.8	
Approach LOS	E			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		105.4		14.6	8.6	96.8
Change Period (Y+Rc), s		6.2		4.6	4.6	6.2
Max Green Setting (Gmax), s		79.8		29.4	5.4	69.8
Max Q Clear Time (g_c+I1), s		6.6		9.8	5.1	10.7
Green Ext Time (p_c), s		4.1		0.2	0.0	6.0

Intersection Summary	
HCM 6th Ctrl Delay	10.6
HCM 6th LOS	B

APPENDIX 7.1:

EAP (2022, SPECIAL EVENT) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

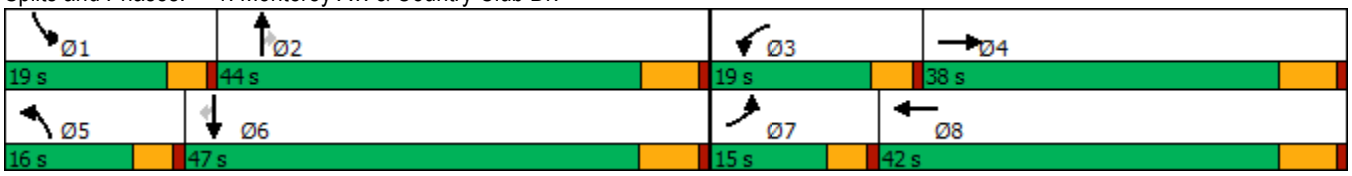
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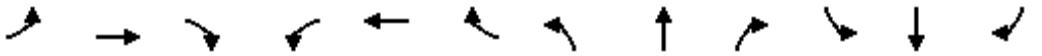
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	435	131	320	298	167	143	1034	106	176	1212	40
Future Volume (vph)	105	435	131	320	298	167	143	1034	106	176	1212	40
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2		9.6	39.2		9.6	36.2	36.2	9.6	35.4	35.4
Total Split (s)	15.0	38.0		19.0	42.0		16.0	44.0	44.0	19.0	47.0	47.0
Total Split (%)	12.5%	31.7%		15.8%	35.0%		13.3%	36.7%	36.7%	15.8%	39.2%	39.2%
Yellow Time (s)	3.6	5.2		3.6	5.2		3.6	5.2	5.2	3.6	5.4	5.4
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2		4.6	6.2		4.6	6.2	6.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 100.4
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Monterey Av. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	435	131	320	298	167	143	1034	106	176	1212	40
Future Volume (veh/h)	105	435	131	320	298	167	143	1034	106	176	1212	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	106	439	0	323	301	0	144	1044	40	178	1224	20
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	176	728		399	1059		214	2202	683	253	2258	701
Arrive On Green	0.05	0.14	0.00	0.12	0.21	0.00	0.06	0.43	0.43	0.07	0.44	0.44
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1583	3456	5106	1584
Grp Volume(v), veh/h	106	439	0	323	301	0	144	1044	40	178	1224	20
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1583	1728	1702	1584
Q Serve(g_s), s	2.8	7.4	0.0	8.4	4.6	0.0	3.7	13.4	1.4	4.6	16.1	0.7
Cycle Q Clear(g_c), s	2.8	7.4	0.0	8.4	4.6	0.0	3.7	13.4	1.4	4.6	16.1	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	176	728		399	1059		214	2202	683	253	2258	701
V/C Ratio(X)	0.60	0.60		0.81	0.28		0.67	0.47	0.06	0.70	0.54	0.03
Avail Cap(c_a), veh/h	392	1769		542	1991		429	2202	683	542	2258	701
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.7	36.9	0.0	39.6	30.6	0.0	42.1	18.7	15.2	41.6	18.8	14.5
Incr Delay (d2), s/veh	1.2	0.8	0.0	4.6	0.1	0.0	1.4	0.7	0.2	1.3	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.0	0.0	3.6	1.8	0.0	1.6	4.8	0.5	1.9	5.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.9	37.7	0.0	44.2	30.8	0.0	43.5	19.4	15.4	42.9	19.7	14.5
LnGrp LOS	D	D		D	C		D	B	B	D	B	B
Approach Vol, veh/h		545	A		624	A		1228			1422	
Approach Delay, s/veh		38.9			37.7			22.1			22.5	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	46.0	15.2	19.3	10.3	47.0	9.3	25.2
Change Period (Y+Rc), s	4.6	* 6.4	4.6	6.2	4.6	6.4	4.6	6.2
Max Green Setting (Gmax), s	14.4	* 38	14.4	31.8	11.4	40.6	10.4	35.8
Max Q Clear Time (g_c+I1), s	6.6	15.4	10.4	9.4	5.7	18.1	4.8	6.6
Green Ext Time (p_c), s	0.2	7.0	0.2	2.6	0.1	8.1	0.1	1.8

Intersection Summary	
HCM 6th Ctrl Delay	27.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

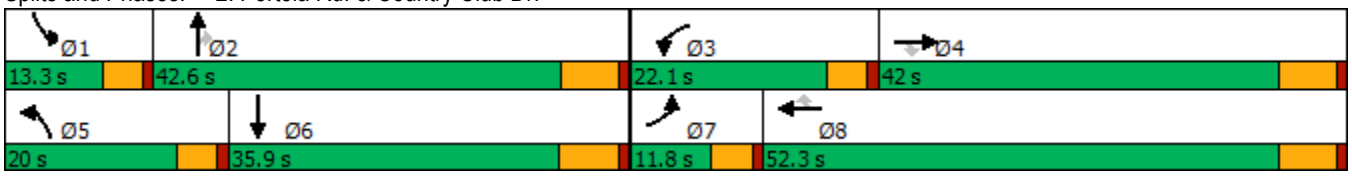
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

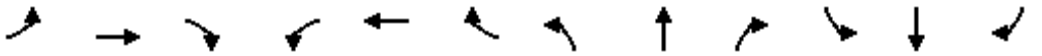
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	29	582	141	153	485	75	146	318	158	72	289
Future Volume (vph)	29	582	141	153	485	75	146	318	158	72	289
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	33.2	33.2	9.6	33.2	33.2	9.6	39.2	39.2	9.6	34.4
Total Split (s)	11.8	42.0	42.0	22.1	52.3	52.3	20.0	42.6	42.6	13.3	35.9
Total Split (%)	9.8%	35.0%	35.0%	18.4%	43.6%	43.6%	16.7%	35.5%	35.5%	11.1%	29.9%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 103.8
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Portola Rd. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	582	141	153	485	75	146	318	158	72	289	28
Future Volume (veh/h)	29	582	141	153	485	75	146	318	158	72	289	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	626	81	165	522	54	157	342	89	77	311	14
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	52	814	360	198	1105	485	189	1343	598	99	1132	51
Arrive On Green	0.03	0.23	0.23	0.11	0.31	0.31	0.11	0.38	0.38	0.06	0.33	0.33
Sat Flow, veh/h	1781	3554	1573	1781	3554	1559	1781	3554	1583	1781	3461	155
Grp Volume(v), veh/h	31	626	81	165	522	54	157	342	89	77	159	166
Grp Sat Flow(s),veh/h/ln	1781	1777	1573	1781	1777	1559	1781	1777	1583	1781	1777	1840
Q Serve(g_s), s	1.7	15.9	4.0	8.7	11.4	2.4	8.3	6.4	3.6	4.1	6.4	6.4
Cycle Q Clear(g_c), s	1.7	15.9	4.0	8.7	11.4	2.4	8.3	6.4	3.6	4.1	6.4	6.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	52	814	360	198	1105	485	189	1343	598	99	581	602
V/C Ratio(X)	0.59	0.77	0.22	0.83	0.47	0.11	0.83	0.25	0.15	0.78	0.27	0.28
Avail Cap(c_a), veh/h	133	1321	585	324	1701	746	285	1343	598	161	581	602
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.2	34.7	30.2	41.9	26.8	23.7	42.2	20.6	19.7	44.9	23.9	24.0
Incr Delay (d2), s/veh	4.0	1.6	0.3	4.2	0.3	0.1	7.3	0.5	0.5	4.9	1.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	6.6	1.5	3.9	4.5	0.8	3.8	2.5	1.3	1.8	2.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.2	36.3	30.5	46.1	27.1	23.8	49.5	21.1	20.3	49.8	25.1	25.1
LnGrp LOS	D	D	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		738			741			588			402	
Approach Delay, s/veh		36.3			31.1			28.5			29.8	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	42.8	15.3	28.2	14.8	37.9	7.4	36.1
Change Period (Y+Rc), s	4.6	* 6.4	4.6	6.2	4.6	6.4	4.6	6.2
Max Green Setting (Gmax), s	8.7	* 36	17.5	35.8	15.4	29.5	7.2	46.1
Max Q Clear Time (g_c+I1), s	6.1	8.4	10.7	17.9	10.3	8.4	3.7	13.4
Green Ext Time (p_c), s	0.0	2.3	0.1	3.7	0.1	1.5	0.0	3.4

Intersection Summary	
HCM 6th Ctrl Delay	31.8
HCM 6th LOS	C

Notes

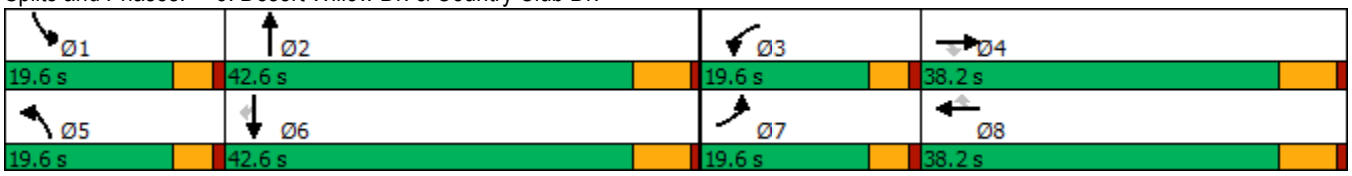
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	180	584	57	118	596	277	63	8	106	4	21
Future Volume (vph)	180	584	57	118	596	277	63	8	106	4	21
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	23.2	23.2	9.6	27.2	27.2	9.6	33.2	9.6	36.2	36.2
Total Split (s)	19.6	38.2	38.2	19.6	38.2	38.2	19.6	42.6	19.6	42.6	42.6
Total Split (%)	16.3%	31.8%	31.8%	16.3%	31.8%	31.8%	16.3%	35.5%	16.3%	35.5%	35.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 80.3
Natural Cycle: 85
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Desert Willow Dr. & Country Club Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	584	57	118	596	277	63	8	73	106	4	21
Future Volume (veh/h)	180	584	57	118	596	277	63	8	73	106	4	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	182	590	0	119	602	273	64	8	34	107	4	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	269	1470		152	1495	661	86	50	213	201	325	
Arrive On Green	0.08	0.41	0.00	0.09	0.42	0.42	0.05	0.16	0.16	0.06	0.17	0.00
Sat Flow, veh/h	3456	3554	1585	1781	3554	1570	1781	306	1301	3456	1870	1585
Grp Volume(v), veh/h	182	590	0	119	602	273	64	0	42	107	4	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1570	1781	0	1608	1728	1870	1585
Q Serve(g_s), s	4.0	9.0	0.0	5.1	9.1	9.4	2.7	0.0	1.7	2.3	0.1	0.0
Cycle Q Clear(g_c), s	4.0	9.0	0.0	5.1	9.1	9.4	2.7	0.0	1.7	2.3	0.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.81	1.00		1.00
Lane Grp Cap(c), veh/h	269	1470		152	1495	661	86	0	264	201	325	
V/C Ratio(X)	0.68	0.40		0.78	0.40	0.41	0.74	0.00	0.16	0.53	0.01	
Avail Cap(c_a), veh/h	670	1470		345	1495	661	345	0	756	670	880	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.7	16.0	0.0	34.7	15.6	15.7	36.4	0.0	27.8	35.4	26.5	0.0
Incr Delay (d2), s/veh	1.1	0.8	0.0	3.4	0.8	1.9	4.7	0.0	0.3	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.3	0.0	2.2	3.3	3.2	1.3	0.0	0.7	1.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.8	16.8	0.0	38.1	16.4	17.6	41.0	0.0	28.0	36.2	26.5	0.0
LnGrp LOS	D	B		D	B	B	D	A	C	D	C	
Approach Vol, veh/h		772	A		994			106			111	A
Approach Delay, s/veh		21.3			19.4			35.9			35.9	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	18.9	11.2	38.2	8.3	19.7	10.6	38.8
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	6.2	4.6	6.2
Max Green Setting (Gmax), s	15.0	36.4	15.0	32.0	15.0	36.4	15.0	32.0
Max Q Clear Time (g_c+I1), s	4.3	3.7	7.1	11.0	4.7	2.1	6.0	11.4
Green Ext Time (p_c), s	0.1	0.2	0.1	3.4	0.0	0.0	0.2	4.5

Intersection Summary			
HCM 6th Ctrl Delay		21.9	
HCM 6th LOS		C	

Notes

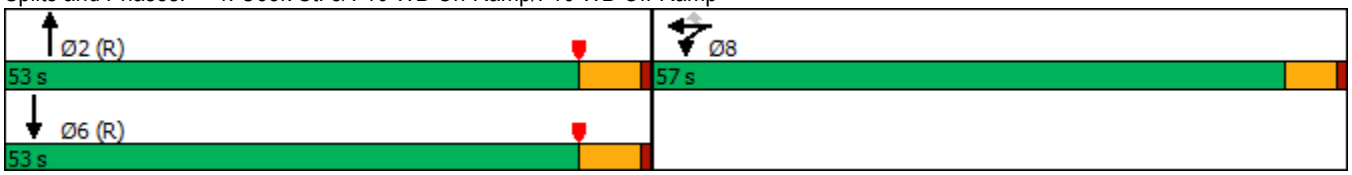
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

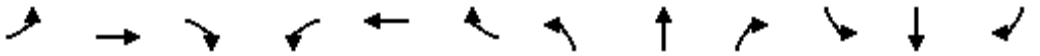
Lane Group	WBT	WBR	NBT	NBR	SBT
Lane Configurations					
Traffic Volume (vph)	3	24	149	417	147
Future Volume (vph)	3	24	149	417	147
Turn Type	NA	Perm	NA	Free	NA
Protected Phases	8		2		6
Permitted Phases		8		Free	
Detector Phase	8	8	2		6
Switch Phase					
Minimum Initial (s)	5.0	5.0	7.0		7.0
Minimum Split (s)	10.3	10.3	13.0		29.0
Total Split (s)	57.0	57.0	53.0		53.0
Total Split (%)	51.8%	51.8%	48.2%		48.2%
Yellow Time (s)	4.3	4.3	5.0		5.0
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	6.0		6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Max		C-Max

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 6 (5%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 4: Cook St. & I-10 WB On-Ramp/I-10 WB Off-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	470	3	24	0	149	417	0	147	17
Future Volume (veh/h)	0	0	0	470	3	24	0	149	417	0	147	17
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1530	1870	0	1781	1826	0	1856	1856
Adj Flow Rate, veh/h				480	3	9	0	152	0	0	150	9
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				2	25	2	0	8	5	0	3	3
Cap, veh/h				520	3	569	0	1822		0	2629	155
Arrive On Green				0.36	0.36	0.36	0.00	0.54	0.00	0.00	0.54	0.54
Sat Flow, veh/h				1448	9	1585	0	3474	1547	0	5053	288
Grp Volume(v), veh/h				483	0	9	0	152	0	0	103	56
Grp Sat Flow(s),veh/h/ln				1457	0	1585	0	1692	1547	0	1689	1797
Q Serve(g_s), s				35.0	0.0	0.4	0.0	2.4	0.0	0.0	1.6	1.6
Cycle Q Clear(g_c), s				35.0	0.0	0.4	0.0	2.4	0.0	0.0	1.6	1.6
Prop In Lane				0.99		1.00	0.00		1.00	0.00		0.16
Lane Grp Cap(c), veh/h				523	0	569	0	1822		0	1817	967
V/C Ratio(X)				0.92	0.00	0.02	0.00	0.08		0.00	0.06	0.06
Avail Cap(c_a), veh/h				685	0	745	0	1822		0	1817	967
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				33.8	0.0	22.7	0.0	12.3	0.0	0.0	12.1	12.1
Incr Delay (d2), s/veh				15.4	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				13.8	0.0	0.1	0.0	0.8	0.0	0.0	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				49.2	0.0	22.7	0.0	12.4	0.0	0.0	12.2	12.2
LnGrp LOS				D	A	C	A	B		A	B	B
Approach Vol, veh/h					492			152	A		159	
Approach Delay, s/veh					48.7			12.4			12.2	
Approach LOS					D			B			B	

Timer - Assigned Phs	2			6		8						
Phs Duration (G+Y+Rc), s	65.2			65.2		44.8						
Change Period (Y+Rc), s	6.0			6.0		5.3						
Max Green Setting (Gmax), s	47.0			47.0		51.7						
Max Q Clear Time (g_c+I1), s	4.4			3.6		37.0						
Green Ext Time (p_c), s	0.5			0.5		2.5						

Intersection Summary		
HCM 6th Ctrl Delay	34.6	
HCM 6th LOS	C	

Notes

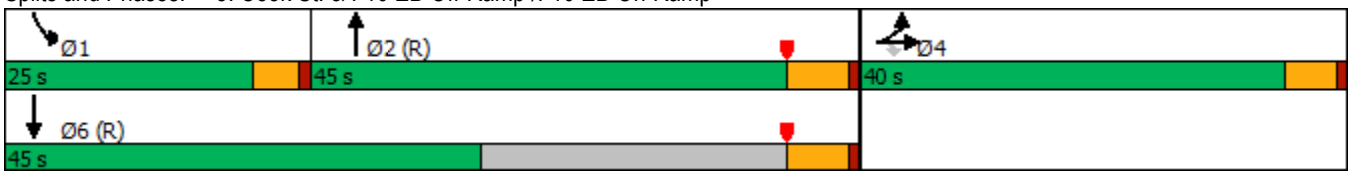
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

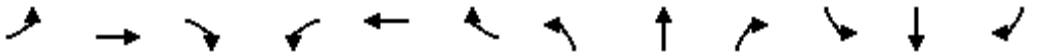
Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	35	1	656	531	19	597
Future Volume (vph)	35	1	656	531	19	597
Turn Type	Split	NA	Perm	NA	Prot	NA
Protected Phases	4	4		2	1	6
Permitted Phases			4			
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	7.0	5.0	8.0
Minimum Split (s)	10.3	10.3	10.3	13.0	9.7	37.0
Total Split (s)	40.0	40.0	40.0	45.0	25.0	45.0
Total Split (%)	36.4%	36.4%	36.4%	40.9%	22.7%	40.9%
Yellow Time (s)	4.3	4.3	4.3	5.0	3.7	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	6.0	4.7	6.0
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 5: Cook St. & I-10 EB Off-Ramp /I-10 EB On-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	1	656	0	0	0	0	531	336	19	597	0
Future Volume (veh/h)	35	1	656	0	0	0	0	531	336	19	597	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1841	1900	1811				0	1811	1811	1648	1856	0
Adj Flow Rate, veh/h	36	0	443				0	553	330	20	622	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	0	6				0	6	6	17	3	0
Cap, veh/h	298	0	522				0	2188	1019	33	3684	0
Arrive On Green	0.17	0.00	0.17				0.00	0.66	0.66	0.02	0.73	0.00
Sat Flow, veh/h	1753	0	3070				0	3459	1535	1570	5233	0
Grp Volume(v), veh/h	36	0	443				0	553	330	20	622	0
Grp Sat Flow(s),veh/h/ln	1753	0	1535				0	1648	1535	1570	1689	0
Q Serve(g_s), s	1.9	0.0	15.4				0.0	7.5	10.1	1.4	4.2	0.0
Cycle Q Clear(g_c), s	1.9	0.0	15.4				0.0	7.5	10.1	1.4	4.2	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	298	0	522				0	2188	1019	33	3684	0
V/C Ratio(X)	0.12	0.00	0.85				0.00	0.25	0.32	0.61	0.17	0.00
Avail Cap(c_a), veh/h	553	0	968				0	2188	1019	290	3684	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.93	0.93	1.00	1.00	0.00
Uniform Delay (d), s/veh	38.7	0.0	44.3				0.0	7.5	7.9	53.4	4.7	0.0
Incr Delay (d2), s/veh	0.1	0.0	3.0				0.0	0.3	0.8	6.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	5.9				0.0	2.2	2.9	0.6	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.8	0.0	47.3				0.0	7.7	8.7	60.2	4.8	0.0
LnGrp LOS	D	A	D				A	A	A	E	A	A
Approach Vol, veh/h		479						883			642	
Approach Delay, s/veh		46.6						8.1			6.5	
Approach LOS		D						A			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	7.0	79.0		24.0		86.0
Change Period (Y+Rc), s	* 4.7	6.0		5.3		6.0
Max Green Setting (Gmax), s	* 20	39.0		34.7		39.0
Max Q Clear Time (g_c+I1), s	3.4	12.1		17.4		6.2
Green Ext Time (p_c), s	0.0	3.4		1.3		2.4

Intersection Summary		
HCM 6th Ctrl Delay		16.8
HCM 6th LOS		B

Notes

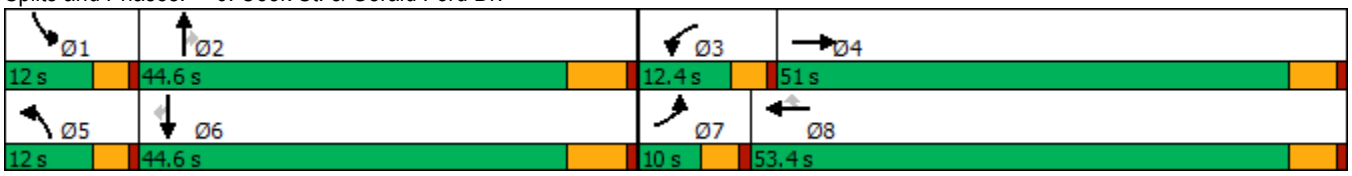
User approved volume balancing among the lanes for turning movement.

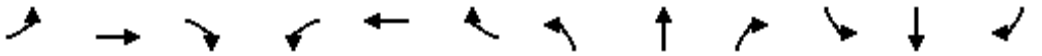
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	179	177	111	55	195	83	193	606	31	163	960	103
Future Volume (vph)	179	177	111	55	195	83	193	606	31	163	960	103
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			8			2			6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.5	41.4		9.2	41.4	41.4	9.2	42.5	42.5	9.2	42.5	42.5
Total Split (s)	10.0	51.0		12.4	53.4	53.4	12.0	44.6	44.6	12.0	44.6	44.6
Total Split (%)	8.3%	42.5%		10.3%	44.5%	44.5%	10.0%	37.2%	37.2%	10.0%	37.2%	37.2%
Yellow Time (s)	3.5	4.4		3.2	4.4	4.4	3.2	5.5	5.5	3.2	5.5	5.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.4		4.2	5.4	5.4	4.2	6.5	6.5	4.2	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 87.8
Natural Cycle: 105
Control Type: Actuated-Uncoordinated

Splits and Phases: 6: Cook St. & Gerald Ford Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	177	111	55	195	83	193	606	31	163	960	103
Future Volume (veh/h)	179	177	111	55	195	83	193	606	31	163	960	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	188	186	0	58	205	31	203	638	19	172	1011	65
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	235	535		156	440	196	282	2455	762	250	2408	747
Arrive On Green	0.07	0.15	0.00	0.05	0.12	0.12	0.08	0.48	0.48	0.07	0.47	0.47
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1584
Grp Volume(v), veh/h	188	186	0	58	205	31	203	638	19	172	1011	65
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1584
Q Serve(g_s), s	4.3	3.8	0.0	1.3	4.3	1.4	4.6	6.0	0.5	3.9	10.5	1.8
Cycle Q Clear(g_c), s	4.3	3.8	0.0	1.3	4.3	1.4	4.6	6.0	0.5	3.9	10.5	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	235	535		156	440	196	282	2455	762	250	2408	747
V/C Ratio(X)	0.80	0.35		0.37	0.47	0.16	0.72	0.26	0.02	0.69	0.42	0.09
Avail Cap(c_a), veh/h	235	2005		351	2111	942	334	2455	762	334	2408	747
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.1	30.8	0.0	37.5	32.9	31.6	36.2	12.4	11.0	36.6	14.1	11.8
Incr Delay (d2), s/veh	16.3	0.4	0.0	0.5	0.8	0.4	4.4	0.3	0.1	1.7	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	1.6	0.0	0.5	1.8	0.5	2.0	1.9	0.2	1.6	3.4	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.4	31.2	0.0	38.0	33.7	32.0	40.6	12.7	11.1	38.3	14.6	12.0
LnGrp LOS	D	C		D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		374	A		294			860			1248	
Approach Delay, s/veh		42.3			34.4			19.3			17.7	
Approach LOS		D			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	45.4	7.8	17.6	10.8	44.6	10.0	15.4
Change Period (Y+Rc), s	* 4.2	6.5	* 4.2	5.4	* 4.2	6.5	4.5	5.4
Max Green Setting (Gmax), s	* 7.8	38.1	* 8.2	45.6	* 7.8	38.1	5.5	48.0
Max Q Clear Time (g_c+I1), s	5.9	8.0	3.3	5.8	6.6	12.5	6.3	6.3
Green Ext Time (p_c), s	0.1	4.0	0.0	1.1	0.0	6.9	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	23.3
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

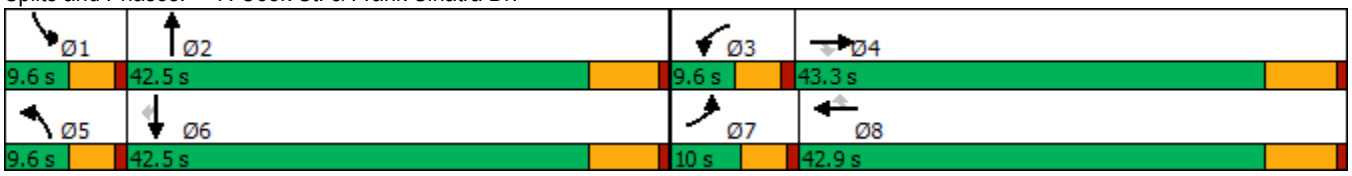
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

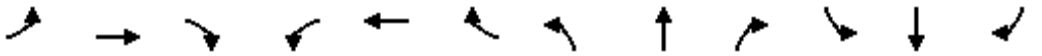
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	128	141	112	57	155	53	113	625	53	994	148
Future Volume (vph)	128	141	112	57	155	53	113	625	53	994	148
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.5	37.5	9.6	42.5	42.5	9.6	42.5	9.6	37.5	37.5
Total Split (s)	10.0	43.3	43.3	9.6	42.9	42.9	9.6	42.5	9.6	42.5	42.5
Total Split (%)	9.5%	41.2%	41.2%	9.1%	40.9%	40.9%	9.1%	40.5%	9.1%	40.5%	40.5%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	5.5	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	6.5	4.6	6.5	4.6	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	Max	Max

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 83.8
Natural Cycle: 105
Control Type: Actuated-Uncoordinated

Splits and Phases: 7: Cook St. & Frank Sinatra Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	141	112	57	155	53	113	625	45	53	994	148
Future Volume (veh/h)	128	141	112	57	155	53	113	625	45	53	994	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	136	150	118	61	165	3	120	665	34	56	1057	113
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	211	508	226	163	458	204	206	1646	84	156	2370	735
Arrive On Green	0.06	0.14	0.14	0.05	0.13	0.13	0.06	0.48	0.48	0.05	0.46	0.46
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3440	176	3456	5106	1584
Grp Volume(v), veh/h	136	150	118	61	165	3	120	343	356	56	1057	113
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1839	1728	1702	1584
Q Serve(g_s), s	3.0	2.9	5.3	1.3	3.3	0.1	2.6	9.7	9.7	1.2	10.8	3.2
Cycle Q Clear(g_c), s	3.0	2.9	5.3	1.3	3.3	0.1	2.6	9.7	9.7	1.2	10.8	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	211	508	226	163	458	204	206	850	880	156	2370	735
V/C Ratio(X)	0.64	0.30	0.52	0.37	0.36	0.01	0.58	0.40	0.40	0.36	0.45	0.15
Avail Cap(c_a), veh/h	241	1686	752	223	1668	744	223	850	880	223	2370	735
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.6	29.7	30.8	35.8	30.9	29.5	35.5	13.1	13.1	35.9	14.0	12.0
Incr Delay (d2), s/veh	3.0	0.3	1.9	0.5	0.5	0.0	1.8	1.4	1.4	0.5	0.6	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.2	2.0	0.5	1.3	0.0	1.1	3.4	3.5	0.5	3.5	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.6	30.1	32.6	36.4	31.3	29.5	37.4	14.5	14.5	36.5	14.6	12.4
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		404			229			819			1226	
Approach Delay, s/veh		33.7			32.7			17.8			15.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	43.6	8.3	17.6	9.2	42.5	9.3	16.5
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5
Max Green Setting (Gmax), s	5.0	36.0	5.0	36.8	5.0	36.0	5.4	36.4
Max Q Clear Time (g_c+I1), s	3.2	11.7	3.3	7.3	4.6	12.8	5.0	5.3
Green Ext Time (p_c), s	0.0	3.7	0.0	1.1	0.0	7.2	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	12.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	118	29	53	654	938	240
Future Vol, veh/h	118	29	53	654	938	240
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	90	0	120	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	126	31	56	696	998	255

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1458	499	1253	0	-	0
Stage 1	998	-	-	-	-	-
Stage 2	460	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 120	517	551	-	-	-
Stage 1	317	-	-	-	-	-
Stage 2	602	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 108	517	551	-	-	-
Mov Cap-2 Maneuver	~ 108	-	-	-	-	-
Stage 1	285	-	-	-	-	-
Stage 2	602	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	172.5	0.9	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	551	-	108	517	-	-
HCM Lane V/C Ratio	0.102	-	1.162	0.06	-	-
HCM Control Delay (s)	12.3	-	211.9	12.4	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.3	-	8	0.2	-	-

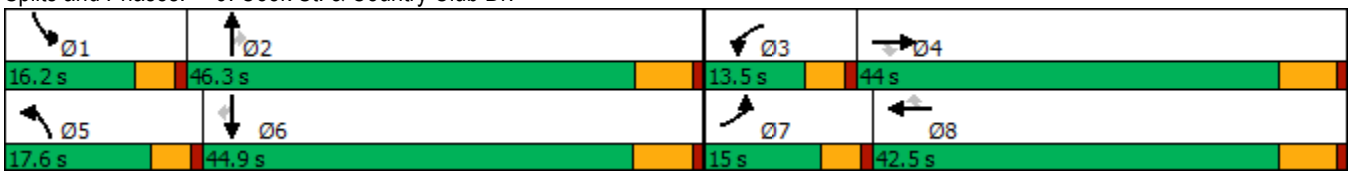
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	475	131	133	470	154	183	470	132	245	543	329
Future Volume (vph)	160	475	131	133	470	154	183	470	132	245	543	329
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.2	37.2	9.6	42.2	42.2	9.6	39.2	39.2	9.6	40.4	40.4
Total Split (s)	15.0	44.0	44.0	13.5	42.5	42.5	17.6	46.3	46.3	16.2	44.9	44.9
Total Split (%)	12.5%	36.7%	36.7%	11.3%	35.4%	35.4%	14.7%	38.6%	38.6%	13.5%	37.4%	37.4%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.4	5.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 102.9
Natural Cycle: 105
Control Type: Actuated-Uncoordinated

Splits and Phases: 9: Cook St. & Country Club Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	475	131	133	470	154	183	470	132	245	543	329
Future Volume (veh/h)	160	475	131	133	470	154	183	470	132	245	543	329
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	163	485	79	136	480	93	187	480	72	250	554	276
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	233	691	307	203	660	294	259	1505	663	322	1569	687
Arrive On Green	0.07	0.19	0.19	0.06	0.19	0.19	0.08	0.42	0.42	0.09	0.44	0.44
Sat Flow, veh/h	3456	3554	1580	3456	3554	1585	3456	3554	1565	3456	3554	1556
Grp Volume(v), veh/h	163	485	79	136	480	93	187	480	72	250	554	276
Grp Sat Flow(s),veh/h/ln	1728	1777	1580	1728	1777	1585	1728	1777	1565	1728	1777	1556
Q Serve(g_s), s	4.4	12.1	4.0	3.7	12.0	4.8	5.0	8.5	2.6	6.7	9.8	11.4
Cycle Q Clear(g_c), s	4.4	12.1	4.0	3.7	12.0	4.8	5.0	8.5	2.6	6.7	9.8	11.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	233	691	307	203	660	294	259	1505	663	322	1569	687
V/C Ratio(X)	0.70	0.70	0.26	0.67	0.73	0.32	0.72	0.32	0.11	0.78	0.35	0.40
Avail Cap(c_a), veh/h	380	1419	631	325	1363	608	475	1505	663	423	1569	687
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.2	35.6	32.3	43.7	36.3	33.3	42.8	18.2	16.5	42.0	17.5	17.9
Incr Delay (d2), s/veh	1.4	1.3	0.4	1.4	1.6	0.6	1.4	0.6	0.3	4.6	0.6	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	5.0	1.5	1.5	5.0	1.8	2.1	3.3	0.9	2.9	3.6	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.7	36.9	32.8	45.1	37.8	33.9	44.2	18.7	16.8	46.6	18.1	19.7
LnGrp LOS	D	D	C	D	D	C	D	B	B	D	B	B
Approach Vol, veh/h		727			709			739			1080	
Approach Delay, s/veh		38.2			38.7			25.0			25.1	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.4	46.5	10.1	24.6	11.7	48.2	11.0	23.8
Change Period (Y+Rc), s	4.6	* 6.4	4.6	6.2	4.6	6.4	4.6	6.2
Max Green Setting (Gmax), s	11.6	* 40	8.9	37.8	13.0	38.5	10.4	36.3
Max Q Clear Time (g_c+I1), s	8.7	10.5	5.7	14.1	7.0	13.4	6.4	14.0
Green Ext Time (p_c), s	0.1	3.2	0.1	3.1	0.2	4.2	0.1	3.0

Intersection Summary	
HCM 6th Ctrl Delay	31.0
HCM 6th LOS	C

Notes

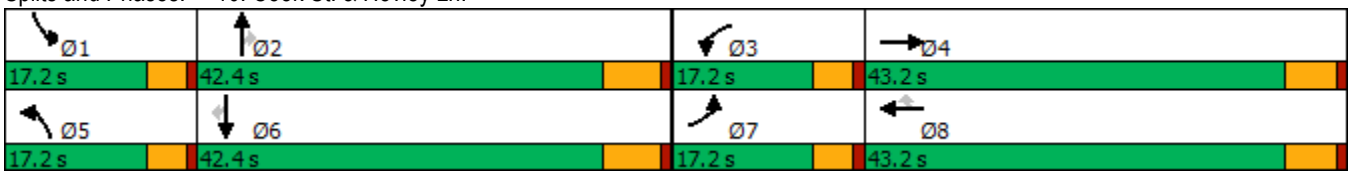
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	177	209	91	288	91	73	535	117	90	570	196
Future Volume (vph)	177	209	91	288	91	73	535	117	90	570	196
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	31.8	9.6	36.8	36.8	9.6	39.2	39.2	9.6	37.2	37.2
Total Split (s)	17.2	43.2	17.2	43.2	43.2	17.2	42.4	42.4	17.2	42.4	42.4
Total Split (%)	14.3%	36.0%	14.3%	36.0%	36.0%	14.3%	35.3%	35.3%	14.3%	35.3%	35.3%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	6.2	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 88.1
Natural Cycle: 100
Control Type: Actuated-Uncoordinated

Splits and Phases: 10: Cook St. & Hovley Ln.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	209	119	91	288	91	73	535	117	90	570	196
Future Volume (veh/h)	177	209	119	91	288	91	73	535	117	90	570	196
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	192	227	80	99	313	59	79	582	76	98	620	133
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	413	142	194	480	214	180	1633	728	194	1647	730
Arrive On Green	0.08	0.16	0.16	0.06	0.13	0.13	0.05	0.46	0.46	0.06	0.46	0.46
Sat Flow, veh/h	3456	2597	890	3456	3554	1585	3456	3554	1585	3456	3554	1576
Grp Volume(v), veh/h	192	153	154	99	313	59	79	582	76	98	620	133
Grp Sat Flow(s),veh/h/ln	1728	1777	1710	1728	1777	1585	1728	1777	1585	1728	1777	1576
Q Serve(g_s), s	4.3	6.3	6.5	2.2	6.6	2.6	1.7	8.3	2.1	2.2	8.9	3.9
Cycle Q Clear(g_c), s	4.3	6.3	6.5	2.2	6.6	2.6	1.7	8.3	2.1	2.2	8.9	3.9
Prop In Lane	1.00		0.52	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	278	283	272	194	480	214	180	1633	728	194	1647	730
V/C Ratio(X)	0.69	0.54	0.56	0.51	0.65	0.28	0.44	0.36	0.10	0.51	0.38	0.18
Avail Cap(c_a), veh/h	553	844	812	553	1687	753	553	1633	728	553	1647	730
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	30.5	30.6	36.1	32.3	30.6	36.2	13.8	12.1	36.1	13.7	12.4
Incr Delay (d2), s/veh	1.2	1.6	1.8	0.8	1.5	0.7	0.6	0.6	0.3	0.8	0.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.6	2.6	0.9	2.7	1.0	0.7	2.9	0.7	0.9	3.1	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.4	32.1	32.4	36.9	33.8	31.3	36.8	14.4	12.4	36.9	14.4	12.9
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		499			471			737			851	
Approach Delay, s/veh		33.9			34.2			16.6			16.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	42.4	9.0	18.3	8.7	42.7	10.9	16.4
Change Period (Y+Rc), s	4.6	6.2	4.6	5.8	4.6	6.2	4.6	5.8
Max Green Setting (Gmax), s	12.6	36.2	12.6	37.4	12.6	36.2	12.6	37.4
Max Q Clear Time (g_c+I1), s	4.2	10.3	4.2	8.5	3.7	10.9	6.3	8.6
Green Ext Time (p_c), s	0.1	3.8	0.1	1.6	0.1	4.3	0.2	2.0

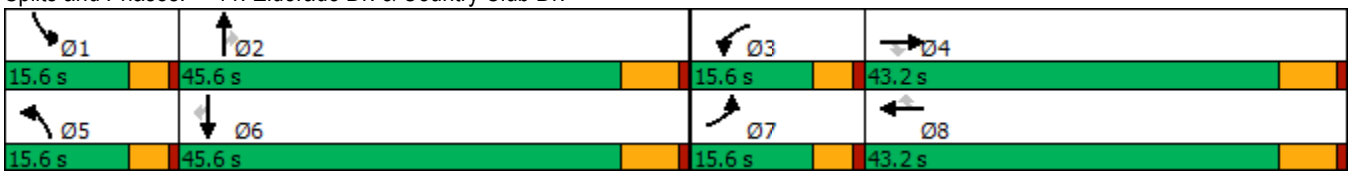
Intersection Summary	
HCM 6th Ctrl Delay	23.2
HCM 6th LOS	C

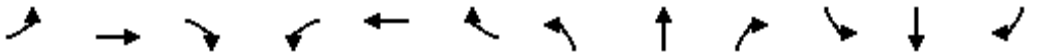
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	617	70	19	563	39	61	67	27	54	75	41
Future Volume (vph)	46	617	70	19	563	39	61	67	27	54	75	41
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.2	37.2	9.6	37.2	37.2	9.6	36.2	36.2	9.6	35.2	35.2
Total Split (s)	15.6	43.2	43.2	15.6	43.2	43.2	15.6	45.6	45.6	15.6	45.6	45.6
Total Split (%)	13.0%	36.0%	36.0%	13.0%	36.0%	36.0%	13.0%	38.0%	38.0%	13.0%	38.0%	38.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 81.6
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 11: Eldorado Dr. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	617	70	19	563	39	61	67	27	54	75	41
Future Volume (veh/h)	46	617	70	19	563	39	61	67	27	54	75	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	693	78	21	633	42	69	75	30	61	84	46
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	1808	796	42	1736	774	90	478	213	85	468	209
Arrive On Green	0.04	0.51	0.51	0.02	0.49	0.49	0.05	0.13	0.13	0.05	0.13	0.13
Sat Flow, veh/h	1781	3554	1564	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	52	693	78	21	633	42	69	75	30	61	84	46
Grp Sat Flow(s),veh/h/ln	1781	1777	1564	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.2	9.0	2.0	0.9	8.4	1.1	2.9	1.4	1.3	2.6	1.6	2.0
Cycle Q Clear(g_c), s	2.2	9.0	2.0	0.9	8.4	1.1	2.9	1.4	1.3	2.6	1.6	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	78	1808	796	42	1736	774	90	478	213	85	468	209
V/C Ratio(X)	0.66	0.38	0.10	0.50	0.36	0.05	0.77	0.16	0.14	0.72	0.18	0.22
Avail Cap(c_a), veh/h	259	1808	796	259	1736	774	259	1849	825	259	1849	825
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.7	11.3	9.6	36.5	12.1	10.2	35.5	29.0	28.9	35.6	29.2	29.4
Incr Delay (d2), s/veh	3.6	0.6	0.2	3.4	0.6	0.1	5.0	0.2	0.3	4.2	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.0	0.6	0.4	2.8	0.3	1.3	0.6	0.5	1.1	0.6	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.2	12.0	9.9	39.9	12.6	10.3	40.5	29.1	29.2	39.7	29.4	29.9
LnGrp LOS	D	B	A	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		823			696			174			191	
Approach Delay, s/veh		13.5			13.3			33.7			32.8	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	16.4	6.4	44.7	8.4	16.2	7.9	43.2
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	6.2	4.6	6.2
Max Green Setting (Gmax), s	11.0	39.4	11.0	37.0	11.0	39.4	11.0	37.0
Max Q Clear Time (g_c+I1), s	4.6	3.4	2.9	11.0	4.9	4.0	4.2	10.4
Green Ext Time (p_c), s	0.0	0.5	0.0	4.6	0.0	0.6	0.0	4.1

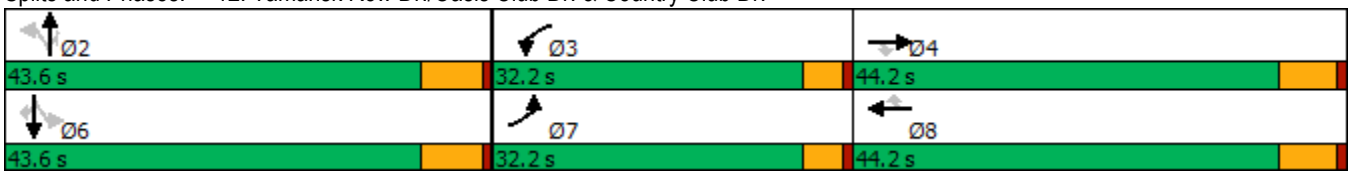
Intersection Summary	
HCM 6th Ctrl Delay	17.3
HCM 6th LOS	B

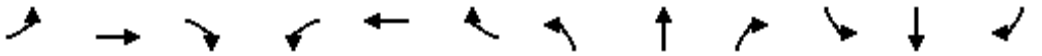
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	469	46	31	565	127	52	101	37	150	117	40
Future Volume (vph)	24	469	46	31	565	127	52	101	37	150	117	40
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases			4			8	2		2	6		6
Detector Phase	7	4	4	3	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.2	16.2	9.6	40.2	40.2	35.5	35.5	35.5	35.5	35.5	35.5
Total Split (s)	32.2	44.2	44.2	32.2	44.2	44.2	43.6	43.6	43.6	43.6	43.6	43.6
Total Split (%)	26.8%	36.8%	36.8%	26.8%	36.8%	36.8%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	5.5	5.5	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 71.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 12: Tamarisk Row Dr./Oasis Club Dr. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	469	46	31	565	127	52	101	37	150	117	40
Future Volume (veh/h)	24	469	46	31	565	127	52	101	37	150	117	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	484	35	32	582	96	54	104	24	155	121	35
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	49	1906	838	59	1925	848	296	663	296	306	663	296
Arrive On Green	0.03	0.54	0.54	0.03	0.54	0.54	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1781	3554	1564	1781	3554	1565	1231	3554	1585	1262	3554	1585
Grp Volume(v), veh/h	25	484	35	32	582	96	54	104	24	155	121	35
Grp Sat Flow(s),veh/h/ln	1781	1777	1564	1781	1777	1565	1231	1777	1585	1262	1777	1585
Q Serve(g_s), s	1.0	5.2	0.8	1.3	6.4	2.1	2.7	1.7	0.9	8.3	2.0	1.3
Cycle Q Clear(g_c), s	1.0	5.2	0.8	1.3	6.4	2.1	4.8	1.7	0.9	10.0	2.0	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	49	1906	838	59	1925	848	296	663	296	306	663	296
V/C Ratio(X)	0.51	0.25	0.04	0.54	0.30	0.11	0.18	0.16	0.08	0.51	0.18	0.12
Avail Cap(c_a), veh/h	694	1906	838	694	1925	848	711	1860	830	732	1860	830
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.0	8.8	7.8	33.7	8.9	7.9	26.3	24.1	23.8	28.4	24.3	24.0
Incr Delay (d2), s/veh	3.1	0.3	0.1	2.9	0.4	0.3	0.3	0.1	0.1	1.3	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.6	0.2	0.5	1.9	0.6	0.7	0.7	0.3	2.3	0.8	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1	9.1	7.9	36.6	9.3	8.2	26.6	24.3	23.9	29.6	24.4	24.1
LnGrp LOS	D	A	A	D	A	A	C	C	C	C	C	C
Approach Vol, veh/h		544			710			182			311	
Approach Delay, s/veh		10.3			10.4			24.9			27.0	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		19.7	6.9	44.2		19.7	6.5	44.6				
Change Period (Y+Rc), s		6.5	4.6	6.2		6.5	4.6	6.2				
Max Green Setting (Gmax), s		37.1	27.6	38.0		37.1	27.6	38.0				
Max Q Clear Time (g_c+I1), s		6.8	3.3	7.2		12.0	3.0	8.4				
Green Ext Time (p_c), s		0.8	0.0	3.1		1.2	0.0	4.0				

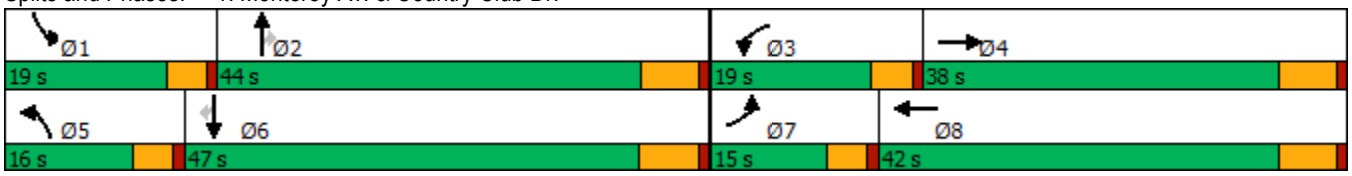
Intersection Summary												
HCM 6th Ctrl Delay			14.8									
HCM 6th LOS			B									

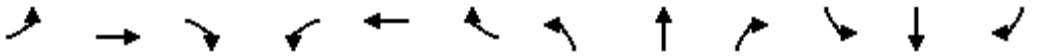
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	417	131	327	316	167	143	1034	98	176	1212	40
Future Volume (vph)	105	417	131	327	316	167	143	1034	98	176	1212	40
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2		9.6	39.2		9.6	36.2	36.2	9.6	35.4	35.4
Total Split (s)	15.0	38.0		19.0	42.0		16.0	44.0	44.0	19.0	47.0	47.0
Total Split (%)	12.5%	31.7%		15.8%	35.0%		13.3%	36.7%	36.7%	15.8%	39.2%	39.2%
Yellow Time (s)	3.6	5.2		3.6	5.2		3.6	5.2	5.2	3.6	5.4	5.4
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2		4.6	6.2		4.6	6.2	6.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 100.2
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Monterey Av. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	417	131	327	316	167	143	1034	98	176	1212	40
Future Volume (veh/h)	105	417	131	327	316	167	143	1034	98	176	1212	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	106	421	0	330	319	0	144	1044	32	178	1224	20
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	176	708		407	1048		215	2208	684	253	2265	703
Arrive On Green	0.05	0.14	0.00	0.12	0.21	0.00	0.06	0.43	0.43	0.07	0.44	0.44
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1583	3456	5106	1584
Grp Volume(v), veh/h	106	421	0	330	319	0	144	1044	32	178	1224	20
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1583	1728	1702	1584
Q Serve(g_s), s	2.7	7.1	0.0	8.5	4.8	0.0	3.7	13.4	1.1	4.6	16.1	0.7
Cycle Q Clear(g_c), s	2.7	7.1	0.0	8.5	4.8	0.0	3.7	13.4	1.1	4.6	16.1	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	176	708		407	1048		215	2208	684	253	2265	703
V/C Ratio(X)	0.60	0.59		0.81	0.30		0.67	0.47	0.05	0.70	0.54	0.03
Avail Cap(c_a), veh/h	393	1774		544	1997		430	2208	684	544	2265	703
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.5	37.0	0.0	39.4	30.8	0.0	42.0	18.5	15.0	41.5	18.6	14.4
Incr Delay (d2), s/veh	1.2	0.8	0.0	5.0	0.2	0.0	1.4	0.7	0.1	1.3	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.8	0.0	3.7	1.9	0.0	1.5	4.8	0.4	1.9	5.6	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.8	37.8	0.0	44.4	31.0	0.0	43.4	19.3	15.2	42.8	19.6	14.4
LnGrp LOS	D	D		D	C		D	B	B	D	B	B
Approach Vol, veh/h		527	A		649	A		1220			1422	
Approach Delay, s/veh		39.0			37.8			22.0			22.4	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	46.0	15.4	18.9	10.3	47.0	9.3	25.0
Change Period (Y+Rc), s	4.6	* 6.4	4.6	6.2	4.6	6.4	4.6	6.2
Max Green Setting (Gmax), s	14.4	* 38	14.4	31.8	11.4	40.6	10.4	35.8
Max Q Clear Time (g_c+I1), s	6.6	15.4	10.5	9.1	5.7	18.1	4.7	6.8
Green Ext Time (p_c), s	0.2	6.9	0.2	2.4	0.1	8.1	0.1	1.9

Intersection Summary	
HCM 6th Ctrl Delay	27.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

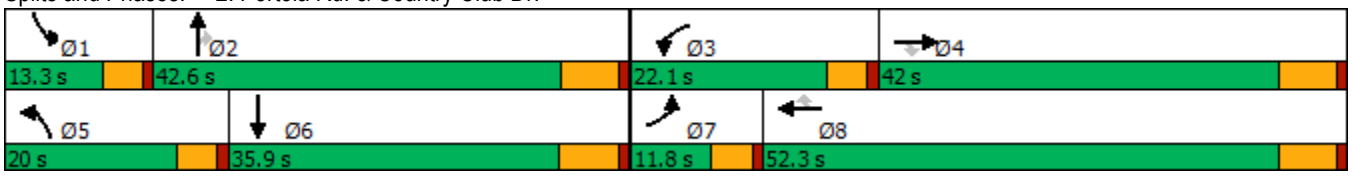
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

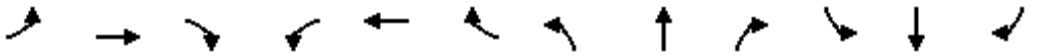
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	29	557	141	160	510	82	146	318	150	64	289
Future Volume (vph)	29	557	141	160	510	82	146	318	150	64	289
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	33.2	33.2	9.6	33.2	33.2	9.6	39.2	39.2	9.6	34.4
Total Split (s)	11.8	42.0	42.0	22.1	52.3	52.3	20.0	42.6	42.6	13.3	35.9
Total Split (%)	9.8%	35.0%	35.0%	18.4%	43.6%	43.6%	16.7%	35.5%	35.5%	11.1%	29.9%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 102.8
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Portola Rd. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	557	141	160	510	82	146	318	150	64	289	28
Future Volume (veh/h)	29	557	141	160	510	82	146	318	150	64	289	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	599	81	172	548	61	157	342	80	69	311	14
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	52	790	349	206	1095	481	190	1361	606	89	1130	51
Arrive On Green	0.03	0.22	0.22	0.12	0.31	0.31	0.11	0.38	0.38	0.05	0.33	0.33
Sat Flow, veh/h	1781	3554	1572	1781	3554	1559	1781	3554	1583	1781	3461	155
Grp Volume(v), veh/h	31	599	81	172	548	61	157	342	80	69	159	166
Grp Sat Flow(s),veh/h/ln	1781	1777	1572	1781	1777	1559	1781	1777	1583	1781	1777	1840
Q Serve(g_s), s	1.6	15.0	4.0	9.0	12.0	2.7	8.2	6.2	3.1	3.6	6.3	6.3
Cycle Q Clear(g_c), s	1.6	15.0	4.0	9.0	12.0	2.7	8.2	6.2	3.1	3.6	6.3	6.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	52	790	349	206	1095	481	190	1361	606	89	580	600
V/C Ratio(X)	0.59	0.76	0.23	0.84	0.50	0.13	0.83	0.25	0.13	0.78	0.27	0.28
Avail Cap(c_a), veh/h	135	1339	592	328	1724	756	289	1361	606	163	580	600
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.6	34.6	30.3	41.1	26.9	23.7	41.6	20.0	19.0	44.6	23.7	23.7
Incr Delay (d2), s/veh	3.9	1.5	0.3	5.2	0.4	0.1	6.7	0.4	0.5	5.4	1.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	6.2	1.5	4.0	4.7	0.9	3.8	2.4	1.1	1.6	2.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.5	36.1	30.6	46.4	27.2	23.8	48.3	20.5	19.5	50.0	24.8	24.8
LnGrp LOS	D	D	C	D	C	C	D	C	B	D	C	C
Approach Vol, veh/h		711			781			579			394	
Approach Delay, s/veh		36.1			31.2			27.9			29.2	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	42.8	15.6	27.3	14.7	37.4	7.4	35.5
Change Period (Y+Rc), s	4.6	* 6.4	4.6	6.2	4.6	6.4	4.6	6.2
Max Green Setting (Gmax), s	8.7	* 36	17.5	35.8	15.4	29.5	7.2	46.1
Max Q Clear Time (g_c+I1), s	5.6	8.2	11.0	17.0	10.2	8.3	3.6	14.0
Green Ext Time (p_c), s	0.0	2.2	0.1	3.6	0.1	1.5	0.0	3.6

Intersection Summary	
HCM 6th Ctrl Delay	31.5
HCM 6th LOS	C

Notes

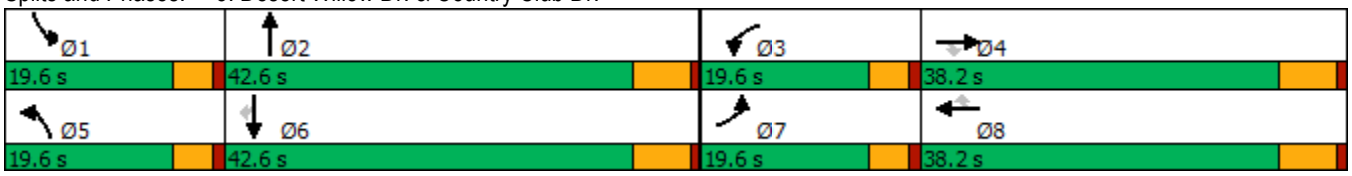
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	141	584	57	118	596	118	63	8	266	4	60
Future Volume (vph)	141	584	57	118	596	118	63	8	266	4	60
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	23.2	23.2	9.6	27.2	27.2	9.6	33.2	9.6	36.2	36.2
Total Split (s)	19.6	38.2	38.2	19.6	38.2	38.2	19.6	42.6	19.6	42.6	42.6
Total Split (%)	16.3%	31.8%	31.8%	16.3%	31.8%	31.8%	16.3%	35.5%	16.3%	35.5%	35.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 86.1
Natural Cycle: 85
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Desert Willow Dr. & Country Club Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	584	57	118	596	118	63	8	73	266	4	60
Future Volume (veh/h)	141	584	57	118	596	118	63	8	73	266	4	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	142	590	0	119	602	112	64	8	34	269	4	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	220	1392		151	1467	648	84	48	202	358	397	
Arrive On Green	0.06	0.39	0.00	0.08	0.41	0.41	0.05	0.16	0.16	0.10	0.21	0.00
Sat Flow, veh/h	3456	3554	1585	1781	3554	1570	1781	306	1300	3456	1870	1585
Grp Volume(v), veh/h	142	590	0	119	602	112	64	0	42	269	4	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1570	1781	0	1606	1728	1870	1585
Q Serve(g_s), s	3.3	9.9	0.0	5.4	9.8	3.7	2.9	0.0	1.9	6.2	0.1	0.0
Cycle Q Clear(g_c), s	3.3	9.9	0.0	5.4	9.8	3.7	2.9	0.0	1.9	6.2	0.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.81	1.00		1.00
Lane Grp Cap(c), veh/h	220	1392		151	1467	648	84	0	250	358	397	
V/C Ratio(X)	0.65	0.42		0.79	0.41	0.17	0.77	0.00	0.17	0.75	0.01	
Avail Cap(c_a), veh/h	635	1392		327	1467	648	327	0	716	635	833	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.3	18.1	0.0	36.7	17.0	15.2	38.5	0.0	29.9	35.6	25.4	0.0
Incr Delay (d2), s/veh	1.2	0.9	0.0	3.4	0.9	0.6	5.4	0.0	0.3	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.7	0.0	2.3	3.6	1.3	1.4	0.0	0.7	2.6	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.5	19.1	0.0	40.1	17.8	15.7	43.9	0.0	30.2	36.8	25.4	0.0
LnGrp LOS	D	B		D	B	B	D	A	C	D	C	
Approach Vol, veh/h		732	A		833			106			273	A
Approach Delay, s/veh		22.8			20.7			38.5			36.6	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.1	18.9	11.5	38.2	8.4	23.5	9.8	39.9
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	6.2	4.6	6.2
Max Green Setting (Gmax), s	15.0	36.4	15.0	32.0	15.0	36.4	15.0	32.0
Max Q Clear Time (g_c+I1), s	8.2	3.9	7.4	11.9	4.9	2.1	5.3	11.8
Green Ext Time (p_c), s	0.3	0.2	0.1	3.4	0.0	0.0	0.1	3.8

Intersection Summary	
HCM 6th Ctrl Delay	24.7
HCM 6th LOS	C

Notes

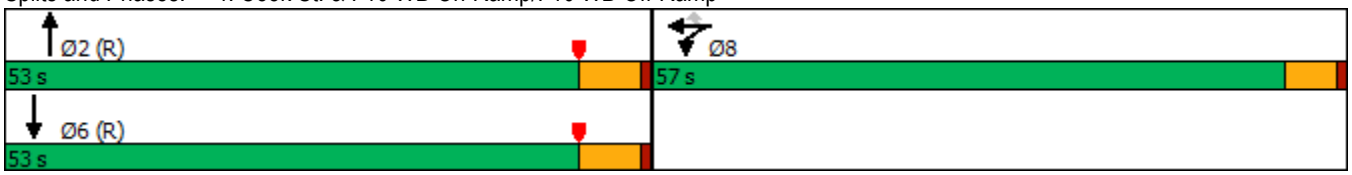
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

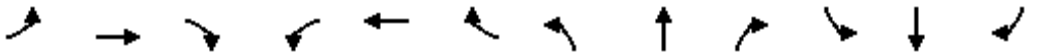
Lane Group	WBT	WBR	NBT	NBR	SBT
Lane Configurations					
Traffic Volume (vph)	3	24	167	541	129
Future Volume (vph)	3	24	167	541	129
Turn Type	NA	Perm	NA	Free	NA
Protected Phases	8		2		6
Permitted Phases		8		Free	
Detector Phase	8	8	2		6
Switch Phase					
Minimum Initial (s)	5.0	5.0	7.0		7.0
Minimum Split (s)	10.3	10.3	13.0		29.0
Total Split (s)	57.0	57.0	53.0		53.0
Total Split (%)	51.8%	51.8%	48.2%		48.2%
Yellow Time (s)	4.3	4.3	5.0		5.0
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	6.0		6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Max		C-Max

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 6 (5%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 4: Cook St. & I-10 WB On-Ramp/I-10 WB Off-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	381	3	24	0	167	541	0	129	17
Future Volume (veh/h)	0	0	0	381	3	24	0	167	541	0	129	17
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1530	1870	0	1781	1826	0	1856	1856
Adj Flow Rate, veh/h				389	3	9	0	170	0	0	132	9
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				2	25	2	0	8	5	0	3	3
Cap, veh/h				430	3	471	0	2031		0	2906	194
Arrive On Green				0.30	0.30	0.30	0.00	0.60	0.00	0.00	0.60	0.60
Sat Flow, veh/h				1446	11	1585	0	3474	1547	0	5010	323
Grp Volume(v), veh/h				392	0	9	0	170	0	0	91	50
Grp Sat Flow(s),veh/h/ln				1457	0	1585	0	1692	1547	0	1689	1789
Q Serve(g_s), s				28.4	0.0	0.4	0.0	2.3	0.0	0.0	1.2	1.3
Cycle Q Clear(g_c), s				28.4	0.0	0.4	0.0	2.3	0.0	0.0	1.2	1.3
Prop In Lane				0.99		1.00	0.00		1.00	0.00		0.18
Lane Grp Cap(c), veh/h				433	0	471	0	2031		0	2026	1074
V/C Ratio(X)				0.91	0.00	0.02	0.00	0.08		0.00	0.05	0.05
Avail Cap(c_a), veh/h				685	0	745	0	2031		0	2026	1074
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				37.2	0.0	27.3	0.0	9.3	0.0	0.0	9.0	9.1
Incr Delay (d2), s/veh				10.5	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				10.9	0.0	0.2	0.0	0.8	0.0	0.0	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				47.6	0.0	27.3	0.0	9.3	0.0	0.0	9.1	9.1
LnGrp LOS				D	A	C	A	A		A	A	A
Approach Vol, veh/h					401			170	A		141	
Approach Delay, s/veh					47.2			9.3			9.1	
Approach LOS					D			A			A	

Timer - Assigned Phs	2			6		8			
Phs Duration (G+Y+Rc), s	72.0			72.0		38.0			
Change Period (Y+Rc), s	6.0			6.0		5.3			
Max Green Setting (Gmax), s	47.0			47.0		51.7			
Max Q Clear Time (g_c+I1), s	4.3			3.3		30.4			
Green Ext Time (p_c), s	0.6			0.4		2.2			

Intersection Summary		
HCM 6th Ctrl Delay	30.6	
HCM 6th LOS	C	

Notes

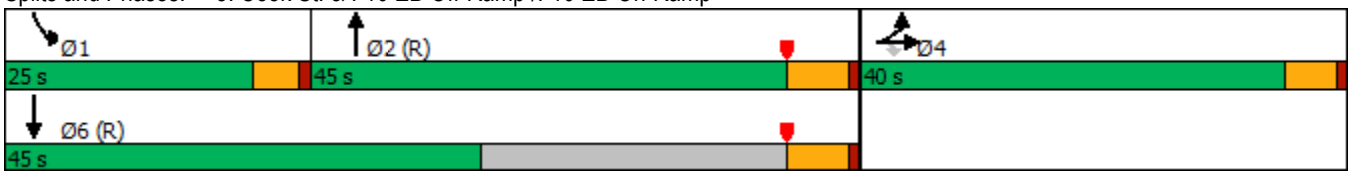
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

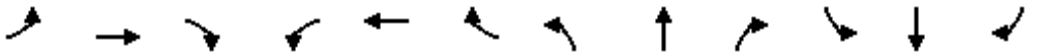
Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	35	1	531	673	19	490
Future Volume (vph)	35	1	531	673	19	490
Turn Type	Split	NA	Perm	NA	Prot	NA
Protected Phases	4	4		2	1	6
Permitted Phases			4			
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	7.0	5.0	8.0
Minimum Split (s)	10.3	10.3	10.3	13.0	9.7	37.0
Total Split (s)	40.0	40.0	40.0	45.0	25.0	45.0
Total Split (%)	36.4%	36.4%	36.4%	40.9%	22.7%	40.9%
Yellow Time (s)	4.3	4.3	4.3	5.0	3.7	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	6.0	4.7	6.0
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 5: Cook St. & I-10 EB Off-Ramp /I-10 EB On-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	1	531	0	0	0	0	673	425	19	490	0
Future Volume (veh/h)	35	1	531	0	0	0	0	673	425	19	490	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1841	1900	1811				0	1811	1811	1648	1856	0
Adj Flow Rate, veh/h	36	0	313				0	701	423	20	510	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	0	6				0	6	6	17	3	0
Cap, veh/h	221	0	387				0	2333	1086	33	3907	0
Arrive On Green	0.13	0.00	0.13				0.00	0.71	0.71	0.02	0.77	0.00
Sat Flow, veh/h	1753	0	3070				0	3459	1535	1570	5233	0
Grp Volume(v), veh/h	36	0	313				0	701	423	20	510	0
Grp Sat Flow(s),veh/h/ln	1753	0	1535				0	1648	1535	1570	1689	0
Q Serve(g_s), s	2.0	0.0	10.9				0.0	8.7	12.2	1.4	2.8	0.0
Cycle Q Clear(g_c), s	2.0	0.0	10.9				0.0	8.7	12.2	1.4	2.8	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	221	0	387				0	2333	1086	33	3907	0
V/C Ratio(X)	0.16	0.00	0.81				0.00	0.30	0.39	0.61	0.13	0.00
Avail Cap(c_a), veh/h	553	0	968				0	2333	1086	290	3907	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.90	0.90	1.00	1.00	0.00
Uniform Delay (d), s/veh	42.9	0.0	46.8				0.0	6.0	6.5	53.4	3.2	0.0
Incr Delay (d2), s/veh	0.3	0.0	3.1				0.0	0.3	0.9	6.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	4.2				0.0	2.3	3.2	0.6	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.1	0.0	49.8				0.0	6.3	7.4	60.2	3.3	0.0
LnGrp LOS	D	A	D				A	A	A	E	A	A
Approach Vol, veh/h		349						1124			530	
Approach Delay, s/veh		49.1						6.7			5.4	
Approach LOS		D						A			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	7.0	83.9		19.2		90.8
Change Period (Y+Rc), s	* 4.7	6.0		5.3		6.0
Max Green Setting (Gmax), s	* 20	39.0		34.7		39.0
Max Q Clear Time (g_c+I1), s	3.4	14.2		12.9		4.8
Green Ext Time (p_c), s	0.0	4.5		0.9		1.9

Intersection Summary		
HCM 6th Ctrl Delay		13.8
HCM 6th LOS		B

Notes

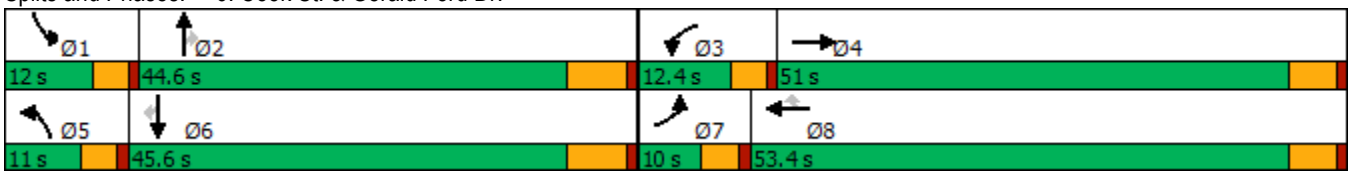
User approved volume balancing among the lanes for turning movement.

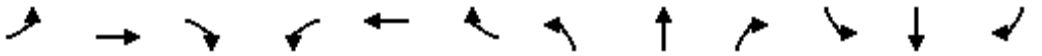
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	179	177	111	55	195	83	193	837	31	163	730	103
Future Volume (vph)	179	177	111	55	195	83	193	837	31	163	730	103
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			8			2			6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.5	41.4		9.2	41.4	41.4	9.2	42.5	42.5	9.2	42.5	42.5
Total Split (s)	10.0	51.0		12.4	53.4	53.4	11.0	44.6	44.6	12.0	45.6	45.6
Total Split (%)	8.3%	42.5%		10.3%	44.5%	44.5%	9.2%	37.2%	37.2%	10.0%	38.0%	38.0%
Yellow Time (s)	3.5	4.4		3.2	4.4	4.4	3.2	5.5	5.5	3.2	5.5	5.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.4		4.2	5.4	5.4	4.2	6.5	6.5	4.2	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 87.8
Natural Cycle: 105
Control Type: Actuated-Uncoordinated

Splits and Phases: 6: Cook St. & Gerald Ford Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	177	111	55	195	83	193	837	31	163	730	103
Future Volume (veh/h)	179	177	111	55	195	83	193	837	31	163	730	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	188	186	0	58	205	31	203	881	19	172	768	65
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	527		155	434	194	280	2485	771	249	2440	757
Arrive On Green	0.07	0.15	0.00	0.04	0.12	0.12	0.08	0.49	0.49	0.07	0.48	0.48
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1584
Grp Volume(v), veh/h	188	186	0	58	205	31	203	881	19	172	768	65
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1584
Q Serve(g_s), s	4.4	3.8	0.0	1.3	4.4	1.4	4.7	8.8	0.5	4.0	7.6	1.8
Cycle Q Clear(g_c), s	4.4	3.8	0.0	1.3	4.4	1.4	4.7	8.8	0.5	4.0	7.6	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	232	527		155	434	194	280	2485	771	249	2440	757
V/C Ratio(X)	0.81	0.35		0.38	0.47	0.16	0.72	0.35	0.02	0.69	0.31	0.09
Avail Cap(c_a), veh/h	232	1980		346	2085	930	287	2485	771	329	2440	757
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	31.3	0.0	38.0	33.5	32.2	36.7	13.0	10.9	37.1	13.1	11.6
Incr Delay (d2), s/veh	17.7	0.4	0.0	0.6	0.8	0.4	7.4	0.4	0.1	1.9	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	1.6	0.0	0.6	1.9	0.5	2.1	2.8	0.2	1.6	2.4	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.4	31.7	0.0	38.5	34.3	32.5	44.1	13.4	11.0	39.0	13.5	11.9
LnGrp LOS	E	C		D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		374	A		294			1103			1005	
Approach Delay, s/veh		43.6			34.9			19.0			17.7	
Approach LOS		D			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	46.3	7.9	17.5	10.8	45.6	10.0	15.4
Change Period (Y+Rc), s	* 4.2	6.5	* 4.2	5.4	* 4.2	6.5	4.5	5.4
Max Green Setting (Gmax), s	* 7.8	38.1	* 8.2	45.6	* 6.8	39.1	5.5	48.0
Max Q Clear Time (g_c+I1), s	6.0	10.8	3.3	5.8	6.7	9.6	6.4	6.4
Green Ext Time (p_c), s	0.0	5.8	0.0	1.1	0.0	5.2	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	23.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

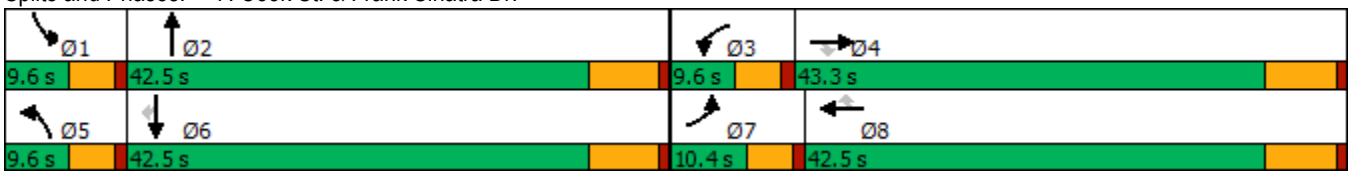
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

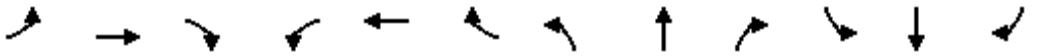
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	128	141	104	49	155	53	120	856	53	764	148
Future Volume (vph)	128	141	104	49	155	53	120	856	53	764	148
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.5	37.5	9.6	42.5	42.5	9.6	42.5	9.6	37.5	37.5
Total Split (s)	10.4	43.3	43.3	9.6	42.5	42.5	9.6	42.5	9.6	42.5	42.5
Total Split (%)	9.9%	41.2%	41.2%	9.1%	40.5%	40.5%	9.1%	40.5%	9.1%	40.5%	40.5%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	5.5	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	6.5	4.6	6.5	4.6	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	Max	Max

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 84.2
Natural Cycle: 105
Control Type: Actuated-Uncoordinated

Splits and Phases: 7: Cook St. & Frank Sinatra Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	141	104	49	155	53	120	856	52	53	764	148
Future Volume (veh/h)	128	141	104	49	155	53	120	856	52	53	764	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	136	150	110	52	165	3	128	911	41	56	813	113
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	211	520	232	150	458	204	209	1659	75	156	2368	735
Arrive On Green	0.06	0.15	0.15	0.04	0.13	0.13	0.06	0.48	0.48	0.05	0.46	0.46
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3463	156	3456	5106	1584
Grp Volume(v), veh/h	136	150	110	52	165	3	128	467	485	56	813	113
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1842	1728	1702	1584
Q Serve(g_s), s	3.0	2.9	4.9	1.1	3.3	0.1	2.8	14.4	14.4	1.2	7.9	3.2
Cycle Q Clear(g_c), s	3.0	2.9	4.9	1.1	3.3	0.1	2.8	14.4	14.4	1.2	7.9	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	211	520	232	150	458	204	209	851	882	156	2368	735
V/C Ratio(X)	0.65	0.29	0.47	0.35	0.36	0.01	0.61	0.55	0.55	0.36	0.34	0.15
Avail Cap(c_a), veh/h	258	1685	751	223	1648	735	223	851	882	223	2368	735
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.6	29.5	30.4	36.1	30.9	29.5	35.6	14.3	14.3	36.0	13.3	12.0
Incr Delay (d2), s/veh	2.0	0.3	1.5	0.5	0.5	0.0	2.9	2.5	2.5	0.5	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.1	1.8	0.4	1.3	0.0	1.2	5.2	5.4	0.5	2.5	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.6	29.8	31.9	36.6	31.4	29.5	38.5	16.8	16.8	36.5	13.7	12.5
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		396			220			1080			982	
Approach Delay, s/veh		33.1			32.6			19.4			14.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	43.7	8.0	17.9	9.3	42.5	9.3	16.5
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5
Max Green Setting (Gmax), s	5.0	36.0	5.0	36.8	5.0	36.0	5.8	36.0
Max Q Clear Time (g_c+I1), s	3.2	16.4	3.1	6.9	4.8	9.9	5.0	5.3
Green Ext Time (p_c), s	0.0	5.1	0.0	1.1	0.0	5.5	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	20.8
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	57.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	245	57	25	771	821	113
Future Vol, veh/h	245	57	25	771	821	113
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	90	0	120	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	261	61	27	820	873	120

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1337	437	993	0	-	0
Stage 1	873	-	-	-	-	-
Stage 2	464	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 145	567	692	-	-	-
Stage 1	369	-	-	-	-	-
Stage 2	599	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 139	567	692	-	-	-
Mov Cap-2 Maneuver	~ 139	-	-	-	-	-
Stage 1	355	-	-	-	-	-
Stage 2	599	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 386.8	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	692	-	139	567	-	-
HCM Lane V/C Ratio	0.038	-	1.875	0.107	-	-
HCM Control Delay (s)	10.4	-	$ 474	12.1	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	20.1	0.4	-	-

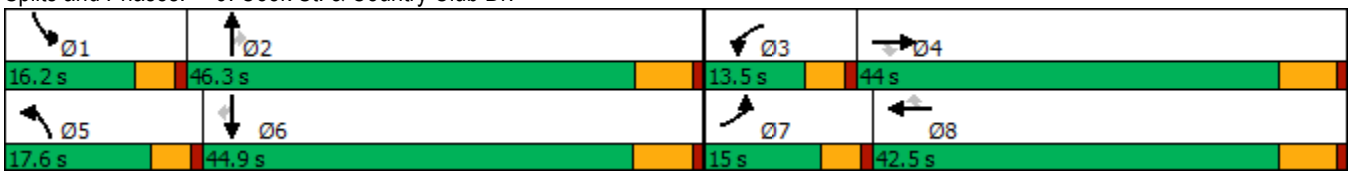
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

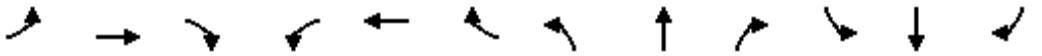
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	277	510	138	133	434	136	175	460	132	263	553	212
Future Volume (vph)	277	510	138	133	434	136	175	460	132	263	553	212
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.2	37.2	9.6	42.2	42.2	9.6	39.2	39.2	9.6	40.4	40.4
Total Split (s)	15.0	44.0	44.0	13.5	42.5	42.5	17.6	46.3	46.3	16.2	44.9	44.9
Total Split (%)	12.5%	36.7%	36.7%	11.3%	35.4%	35.4%	14.7%	38.6%	38.6%	13.5%	37.4%	37.4%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.4	5.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 104.3
Natural Cycle: 105
Control Type: Actuated-Uncoordinated

Splits and Phases: 9: Cook St. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	277	510	138	133	434	136	175	460	132	263	553	212
Future Volume (veh/h)	277	510	138	133	434	136	175	460	132	263	553	212
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	283	520	86	136	443	75	179	469	72	268	564	156
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	348	763	339	201	611	272	249	1450	639	336	1540	675
Arrive On Green	0.10	0.21	0.21	0.06	0.17	0.17	0.07	0.41	0.41	0.10	0.43	0.43
Sat Flow, veh/h	3456	3554	1581	3456	3554	1585	3456	3554	1565	3456	3554	1556
Grp Volume(v), veh/h	283	520	86	136	443	75	179	469	72	268	564	156
Grp Sat Flow(s),veh/h/ln	1728	1777	1581	1728	1777	1585	1728	1777	1565	1728	1777	1556
Q Serve(g_s), s	7.9	13.2	4.4	3.8	11.6	4.0	5.0	8.8	2.8	7.5	10.5	6.2
Cycle Q Clear(g_c), s	7.9	13.2	4.4	3.8	11.6	4.0	5.0	8.8	2.8	7.5	10.5	6.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	348	763	339	201	611	272	249	1450	639	336	1540	675
V/C Ratio(X)	0.81	0.68	0.25	0.68	0.73	0.28	0.72	0.32	0.11	0.80	0.37	0.23
Avail Cap(c_a), veh/h	366	1367	608	313	1313	586	457	1450	639	408	1540	675
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.3	35.5	32.0	45.4	38.5	35.4	44.6	19.8	18.0	43.4	18.7	17.5
Incr Delay (d2), s/veh	11.5	1.1	0.4	1.5	1.7	0.5	1.5	0.6	0.4	7.2	0.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	5.5	1.6	1.6	4.9	1.5	2.1	3.5	1.0	3.3	4.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.7	36.6	32.4	46.9	40.2	35.9	46.1	20.4	18.4	50.6	19.4	18.3
LnGrp LOS	D	D	C	D	D	D	D	C	B	D	B	B
Approach Vol, veh/h		889			654			720			988	
Approach Delay, s/veh		42.0			41.1			26.6			27.7	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	46.5	10.3	27.3	11.7	49.0	14.5	23.1
Change Period (Y+Rc), s	4.6	* 6.4	4.6	6.2	4.6	6.4	4.6	6.2
Max Green Setting (Gmax), s	11.6	* 40	8.9	37.8	13.0	38.5	10.4	36.3
Max Q Clear Time (g_c+I1), s	9.5	10.8	5.8	15.2	7.0	12.5	9.9	13.6
Green Ext Time (p_c), s	0.1	3.1	0.1	3.3	0.1	3.9	0.0	2.8

Intersection Summary	
HCM 6th Ctrl Delay	34.0
HCM 6th LOS	C

Notes

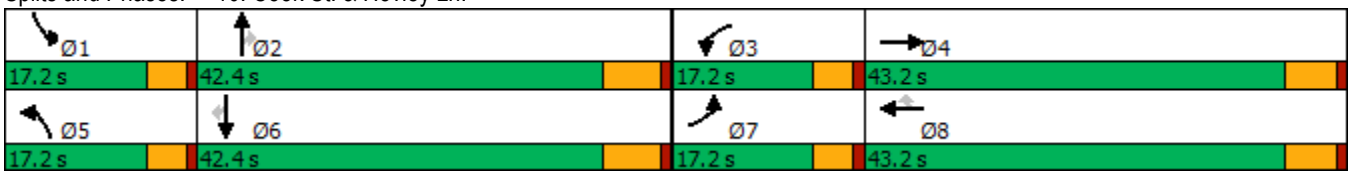
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

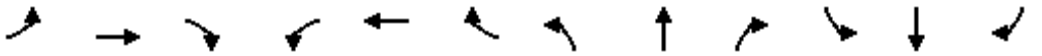
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	177	209	91	288	83	73	525	117	97	580	196
Future Volume (vph)	177	209	91	288	83	73	525	117	97	580	196
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	31.8	9.6	36.8	36.8	9.6	39.2	39.2	9.6	37.2	37.2
Total Split (s)	17.2	43.2	17.2	43.2	43.2	17.2	42.4	42.4	17.2	42.4	42.4
Total Split (%)	14.3%	36.0%	14.3%	36.0%	36.0%	14.3%	35.3%	35.3%	14.3%	35.3%	35.3%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	6.2	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 90.3
Natural Cycle: 100
Control Type: Actuated-Uncoordinated

Splits and Phases: 10: Cook St. & Hovley Ln.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	209	119	91	288	83	73	525	117	97	580	196
Future Volume (veh/h)	177	209	119	91	288	83	73	525	117	97	580	196
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	192	227	80	99	313	50	79	571	76	105	630	133
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	412	141	194	478	213	180	1632	728	197	1649	731
Arrive On Green	0.08	0.16	0.16	0.06	0.13	0.13	0.05	0.46	0.46	0.06	0.46	0.46
Sat Flow, veh/h	3456	2597	890	3456	3554	1585	3456	3554	1585	3456	3554	1576
Grp Volume(v), veh/h	192	153	154	99	313	50	79	571	76	105	630	133
Grp Sat Flow(s),veh/h/ln	1728	1777	1710	1728	1777	1585	1728	1777	1585	1728	1777	1576
Q Serve(g_s), s	4.3	6.3	6.6	2.2	6.6	2.2	1.7	8.2	2.1	2.3	9.1	3.9
Cycle Q Clear(g_c), s	4.3	6.3	6.6	2.2	6.6	2.2	1.7	8.2	2.1	2.3	9.1	3.9
Prop In Lane	1.00		0.52	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	278	282	271	194	478	213	180	1632	728	197	1649	731
V/C Ratio(X)	0.69	0.54	0.57	0.51	0.65	0.23	0.44	0.35	0.10	0.53	0.38	0.18
Avail Cap(c_a), veh/h	552	843	811	552	1686	752	552	1632	728	552	1649	731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	30.5	30.7	36.2	32.4	30.5	36.2	13.7	12.1	36.2	13.8	12.4
Incr Delay (d2), s/veh	1.2	1.6	1.9	0.8	1.5	0.6	0.6	0.6	0.3	0.8	0.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.6	2.6	0.9	2.7	0.8	0.7	2.9	0.7	0.9	3.2	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.5	32.2	32.5	36.9	33.9	31.0	36.9	14.3	12.4	37.0	14.4	12.9
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		499			462			726			868	
Approach Delay, s/veh		33.9			34.2			16.6			16.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	42.4	9.0	18.3	8.7	42.8	10.9	16.4
Change Period (Y+Rc), s	4.6	6.2	4.6	5.8	4.6	6.2	4.6	5.8
Max Green Setting (Gmax), s	12.6	36.2	12.6	37.4	12.6	36.2	12.6	37.4
Max Q Clear Time (g_c+I1), s	4.3	10.2	4.2	8.6	3.7	11.1	6.3	8.6
Green Ext Time (p_c), s	0.1	3.7	0.1	1.6	0.1	4.3	0.2	2.0

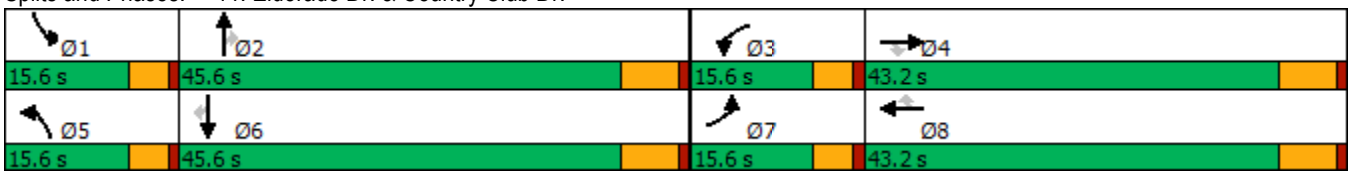
Intersection Summary	
HCM 6th Ctrl Delay	23.3
HCM 6th LOS	C

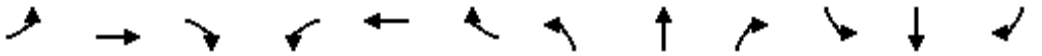
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	656	77	19	524	39	53	67	27	54	75	33
Future Volume (vph)	53	656	77	19	524	39	53	67	27	54	75	33
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.2	37.2	9.6	37.2	37.2	9.6	36.2	36.2	9.6	35.2	35.2
Total Split (s)	15.6	43.2	43.2	15.6	43.2	43.2	15.6	45.6	45.6	15.6	45.6	45.6
Total Split (%)	13.0%	36.0%	36.0%	13.0%	36.0%	36.0%	13.0%	38.0%	38.0%	13.0%	38.0%	38.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 83.7
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 11: Eldorado Dr. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	656	77	19	524	39	53	67	27	54	75	33
Future Volume (veh/h)	53	656	77	19	524	39	53	67	27	54	75	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	737	86	21	589	42	60	75	30	61	84	37
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	1820	801	42	1735	774	84	468	209	85	469	209
Arrive On Green	0.05	0.51	0.51	0.02	0.49	0.49	0.05	0.13	0.13	0.05	0.13	0.13
Sat Flow, veh/h	1781	3554	1564	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	60	737	86	21	589	42	60	75	30	61	84	37
Grp Sat Flow(s),veh/h/ln	1781	1777	1564	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.5	9.7	2.2	0.9	7.7	1.1	2.5	1.4	1.3	2.6	1.6	1.6
Cycle Q Clear(g_c), s	2.5	9.7	2.2	0.9	7.7	1.1	2.5	1.4	1.3	2.6	1.6	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	84	1820	801	42	1735	774	84	468	209	85	469	209
V/C Ratio(X)	0.71	0.41	0.11	0.50	0.34	0.05	0.71	0.16	0.14	0.72	0.18	0.18
Avail Cap(c_a), veh/h	259	1820	801	259	1735	774	259	1848	824	259	1848	824
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.6	11.4	9.5	36.6	11.9	10.2	35.6	29.2	29.1	35.6	29.2	29.2
Incr Delay (d2), s/veh	4.1	0.7	0.3	3.4	0.5	0.1	4.1	0.2	0.3	4.2	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.2	0.7	0.4	2.6	0.3	1.1	0.6	0.5	1.1	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.7	12.1	9.8	39.9	12.4	10.3	39.7	29.3	29.4	39.8	29.4	29.6
LnGrp LOS	D	B	A	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		883			652			165			182	
Approach Delay, s/veh		13.7			13.2			33.1			32.9	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	16.2	6.4	45.0	8.2	16.2	8.2	43.2
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	6.2	4.6	6.2
Max Green Setting (Gmax), s	11.0	39.4	11.0	37.0	11.0	39.4	11.0	37.0
Max Q Clear Time (g_c+I1), s	4.6	3.4	2.9	11.7	4.5	3.6	4.5	9.7
Green Ext Time (p_c), s	0.0	0.5	0.0	5.0	0.0	0.5	0.0	3.8

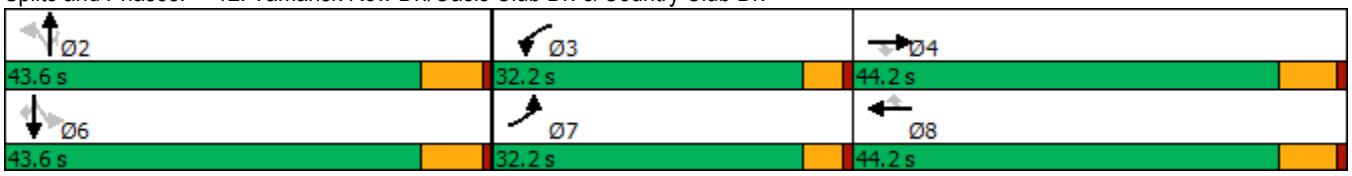
Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B

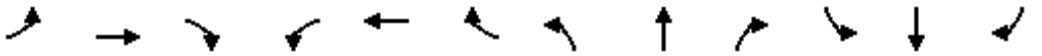
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	494	53	31	540	127	44	101	37	150	117	32
Future Volume (vph)	31	494	53	31	540	127	44	101	37	150	117	32
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases			4			8	2		2	6		6
Detector Phase	7	4	4	3	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.2	16.2	9.6	40.2	40.2	35.5	35.5	35.5	35.5	35.5	35.5
Total Split (s)	32.2	44.2	44.2	32.2	44.2	44.2	43.6	43.6	43.6	43.6	43.6	43.6
Total Split (%)	26.8%	36.8%	36.8%	26.8%	36.8%	36.8%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	5.5	5.5	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 71.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 12: Tamarisk Row Dr./Oasis Club Dr. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	494	53	31	540	127	44	101	37	150	117	32
Future Volume (veh/h)	31	494	53	31	540	127	44	101	37	150	117	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	509	43	32	557	96	45	104	24	155	121	27
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	1906	839	59	1906	839	297	662	295	306	662	295
Arrive On Green	0.03	0.54	0.54	0.03	0.54	0.54	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1781	3554	1564	1781	3554	1565	1240	3554	1585	1262	3554	1585
Grp Volume(v), veh/h	32	509	43	32	557	96	45	104	24	155	121	27
Grp Sat Flow(s),veh/h/ln	1781	1777	1564	1781	1777	1565	1240	1777	1585	1262	1777	1585
Q Serve(g_s), s	1.3	5.5	0.9	1.3	6.1	2.1	2.2	1.7	0.9	8.3	2.0	1.0
Cycle Q Clear(g_c), s	1.3	5.5	0.9	1.3	6.1	2.1	4.3	1.7	0.9	10.0	2.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	59	1906	839	59	1906	839	297	662	295	306	662	295
V/C Ratio(X)	0.54	0.27	0.05	0.54	0.29	0.11	0.15	0.16	0.08	0.51	0.18	0.09
Avail Cap(c_a), veh/h	694	1906	839	694	1906	839	715	1861	830	732	1861	830
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.7	8.9	7.8	33.7	9.0	8.1	26.1	24.2	23.8	28.4	24.3	23.9
Incr Delay (d2), s/veh	2.9	0.3	0.1	2.9	0.4	0.3	0.2	0.1	0.1	1.3	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.7	0.3	0.5	1.9	0.6	0.6	0.7	0.3	2.3	0.8	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.6	9.2	7.9	36.6	9.4	8.4	26.3	24.3	23.9	29.7	24.4	24.0
LnGrp LOS	D	A	A	D	A	A	C	C	C	C	C	C
Approach Vol, veh/h		584			685			173			303	
Approach Delay, s/veh		10.6			10.5			24.7			27.1	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		19.7	6.9	44.2		19.7	6.9	44.2				
Change Period (Y+Rc), s		6.5	4.6	6.2		6.5	4.6	6.2				
Max Green Setting (Gmax), s		37.1	27.6	38.0		37.1	27.6	38.0				
Max Q Clear Time (g_c+I1), s		6.3	3.3	7.5		12.0	3.3	8.1				
Green Ext Time (p_c), s		0.7	0.0	3.3		1.2	0.0	3.8				

Intersection Summary												
HCM 6th Ctrl Delay			14.8									
HCM 6th LOS			B									

APPENDIX 7.2:

EAP (2022, SPECIAL EVENT) CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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Lane Group	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	483	24	152	426	167
v/c Ratio	0.82	0.04	0.08	0.28	0.06
Control Delay	43.9	5.6	9.0	1.2	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	43.9	5.6	9.0	1.2	11.8
Queue Length 50th (ft)	308	0	27	0	16
Queue Length 95th (ft)	377	13	30	59	34
Internal Link Dist (ft)	1825		267		517
Turn Bay Length (ft)		175			
Base Capacity (vph)	809	759	1850	1538	2744
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.60	0.03	0.08	0.28	0.06

Intersection Summary



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	36	343	341	903	20	622
v/c Ratio	0.17	0.82	0.82	0.26	0.23	0.16
Control Delay	40.7	27.1	26.5	5.9	57.6	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.7	27.1	26.5	5.9	57.6	2.5
Queue Length 50th (ft)	23	49	48	39	11	5
Queue Length 95th (ft)	47	145	144	128	m23	82
Internal Link Dist (ft)		1207		1529		111
Turn Bay Length (ft)			105		280	
Base Capacity (vph)	547	642	642	3459	284	3901
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.53	0.53	0.26	0.07	0.16

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	392	24	170	552	149
v/c Ratio	0.79	0.05	0.08	0.36	0.05
Control Delay	47.1	6.8	6.8	1.5	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	47.1	6.8	6.8	1.5	9.1
Queue Length 50th (ft)	255	0	26	0	12
Queue Length 95th (ft)	321	15	31	86	27
Internal Link Dist (ft)	1825		267		517
Turn Bay Length (ft)		175			
Base Capacity (vph)	809	759	2034	1538	3008
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.48	0.03	0.08	0.36	0.05

Intersection Summary



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	36	278	276	1144	20	510
v/c Ratio	0.24	0.74	0.73	0.32	0.23	0.12
Control Delay	48.3	17.7	17.5	4.7	63.5	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.3	17.7	17.5	4.7	63.5	1.2
Queue Length 50th (ft)	25	1	0	39	12	4
Queue Length 95th (ft)	52	82	80	146	m26	36
Internal Link Dist (ft)		1207		1529		111
Turn Bay Length (ft)			105		280	
Base Capacity (vph)	547	646	645	3625	284	4086
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.43	0.43	0.32	0.07	0.12

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

APPENDIX 7.3:

EAP (2022, SPECIAL EVENT) CONDITIONS FREEWAY FACILITY WORKSHEETS

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HCS7 Freeway Facilities Report

Project Information

Analyst	RV	Date	1/18/2019
Agency	Urban Crossroads, Inc.	Analysis Year	EAP 2022
Jurisdiction	Caltrans	Time Period Analyzed	Saturday Arrival Peak Hour
Project Description	Desert Wave TIA (JN 11825)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	7
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of Cook Street	5280	3
2	Diverge	Diverge	WB Off-Ramp	1500	3
3	Basic	Basic	Between	1000	3
4	Merge	Basic	WB Loop On-Ramp	1500	4
5	Basic	Basic	Between	1650	4
6	Merge	Merge	WB On-Ramp	1500	4
7	Basic	Basic	West of Cook Street	5280	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	2758	7200	0.38	70.0	13.1	B

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	1.000	2758	545	7200	1900	0.38	0.29	59.4	54.8	15.5	14.4	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	2192	7200	0.30	70.0	10.4	A

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	0.971	2663	471	9600	1900	0.23	0.25	70.0	-	7.8	-	A

Segment 5: Basic

Time	PHF	fHV	Flow Rate	Capacity	d/c	Speed	Density	LOS

Period			(pc/h)		(pc/h)		Ratio		(mi/h)		(pc/mi/ln)		
1	0.92	0.962	2668		9600		0.28		70.0		9.5		A

Segment 6: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	1.000	2690	22	9600	2100	0.28	0.01	66.2	62.7	10.2	9.3	A

Segment 7: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.962		2690		7200		0.37		70.0		12.8		B

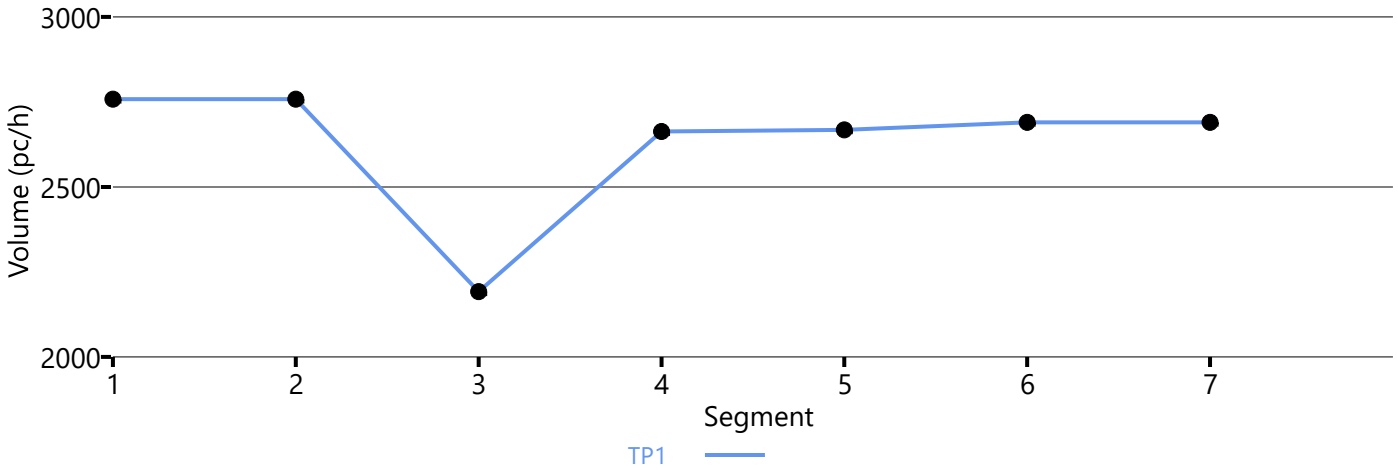
Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	68.6	11.8	11.3	2.9	B

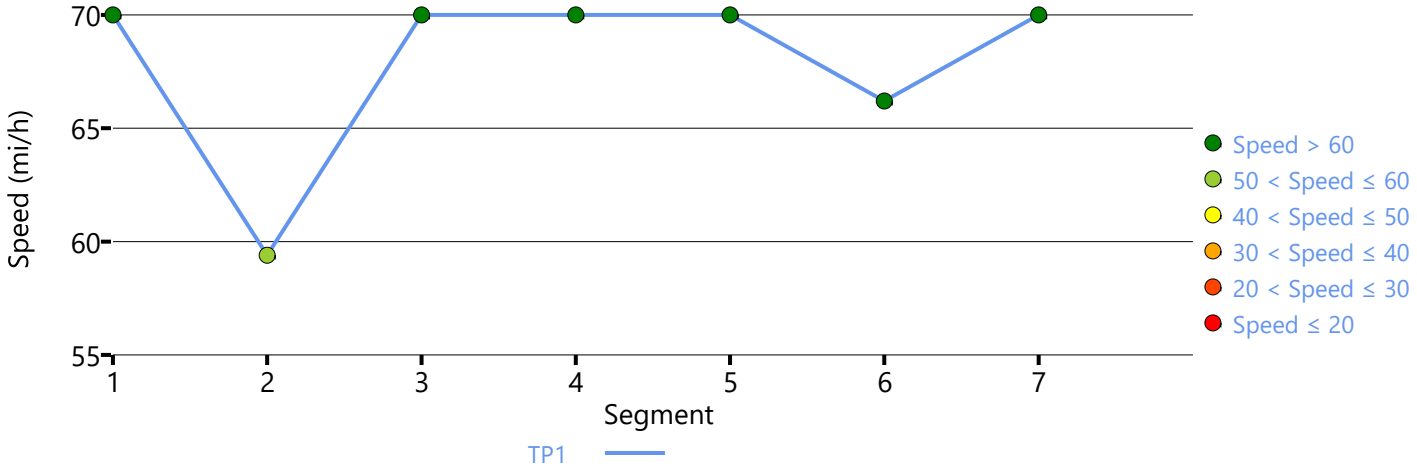
Facility Overall Results

Space Mean Speed, mi/h	68.6	Density, veh/mi/ln	11.3
Average Travel Time, min	2.9	Density, pc/mi/ln	11.8

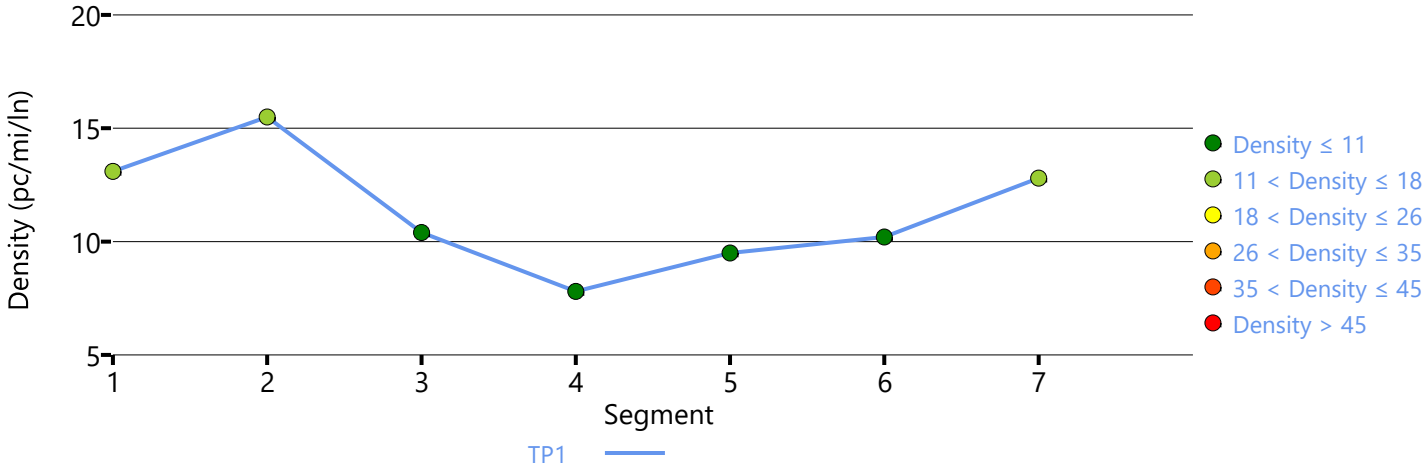
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	RV	Date	1/18/2019
Agency	Urban Crossroads, Inc.	Analysis Year	EAP 2022
Jurisdiction	Caltrans	Time Period Analyzed	Saturday Arrival Peak Hour
Project Description	Desert Wave TIA (JN 11825)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	West of Cook Street	5280	4
2	Diverge	Diverge	EB Off-Ramp	1500	3
3	Basic	Basic	Between	2650	3
4	Merge	Merge	EB On-Ramp	1500	3
5	Basic	Basic	East of Cook Street	5280	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	3424	9600	0.36	70.0	12.2	B

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	0.962	3424	788	7200	2000	0.48	0.39	60.6	56.0	18.8	18.3	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	2636	7200	0.37	70.0	12.6	B

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	0.990	3031	395	7200	2100	0.42	0.19	64.1	62.2	15.8	15.8	B

Segment 5: Basic

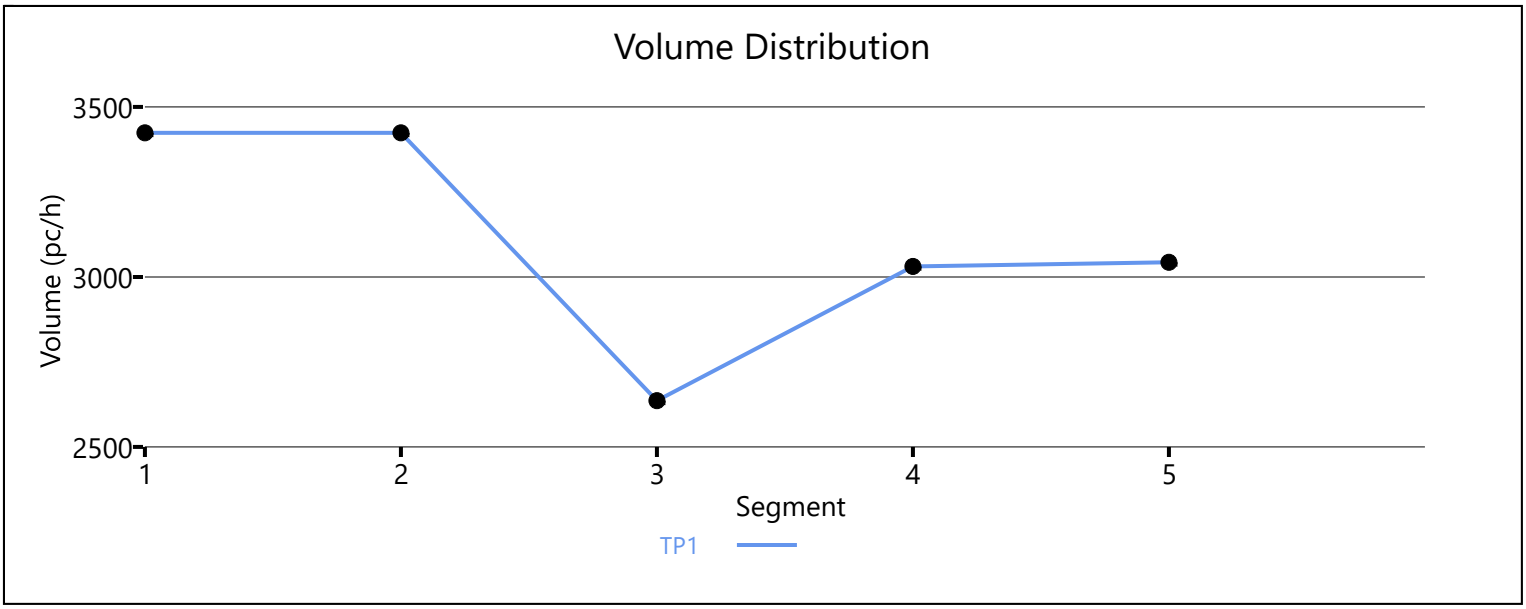
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	3043	7200	0.42	70.0	14.5	B

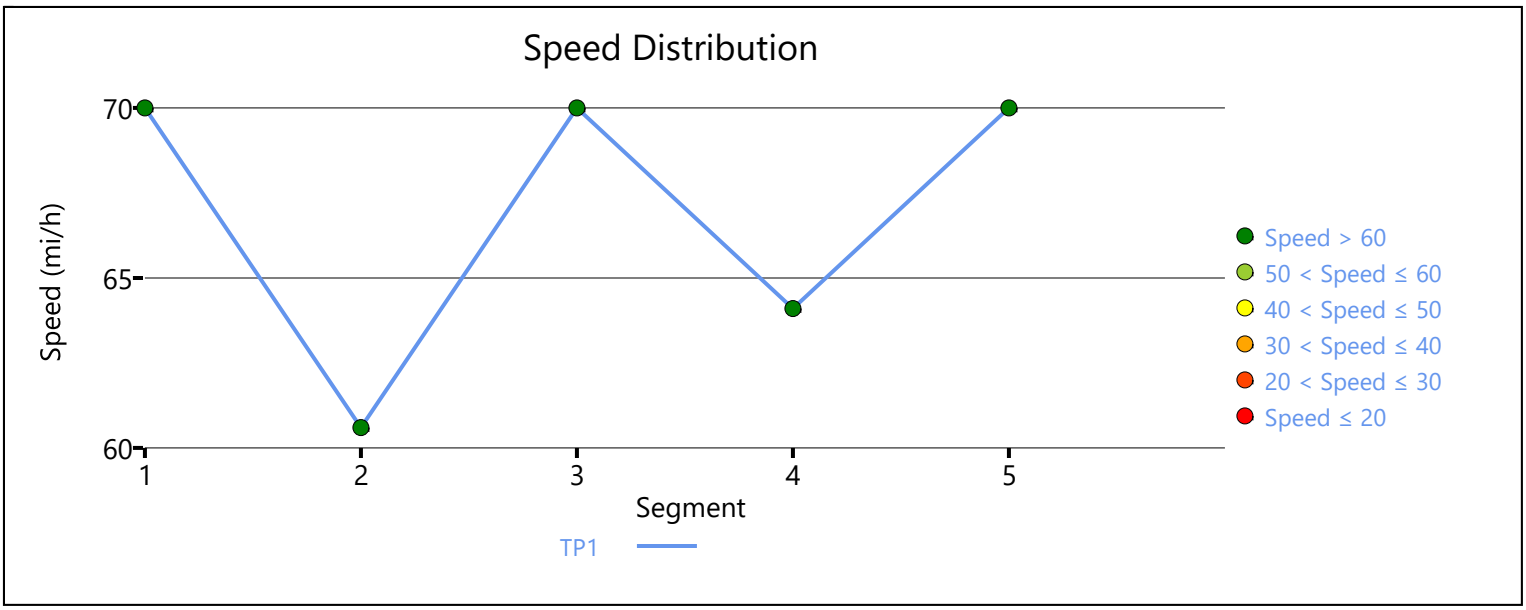
Facility Time Period Results

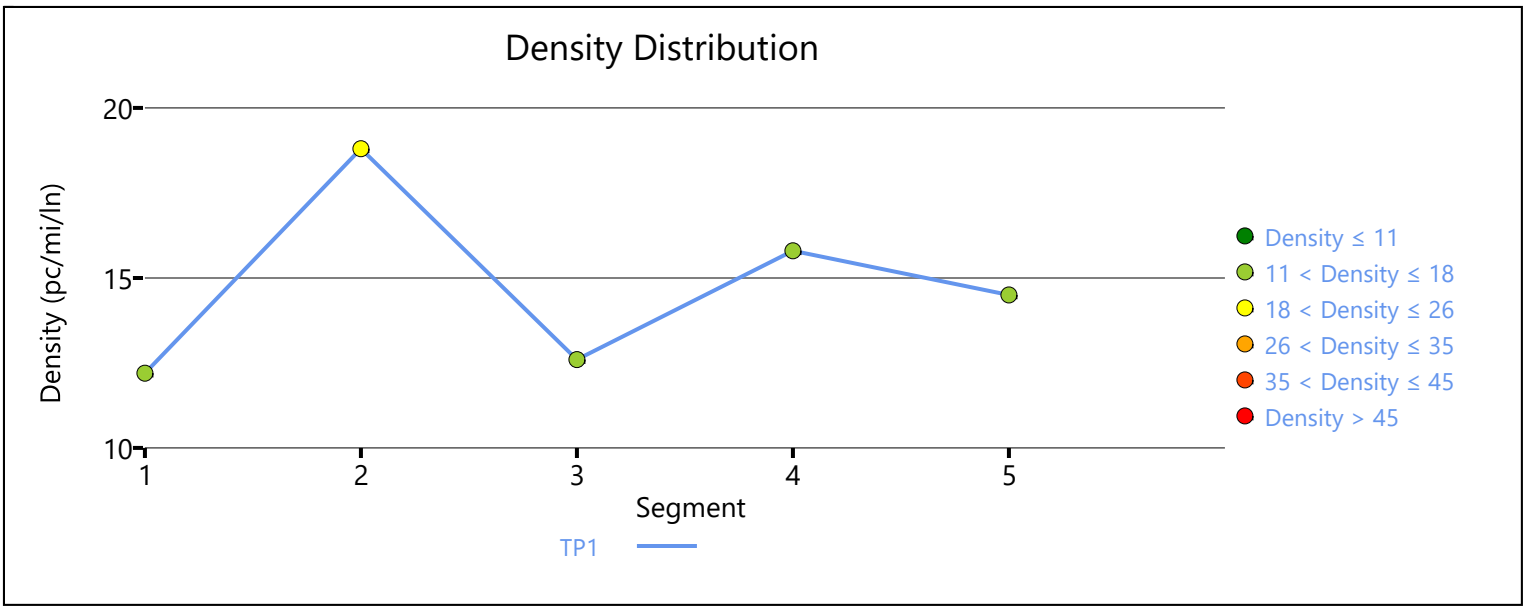
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	68.4	13.8	13.2	2.7	B

Facility Overall Results

Space Mean Speed, mi/h	68.4	Density, veh/mi/ln	13.2
Average Travel Time, min	2.7	Density, pc/mi/ln	13.8







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HCS7 Freeway Facilities Report

Project Information

Analyst	RV	Date	1/18/2019
Agency	Urban Crossroads, Inc.	Analysis Year	EAP 2022
Jurisdiction	Caltrans	Time Period Analyzed	Saturday Departure Peak Hour
Project Description	Desert Wave TIA (JN 11825)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	7
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of Cook Street	5280	3
2	Diverge	Diverge	WB Off-Ramp	1500	3
3	Basic	Basic	Between	1000	3
4	Merge	Basic	WB Loop On-Ramp	1500	4
5	Basic	Basic	Between	1650	4
6	Merge	Merge	WB On-Ramp	1500	4
7	Basic	Basic	West of Cook Street	5280	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	2658	7200	0.37	70.0	12.7	B

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	0.990	2658	452	7200	1900	0.37	0.24	59.6	55.0	14.9	13.7	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	2192	7200	0.30	70.0	10.4	A

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	0.980	2796	604	9600	1900	0.23	0.32	70.0	-	7.8	-	A

Segment 5: Basic

Time	PHF	fHV	Flow Rate	Capacity	d/c	Speed	Density	LOS

Period			(pc/h)		(pc/h)		Ratio		(mi/h)		(pc/mi/ln)		
1	0.92	0.962	2808		9600		0.29		70.0		10.0		A

Segment 6: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	1.000	2830	22	9600	2100	0.29	0.01	66.1	62.7	10.7	9.7	A

Segment 7: Basic

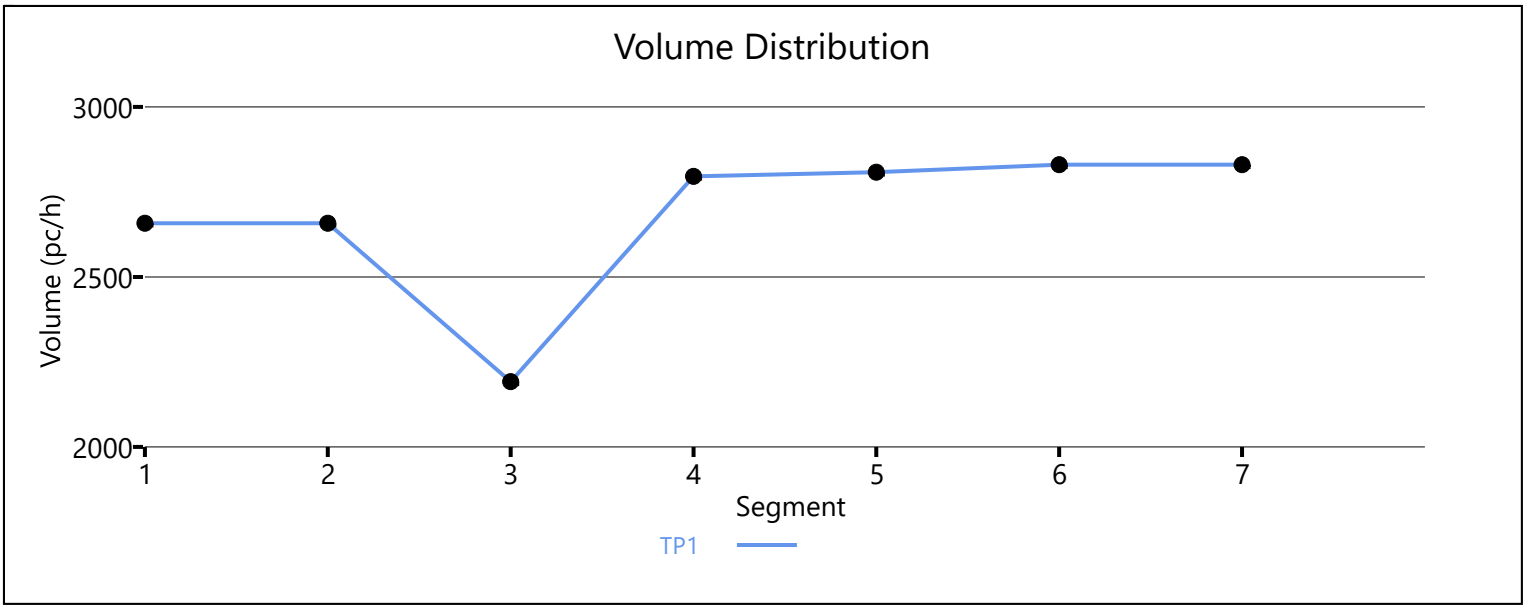
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.962		2830		7200		0.39		70.0		13.5		B

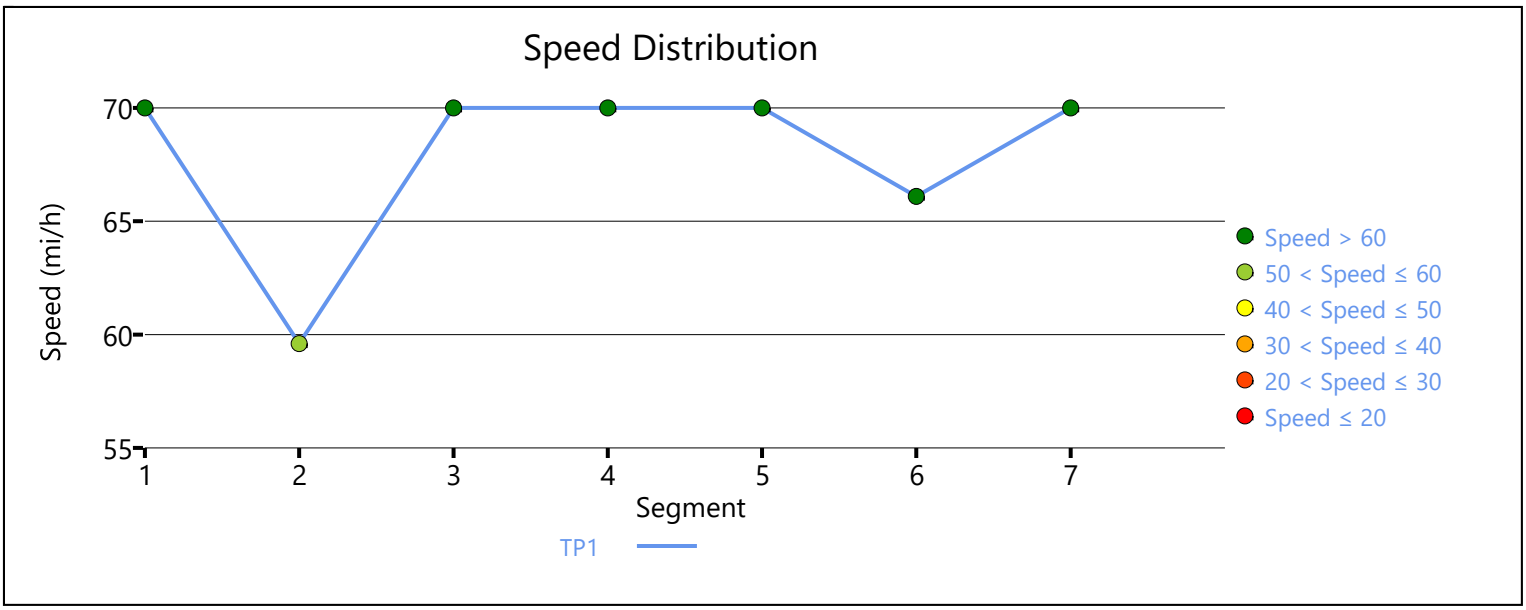
Facility Time Period Results

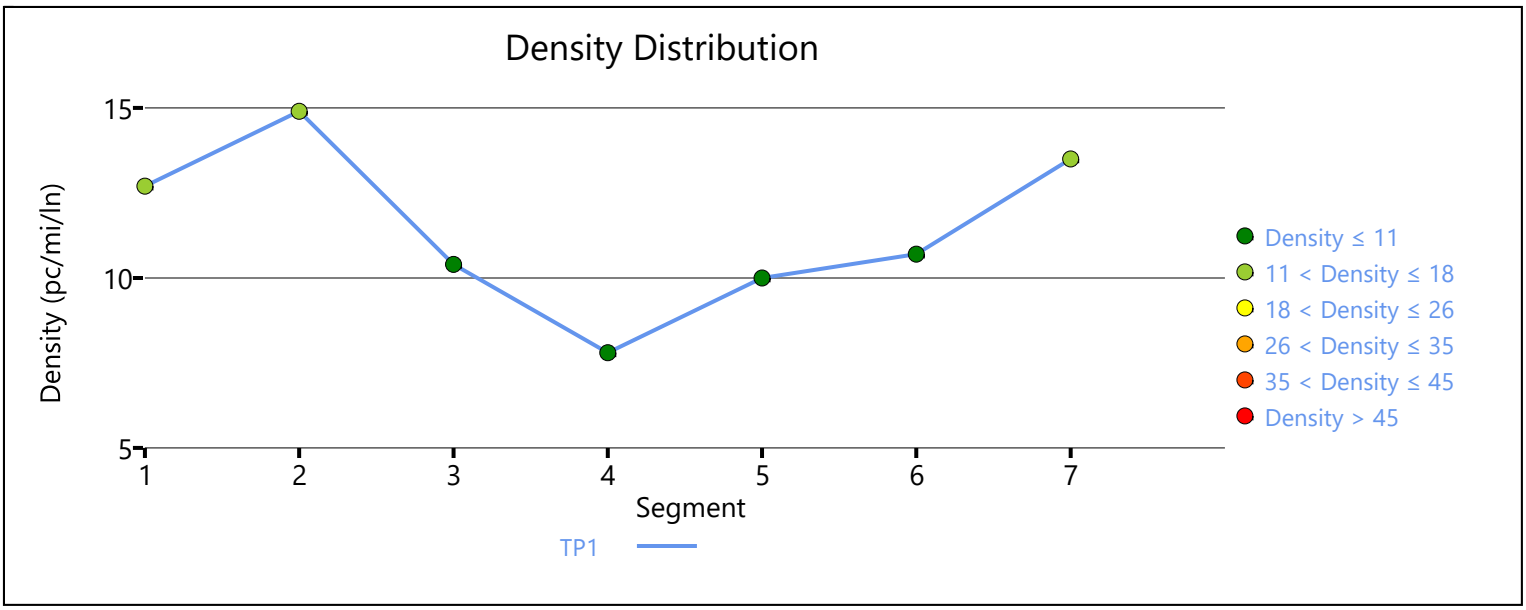
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	68.7	12.0	11.5	2.9	B

Facility Overall Results

Space Mean Speed, mi/h	68.7	Density, veh/mi/ln	11.5
Average Travel Time, min	2.9	Density, pc/mi/ln	12.0







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HCS7 Freeway Facilities Report

Project Information

Analyst	RV	Date	1/18/2019
Agency	Urban Crossroads, Inc.	Analysis Year	EAP 2022
Jurisdiction	Caltrans	Time Period Analyzed	Saturday Departure Peak Hour
Project Description	Desert Wave TIA (JN 11825)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	West of Cook Street	5280	4
2	Diverge	Diverge	EB Off-Ramp	1500	3
3	Basic	Basic	Between	2650	3
4	Merge	Merge	EB On-Ramp	1500	3
5	Basic	Basic	East of Cook Street	5280	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.952	3317	9600	0.35	70.0	11.8	B

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.952	3317	653	7200	2000	0.46	0.33	61.0	56.4	18.1	17.5	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	2636	7200	0.37	70.0	12.6	B

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	1.000	3124	488	7200	2100	0.43	0.23	64.0	62.2	16.3	16.5	B

Segment 5: Basic

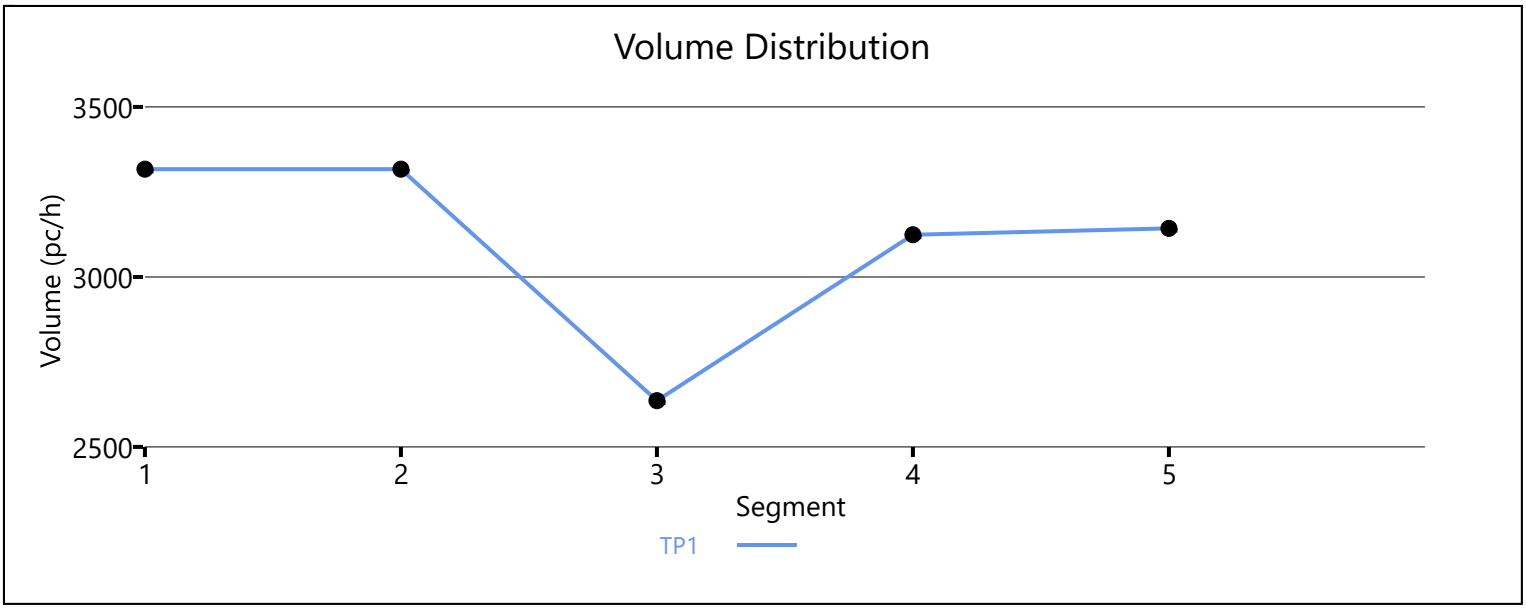
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	3143	7200	0.44	70.0	15.0	B

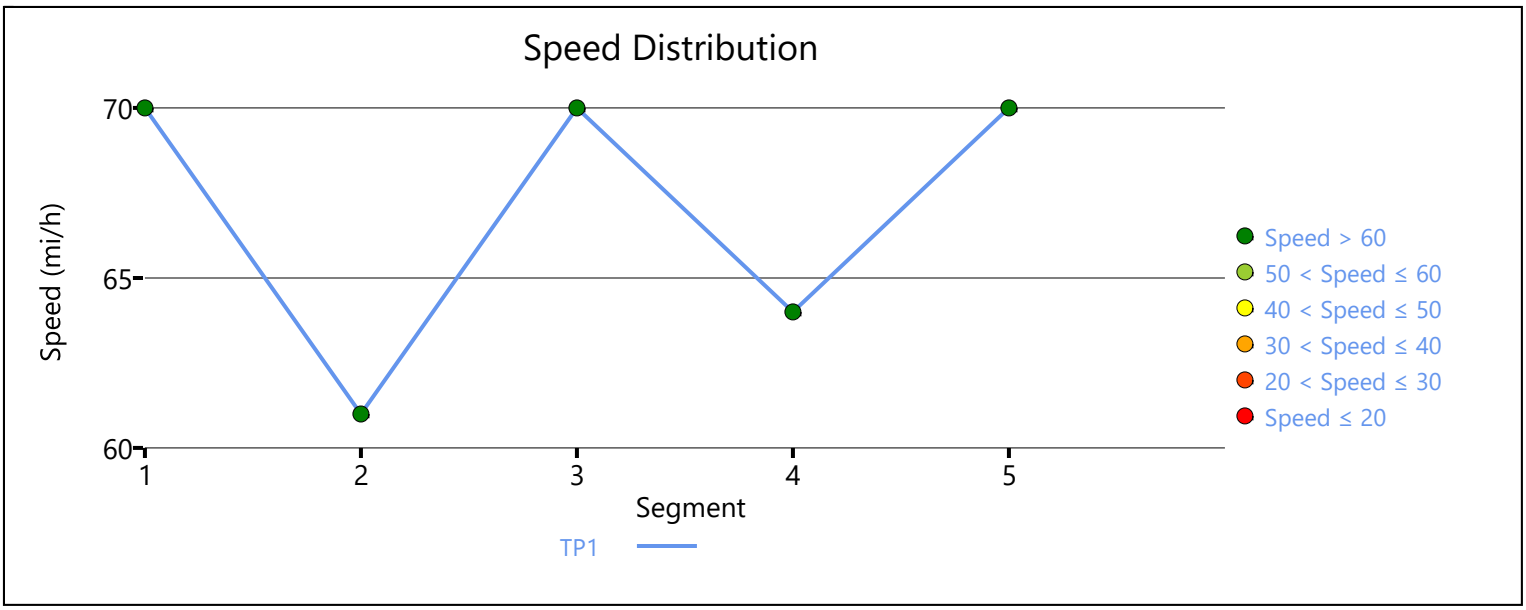
Facility Time Period Results

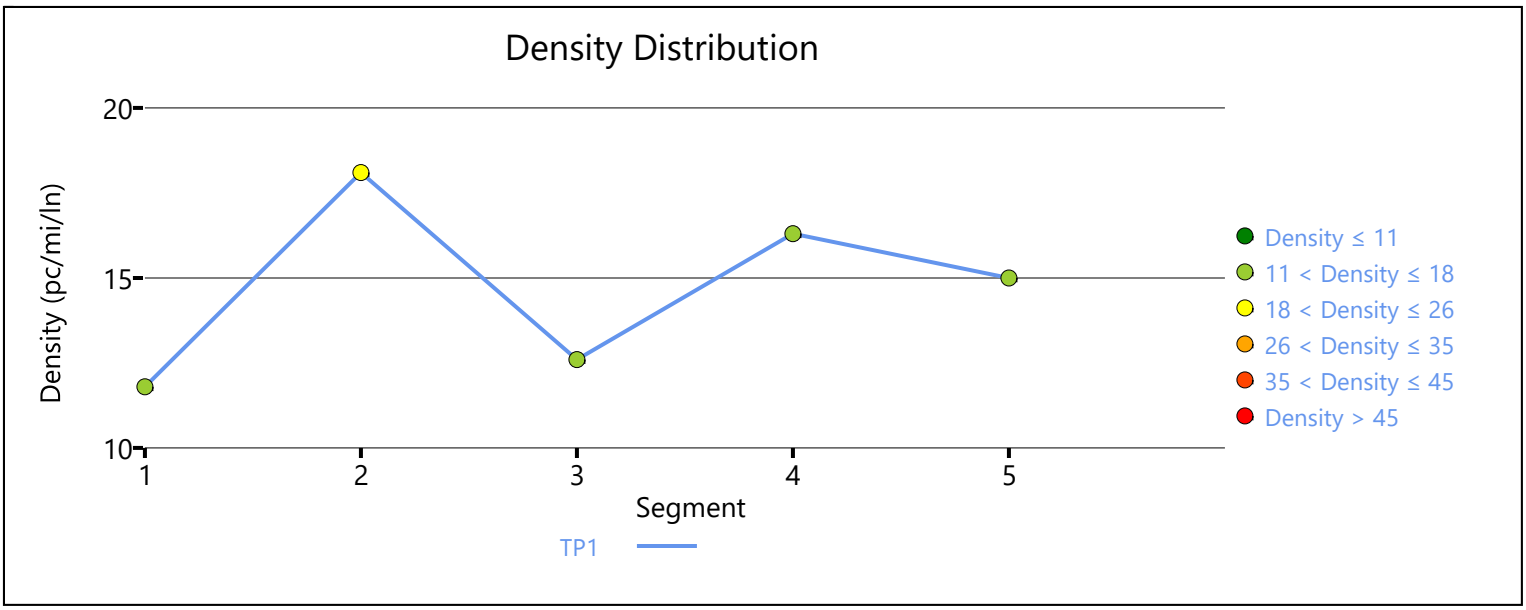
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	68.4	13.8	13.2	2.7	B

Facility Overall Results

Space Mean Speed, mi/h	68.4	Density, veh/mi/ln	13.2
Average Travel Time, min	2.7	Density, pc/mi/ln	13.8







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APPENDIX 7.4:

EAP (2022, SPECIAL EVENT) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS

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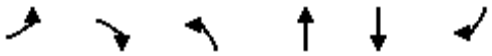
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	118	29	53	654	938	240
Future Volume (vph)	118	29	53	654	938	240
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	10.0
Minimum Split (s)	9.6	9.6	9.6	16.2	28.2	28.2
Total Split (s)	34.0	34.0	20.0	86.0	66.0	66.0
Total Split (%)	28.3%	28.3%	16.7%	71.7%	55.0%	55.0%
Yellow Time (s)	3.6	3.6	3.6	5.2	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	6.2	6.2	6.2
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 8: Cook St. & Market Place Dr.





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	118	29	53	654	938	240
Future Volume (veh/h)	118	29	53	654	938	240
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	126	31	56	696	998	255
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	156	138	72	2923	2643	1179
Arrive On Green	0.09	0.09	0.04	0.82	0.74	0.74
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	126	31	56	696	998	255
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	8.3	2.2	3.7	5.2	12.0	5.9
Cycle Q Clear(g_c), s	8.3	2.2	3.7	5.2	12.0	5.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	156	138	72	2923	2643	1179
V/C Ratio(X)	0.81	0.22	0.77	0.24	0.38	0.22
Avail Cap(c_a), veh/h	436	388	229	2923	2643	1179
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.93	0.93	0.89	0.89
Uniform Delay (d), s/veh	53.8	51.0	57.0	2.3	5.5	4.7
Incr Delay (d2), s/veh	3.8	0.3	6.0	0.2	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	2.0	1.7	0.9	3.3	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	57.6	51.3	63.0	2.5	5.8	5.1
LnGrp LOS	E	D	E	A	A	A
Approach Vol, veh/h	157			752	1253	
Approach Delay, s/veh	56.3			7.0	5.7	
Approach LOS	E			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		104.9		15.1	9.5	95.4
Change Period (Y+Rc), s		6.2		4.6	4.6	6.2
Max Green Setting (Gmax), s		79.8		29.4	15.4	59.8
Max Q Clear Time (g_c+I1), s		7.2		10.3	5.7	14.0
Green Ext Time (p_c), s		4.6		0.2	0.0	8.6

Intersection Summary	
HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

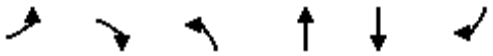
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	245	57	25	771	821	113
Future Volume (vph)	245	57	25	771	821	113
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	10.0
Minimum Split (s)	9.6	9.6	9.6	16.2	28.2	28.2
Total Split (s)	34.0	34.0	20.0	86.0	66.0	66.0
Total Split (%)	28.3%	28.3%	16.7%	71.7%	55.0%	55.0%
Yellow Time (s)	3.6	3.6	3.6	5.2	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	6.2	6.2	6.2
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 8: Cook St. & Market Place Dr.





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	245	57	25	771	821	113
Future Volume (veh/h)	245	57	25	771	821	113
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	261	61	27	820	873	120
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	291	259	44	2653	2429	1083
Arrive On Green	0.16	0.16	0.02	0.75	0.68	0.68
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	261	61	27	820	873	120
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	17.2	4.0	1.8	9.1	12.4	3.1
Cycle Q Clear(g_c), s	17.2	4.0	1.8	9.1	12.4	3.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	291	259	44	2653	2429	1083
V/C Ratio(X)	0.90	0.24	0.61	0.31	0.36	0.11
Avail Cap(c_a), veh/h	436	388	229	2653	2429	1083
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.86	0.86	0.95	0.95
Uniform Delay (d), s/veh	49.2	43.7	57.9	5.0	8.0	6.5
Incr Delay (d2), s/veh	11.2	0.2	4.4	0.3	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	3.7	0.8	2.5	3.9	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	60.4	43.8	62.3	5.3	8.4	6.7
LnGrp LOS	E	D	E	A	A	A
Approach Vol, veh/h	322			847	993	
Approach Delay, s/veh	57.3			7.1	8.2	
Approach LOS	E			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		95.8		24.2	7.6	88.2
Change Period (Y+Rc), s		6.2		4.6	4.6	6.2
Max Green Setting (Gmax), s		79.8		29.4	15.4	59.8
Max Q Clear Time (g_c+I1), s		11.1		19.2	3.8	14.4
Green Ext Time (p_c), s		5.7		0.4	0.0	6.6

Intersection Summary	
HCM 6th Ctrl Delay	15.1
HCM 6th LOS	B

APPENDIX 8.1:

EAPC (2022, TYPICAL OPERATION) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

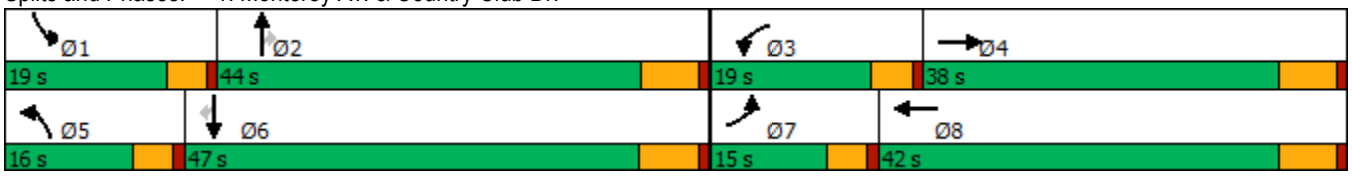
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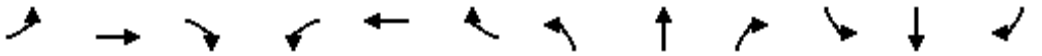
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	194	727	246	289	476	190	229	1290	199	238	1080	115
Future Volume (vph)	194	727	246	289	476	190	229	1290	199	238	1080	115
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2		9.6	39.2		9.6	36.2	36.2	9.6	35.4	35.4
Total Split (s)	15.0	38.0		19.0	42.0		16.0	44.0	44.0	19.0	47.0	47.0
Total Split (%)	12.5%	31.7%		15.8%	35.0%		13.3%	36.7%	36.7%	15.8%	39.2%	39.2%
Yellow Time (s)	3.6	5.2		3.6	5.2		3.6	5.2	5.2	3.6	5.4	5.4
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2		4.6	6.2		4.6	6.2	6.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 108.7
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Monterey Av. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	727	246	289	476	190	229	1290	199	238	1080	115
Future Volume (veh/h)	194	727	246	289	476	190	229	1290	199	238	1080	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	202	757	0	301	496	0	239	1344	118	248	1125	56
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	266	1061		367	1210		304	1970	611	315	1987	616
Arrive On Green	0.08	0.21	0.00	0.11	0.24	0.00	0.09	0.39	0.39	0.09	0.39	0.39
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1584	3456	5106	1584
Grp Volume(v), veh/h	202	757	0	301	496	0	239	1344	118	248	1125	56
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1584	1728	1702	1584
Q Serve(g_s), s	6.0	14.4	0.0	8.9	8.6	0.0	7.1	22.9	5.2	7.3	18.0	2.3
Cycle Q Clear(g_c), s	6.0	14.4	0.0	8.9	8.6	0.0	7.1	22.9	5.2	7.3	18.0	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	266	1061		367	1210		304	1970	611	315	1987	616
V/C Ratio(X)	0.76	0.71		0.82	0.41		0.79	0.68	0.19	0.79	0.57	0.09
Avail Cap(c_a), veh/h	344	1556		477	1752		378	1970	611	477	1987	616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.2	38.4	0.0	45.6	33.6	0.0	46.6	26.7	21.3	46.4	25.0	20.2
Incr Delay (d2), s/veh	4.9	0.9	0.0	6.6	0.2	0.0	6.7	1.9	0.7	2.4	1.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	5.8	0.0	4.0	3.4	0.0	3.2	8.9	1.9	3.1	6.8	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.1	39.4	0.0	52.2	33.9	0.0	53.3	28.6	22.0	48.8	26.1	20.5
LnGrp LOS	D	D		D	C		D	C	C	D	C	C
Approach Vol, veh/h		959	A		797	A		1701			1429	
Approach Delay, s/veh		42.0			40.8			31.6			29.9	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.1	46.6	15.7	27.9	13.8	47.0	12.6	30.9
Change Period (Y+Rc), s	4.6	* 6.4	4.6	6.2	4.6	6.4	4.6	6.2
Max Green Setting (Gmax), s	14.4	* 38	14.4	31.8	11.4	40.6	10.4	35.8
Max Q Clear Time (g_c+I1), s	9.3	24.9	10.9	16.4	9.1	20.0	8.0	10.6
Green Ext Time (p_c), s	0.2	7.1	0.2	4.1	0.1	7.2	0.1	3.0

Intersection Summary	
HCM 6th Ctrl Delay	34.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

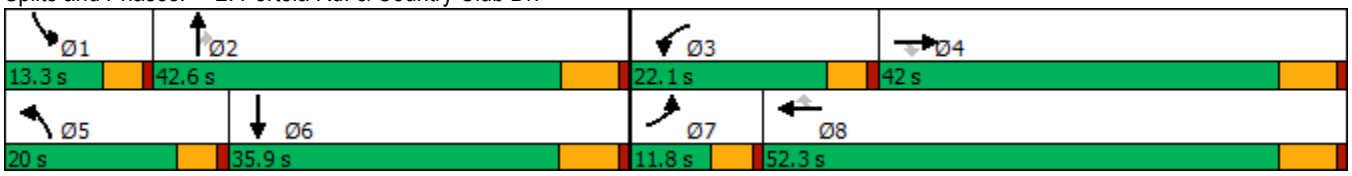
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	68	840	231	204	623	168	213	684	209	83	448
Future Volume (vph)	68	840	231	204	623	168	213	684	209	83	448
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	33.2	33.2	9.6	33.2	33.2	9.6	39.2	39.2	9.6	34.4
Total Split (s)	11.8	42.0	42.0	22.1	52.3	52.3	20.0	42.6	42.6	13.3	35.9
Total Split (%)	9.8%	35.0%	35.0%	18.4%	43.6%	43.6%	16.7%	35.5%	35.5%	11.1%	29.9%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 116.9
Natural Cycle: 105
Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Portola Rd. & Country Club Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	840	231	204	623	168	213	684	209	83	448	54
Future Volume (veh/h)	68	840	231	204	623	168	213	684	209	83	448	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	72	884	154	215	656	99	224	720	137	87	472	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	1004	440	243	1305	574	239	1171	516	110	856	69
Arrive On Green	0.05	0.28	0.28	0.14	0.37	0.37	0.13	0.33	0.33	0.06	0.26	0.26
Sat Flow, veh/h	1781	3554	1559	1781	3554	1564	1781	3554	1565	1781	3332	267
Grp Volume(v), veh/h	72	884	154	215	656	99	224	720	137	87	251	259
Grp Sat Flow(s),veh/h/ln	1781	1777	1559	1781	1777	1564	1781	1777	1565	1781	1777	1822
Q Serve(g_s), s	4.6	27.3	9.0	13.6	16.4	4.9	14.3	19.5	7.4	5.5	14.0	14.1
Cycle Q Clear(g_c), s	4.6	27.3	9.0	13.6	16.4	4.9	14.3	19.5	7.4	5.5	14.0	14.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	92	1004	440	243	1305	574	239	1171	516	110	457	468
V/C Ratio(X)	0.78	0.88	0.35	0.89	0.50	0.17	0.94	0.61	0.27	0.79	0.55	0.55
Avail Cap(c_a), veh/h	112	1109	486	272	1427	628	239	1171	516	135	457	468
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.8	39.3	32.8	48.7	28.2	24.5	49.2	32.3	28.3	53.1	36.9	36.9
Incr Delay (d2), s/veh	20.2	7.9	0.5	24.1	0.3	0.1	40.7	2.4	1.3	18.2	4.7	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	12.3	3.3	7.4	6.6	1.7	8.8	8.3	2.8	2.9	6.3	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.0	47.2	33.3	72.7	28.5	24.7	89.9	34.8	29.5	71.3	41.6	41.6
LnGrp LOS	E	D	C	E	C	C	F	C	C	E	D	D
Approach Vol, veh/h		1110			970			1081			597	
Approach Delay, s/veh		47.0			37.9			45.5			45.9	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	44.2	20.2	38.6	20.0	35.9	10.5	48.3
Change Period (Y+Rc), s	4.6	* 6.4	4.6	6.2	4.6	6.4	4.6	6.2
Max Green Setting (Gmax), s	8.7	* 36	17.5	35.8	15.4	29.5	7.2	46.1
Max Q Clear Time (g_c+I1), s	7.5	21.5	15.6	29.3	16.3	16.1	6.6	18.4
Green Ext Time (p_c), s	0.0	4.2	0.1	3.2	0.0	2.1	0.0	4.5

Intersection Summary	
HCM 6th Ctrl Delay	44.1
HCM 6th LOS	D

Notes

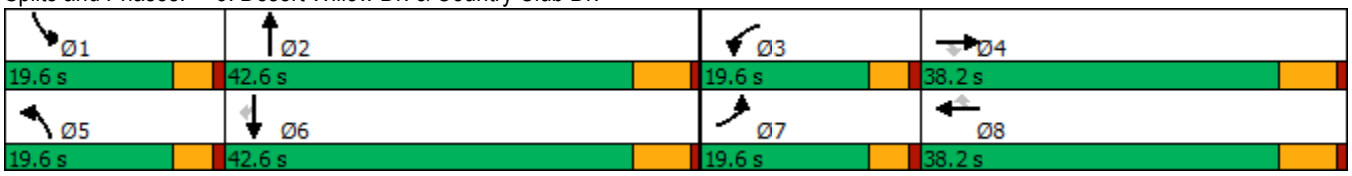
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

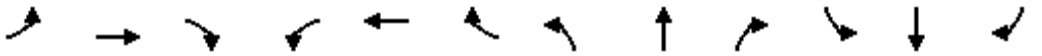
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	151	995	44	84	831	70	62	6	84	2	91
Future Volume (vph)	151	995	44	84	831	70	62	6	84	2	91
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	23.2	23.2	9.6	27.2	27.2	9.6	33.2	9.6	36.2	36.2
Total Split (s)	19.6	38.2	38.2	19.6	38.2	38.2	19.6	42.6	19.6	42.6	42.6
Total Split (%)	16.3%	31.8%	31.8%	16.3%	31.8%	31.8%	16.3%	35.5%	16.3%	35.5%	35.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 82.2
Natural Cycle: 85
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Desert Willow Dr. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	995	44	84	831	70	62	6	139	84	2	91
Future Volume (veh/h)	151	995	44	84	831	70	62	6	139	84	2	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	154	1015	0	86	848	69	63	6	74	86	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	241	1575		111	1550	682	88	17	210	195	282	
Arrive On Green	0.07	0.44	0.00	0.06	0.44	0.44	0.05	0.14	0.14	0.06	0.15	0.00
Sat Flow, veh/h	3456	3554	1585	1781	3554	1564	1781	119	1466	3456	1870	1585
Grp Volume(v), veh/h	154	1015	0	86	848	69	63	0	80	86	2	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1564	1781	0	1585	1728	1870	1585
Q Serve(g_s), s	3.2	16.3	0.0	3.5	13.0	1.9	2.6	0.0	3.3	1.8	0.1	0.0
Cycle Q Clear(g_c), s	3.2	16.3	0.0	3.5	13.0	1.9	2.6	0.0	3.3	1.8	0.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.93	1.00		1.00
Lane Grp Cap(c), veh/h	241	1575		111	1550	682	88	0	228	195	282	
V/C Ratio(X)	0.64	0.64		0.77	0.55	0.10	0.72	0.00	0.35	0.44	0.01	
Avail Cap(c_a), veh/h	706	1575		364	1550	682	364	0	786	706	928	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.2	15.9	0.0	33.9	15.3	12.2	34.4	0.0	28.3	33.5	26.5	0.0
Incr Delay (d2), s/veh	1.1	2.0	0.0	4.3	1.4	0.3	4.1	0.0	0.9	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	5.8	0.0	1.5	4.6	0.6	1.2	0.0	1.3	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	18.0	0.0	38.1	16.7	12.5	38.4	0.0	29.3	34.1	26.5	0.0
LnGrp LOS	C	B		D	B	B	D	A	C	C	C	
Approach Vol, veh/h		1169	A		1003			143			88	A
Approach Delay, s/veh		20.1			18.3			33.3			33.9	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	16.7	9.2	38.7	8.2	17.3	9.7	38.2
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	6.2	4.6	6.2
Max Green Setting (Gmax), s	15.0	36.4	15.0	32.0	15.0	36.4	15.0	32.0
Max Q Clear Time (g_c+I1), s	3.8	5.3	5.5	18.3	4.6	2.1	5.2	15.0
Green Ext Time (p_c), s	0.1	0.5	0.1	5.4	0.0	0.0	0.2	5.1

Intersection Summary	
HCM 6th Ctrl Delay	20.6
HCM 6th LOS	C

Notes

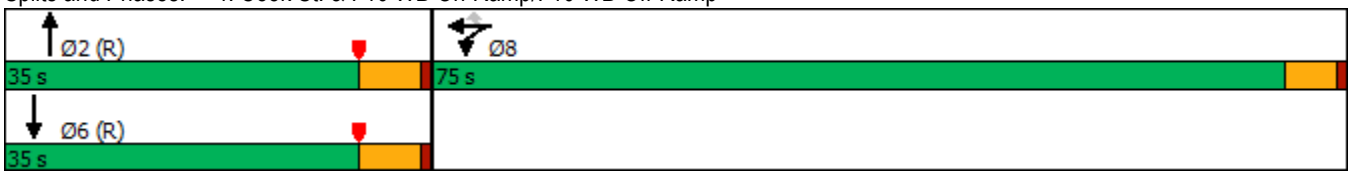
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

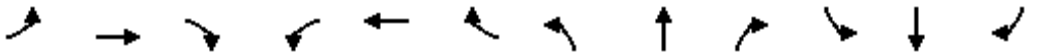
Lane Group	WBT	WBR	NBT	NBR	SBT
Lane Configurations					
Traffic Volume (vph)	1	134	575	734	411
Future Volume (vph)	1	134	575	734	411
Turn Type	NA	Perm	NA	Free	NA
Protected Phases	8		2		6
Permitted Phases		8		Free	
Detector Phase	8	8	2		6
Switch Phase					
Minimum Initial (s)	5.0	5.0	7.0		7.0
Minimum Split (s)	10.3	10.3	13.0		29.0
Total Split (s)	75.0	75.0	35.0		35.0
Total Split (%)	68.2%	68.2%	31.8%		31.8%
Yellow Time (s)	4.3	4.3	5.0		5.0
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	6.0		6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Max		C-Max

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 6 (5%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 4: Cook St. & I-10 WB On-Ramp/I-10 WB Off-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	563	1	134	0	575	734	0	411	128
Future Volume (veh/h)	0	0	0	563	1	134	0	575	734	0	411	128
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	907	1900	0	1796	1826	0	1737	1737
Adj Flow Rate, veh/h				599	1	126	0	612	0	0	437	118
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				0	67	0	0	7	5	0	11	11
Cap, veh/h				547	1	1020	0	900		0	987	258
Arrive On Green				0.63	0.63	0.63	0.00	0.26	0.00	0.00	0.26	0.26
Sat Flow, veh/h				862	1	1610	0	3503	1547	0	3901	978
Grp Volume(v), veh/h				600	0	126	0	612	0	0	367	188
Grp Sat Flow(s),veh/h/ln				864	0	1610	0	1706	1547	0	1581	1561
Q Serve(g_s), s				69.7	0.0	3.4	0.0	17.7	0.0	0.0	10.6	11.1
Cycle Q Clear(g_c), s				69.7	0.0	3.4	0.0	17.7	0.0	0.0	10.6	11.1
Prop In Lane				1.00		1.00	0.00		1.00	0.00		0.63
Lane Grp Cap(c), veh/h				547	0	1020	0	900		0	833	412
V/C Ratio(X)				1.10	0.00	0.12	0.00	0.68		0.00	0.44	0.46
Avail Cap(c_a), veh/h				547	0	1020	0	900		0	833	412
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				20.2	0.0	8.0	0.0	36.3	0.0	0.0	33.7	33.9
Incr Delay (d2), s/veh				67.3	0.0	0.1	0.0	4.1	0.0	0.0	1.7	3.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				21.7	0.0	1.1	0.0	7.4	0.0	0.0	4.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				87.5	0.0	8.1	0.0	40.5	0.0	0.0	35.4	37.6
LnGrp LOS				F	A	A	A	D		A	D	D
Approach Vol, veh/h					726			612	A		555	
Approach Delay, s/veh					73.7			40.5			36.1	
Approach LOS					E			D			D	

Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	35.0		35.0		75.0			
Change Period (Y+Rc), s	6.0		6.0		5.3			
Max Green Setting (Gmax), s	29.0		29.0		69.7			
Max Q Clear Time (g_c+I1), s	19.7		13.1		71.7			
Green Ext Time (p_c), s	1.6		1.7		0.0			

Intersection Summary		
HCM 6th Ctrl Delay	51.9	
HCM 6th LOS	D	

Notes

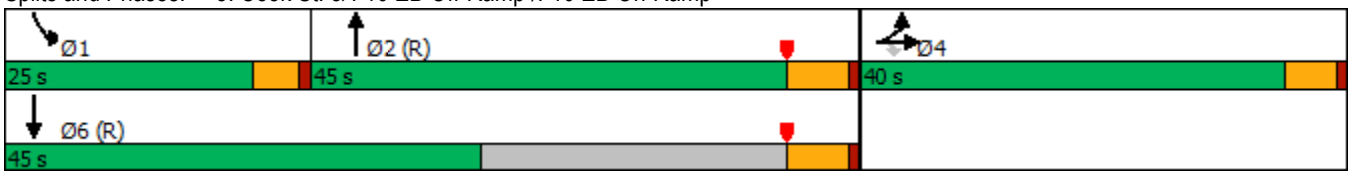
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

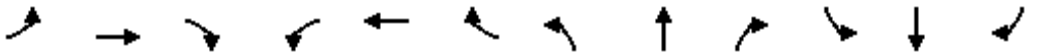
Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	134	2	531	1175	120	852
Future Volume (vph)	134	2	531	1175	120	852
Turn Type	Split	NA	Perm	NA	Prot	NA
Protected Phases	4	4		2	1	6
Permitted Phases			4			
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	7.0	5.0	8.0
Minimum Split (s)	10.3	10.3	10.3	13.0	9.7	37.0
Total Split (s)	40.0	40.0	40.0	45.0	25.0	45.0
Total Split (%)	36.4%	36.4%	36.4%	40.9%	22.7%	40.9%
Yellow Time (s)	4.3	4.3	4.3	5.0	3.7	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	6.0	4.7	6.0
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 5: Cook St. & I-10 EB Off-Ramp /I-10 EB On-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	2	531	0	0	0	0	1175	835	120	852	0
Future Volume (veh/h)	134	2	531	0	0	0	0	1175	835	120	852	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1781	1900	1752				0	1811	1811	1426	1811	0
Adj Flow Rate, veh/h	141	0	267				0	1237	828	126	897	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	8	0	10				0	6	6	32	6	0
Cap, veh/h	195	0	342				0	2082	969	146	3868	0
Arrive On Green	0.12	0.00	0.12				0.00	0.63	0.63	0.11	0.78	0.00
Sat Flow, veh/h	1697	0	2969				0	3459	1535	1358	5107	0
Grp Volume(v), veh/h	141	0	267				0	1237	828	126	897	0
Grp Sat Flow(s),veh/h/ln	1697	0	1485				0	1648	1535	1358	1648	0
Q Serve(g_s), s	8.8	0.0	9.6				0.0	24.3	47.5	10.0	5.3	0.0
Cycle Q Clear(g_c), s	8.8	0.0	9.6				0.0	24.3	47.5	10.0	5.3	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	195	0	342				0	2082	969	146	3868	0
V/C Ratio(X)	0.72	0.00	0.78				0.00	0.59	0.85	0.86	0.23	0.00
Avail Cap(c_a), veh/h	535	0	937				0	2082	969	251	3868	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.60	0.60	1.00	1.00	0.00
Uniform Delay (d), s/veh	47.0	0.0	47.3				0.0	11.9	16.2	48.3	3.2	0.0
Incr Delay (d2), s/veh	3.7	0.0	2.9				0.0	0.8	6.0	5.9	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	3.6				0.0	7.4	14.7	3.5	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.7	0.0	50.3				0.0	12.7	22.2	54.2	3.3	0.0
LnGrp LOS	D	A	D				A	B	C	D	A	A
Approach Vol, veh/h		408						2065			1023	
Approach Delay, s/veh		50.4						16.5			9.6	
Approach LOS		D						B			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	16.6	75.5		18.0		92.0
Change Period (Y+Rc), s	* 4.7	6.0		5.3		6.0
Max Green Setting (Gmax), s	* 20	39.0		34.7		39.0
Max Q Clear Time (g_c+I1), s	12.0	49.5		11.6		7.3
Green Ext Time (p_c), s	0.1	0.0		1.0		3.7

Intersection Summary		
HCM 6th Ctrl Delay		18.4
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

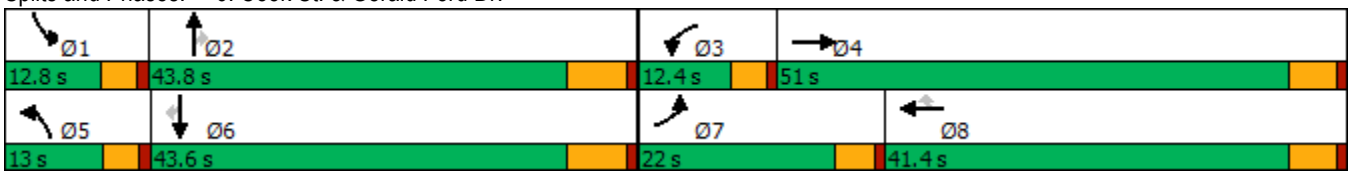
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

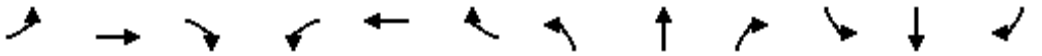
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	544	293	137	65	219	176	225	1234	41	207	897	237
Future Volume (vph)	544	293	137	65	219	176	225	1234	41	207	897	237
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			8			2			6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.5	41.4		9.2	41.4	41.4	9.2	42.5	42.5	9.2	42.5	42.5
Total Split (s)	22.0	51.0		12.4	41.4	41.4	13.0	43.8	43.8	12.8	43.6	43.6
Total Split (%)	18.3%	42.5%		10.3%	34.5%	34.5%	10.8%	36.5%	36.5%	10.7%	36.3%	36.3%
Yellow Time (s)	3.5	4.4		3.2	4.4	4.4	3.2	5.5	5.5	3.2	5.5	5.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.4		4.2	5.4	5.4	4.2	6.5	6.5	4.2	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 100.1
Natural Cycle: 115
Control Type: Actuated-Uncoordinated

Splits and Phases: 6: Cook St. & Gerald Ford Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	544	293	137	65	219	176	225	1234	41	207	897	237
Future Volume (veh/h)	544	293	137	65	219	176	225	1234	41	207	897	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	573	308	0	68	231	93	237	1299	30	218	944	171
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	637	890		154	382	168	306	2062	640	288	2034	629
Arrive On Green	0.18	0.25	0.00	0.04	0.11	0.11	0.09	0.40	0.40	0.08	0.40	0.40
Sat Flow, veh/h	3456	3554	1585	3456	3554	1563	3456	5106	1585	3456	5106	1578
Grp Volume(v), veh/h	573	308	0	68	231	93	237	1299	30	218	944	171
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1563	1728	1702	1585	1728	1702	1578
Q Serve(g_s), s	15.1	6.6	0.0	1.8	5.8	5.3	6.2	18.9	1.1	5.7	12.7	6.8
Cycle Q Clear(g_c), s	15.1	6.6	0.0	1.8	5.8	5.3	6.2	18.9	1.1	5.7	12.7	6.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	637	890		154	382	168	306	2062	640	288	2034	629
V/C Ratio(X)	0.90	0.35		0.44	0.61	0.55	0.77	0.63	0.05	0.76	0.46	0.27
Avail Cap(c_a), veh/h	649	1740		304	1374	604	327	2062	640	319	2034	629
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.1	28.6	0.0	43.4	39.7	39.4	41.5	22.2	16.9	41.8	20.7	18.9
Incr Delay (d2), s/veh	14.9	0.2	0.0	0.7	1.5	2.8	9.1	1.5	0.1	7.6	0.8	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	2.7	0.0	0.8	2.5	2.1	2.9	6.9	0.4	2.6	4.6	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.0	28.9	0.0	44.1	41.2	42.3	50.6	23.7	17.0	49.4	21.4	20.0
LnGrp LOS	D	C		D	D	D	D	C	B	D	C	B
Approach Vol, veh/h		881	A		392			1566			1333	
Approach Delay, s/veh		43.9			42.0			27.6			25.8	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	44.1	8.3	28.7	12.5	43.6	21.7	15.4
Change Period (Y+Rc), s	* 4.2	6.5	* 4.2	5.4	* 4.2	6.5	4.5	5.4
Max Green Setting (Gmax), s	* 8.6	37.3	* 8.2	45.6	* 8.8	37.1	17.5	36.0
Max Q Clear Time (g_c+I1), s	7.7	20.9	3.8	8.6	8.2	14.7	17.1	7.8
Green Ext Time (p_c), s	0.0	7.5	0.0	2.0	0.0	6.5	0.1	1.7

Intersection Summary	
HCM 6th Ctrl Delay	31.8
HCM 6th LOS	C

Notes

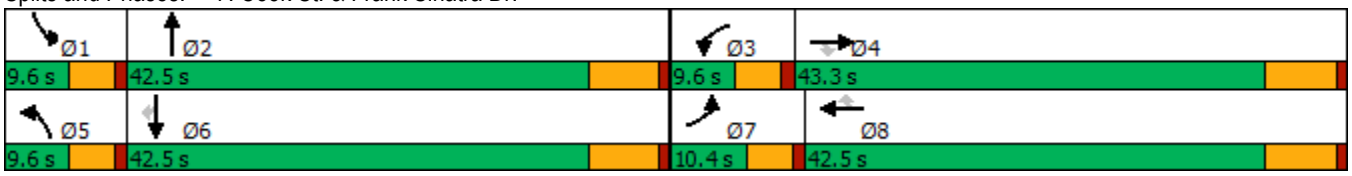
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

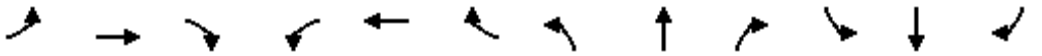
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	315	294	167	47	206	73	114	1106	67	980	233
Future Volume (vph)	315	294	167	47	206	73	114	1106	67	980	233
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.5	37.5	9.6	42.5	42.5	9.6	42.5	9.6	37.5	37.5
Total Split (s)	10.4	43.3	43.3	9.6	42.5	42.5	9.6	42.5	9.6	42.5	42.5
Total Split (%)	9.9%	41.2%	41.2%	9.1%	40.5%	40.5%	9.1%	40.5%	9.1%	40.5%	40.5%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	5.5	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	6.5	4.6	6.5	4.6	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	Max	Max

Intersection Summary
Cycle Length: 105
Actuated Cycle Length: 85
Natural Cycle: 115
Control Type: Actuated-Uncoordinated

Splits and Phases: 7: Cook St. & Frank Sinatra Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	315	294	167	47	206	73	114	1106	76	67	980	233
Future Volume (veh/h)	315	294	167	47	206	73	114	1106	76	67	980	233
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	325	303	90	48	212	47	118	1140	62	69	1010	174
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	253	588	262	142	475	208	202	1589	86	170	2321	719
Arrive On Green	0.07	0.17	0.17	0.04	0.13	0.13	0.06	0.46	0.46	0.05	0.45	0.45
Sat Flow, veh/h	3456	3554	1579	3456	3554	1558	3456	3427	186	3456	5106	1583
Grp Volume(v), veh/h	325	303	90	48	212	47	118	591	611	69	1010	174
Grp Sat Flow(s),veh/h/ln	1728	1777	1579	1728	1777	1558	1728	1777	1837	1728	1702	1583
Q Serve(g_s), s	5.8	6.2	4.0	1.1	4.4	2.1	2.6	21.2	21.2	1.5	10.7	5.3
Cycle Q Clear(g_c), s	5.8	6.2	4.0	1.1	4.4	2.1	2.6	21.2	21.2	1.5	10.7	5.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	253	588	262	142	475	208	202	824	852	170	2321	719
V/C Ratio(X)	1.28	0.51	0.34	0.34	0.45	0.23	0.58	0.72	0.72	0.41	0.44	0.24
Avail Cap(c_a), veh/h	253	1651	734	218	1615	708	218	824	852	218	2321	719
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.7	30.1	29.2	36.9	31.6	30.7	36.4	17.1	17.1	36.5	14.7	13.2
Incr Delay (d2), s/veh	154.5	0.7	0.8	0.5	0.7	0.5	1.9	5.3	5.2	0.6	0.6	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	2.4	1.4	0.4	1.7	0.8	1.1	8.1	8.4	0.6	3.5	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	191.2	30.8	30.0	37.4	32.3	31.2	38.3	22.4	22.2	37.1	15.3	14.0
LnGrp LOS	F	C	C	D	C	C	D	C	C	D	B	B
Approach Vol, veh/h		718			307			1320			1253	
Approach Delay, s/veh		103.3			32.9			23.7			16.3	
Approach LOS		F			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	43.2	7.9	19.6	9.2	42.5	10.4	17.1
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5
Max Green Setting (Gmax), s	5.0	36.0	5.0	36.8	5.0	36.0	5.8	36.0
Max Q Clear Time (g_c+I1), s	3.5	23.2	3.1	8.2	4.6	12.7	7.8	6.4
Green Ext Time (p_c), s	0.0	5.6	0.0	2.0	0.0	7.1	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	37.8
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	15.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	101	53	27	1167	1072	76
Future Vol, veh/h	101	53	27	1167	1072	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	90	0	120	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	104	55	28	1203	1105	78

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1763	553	1183	0	-	0
Stage 1	1105	-	-	-	-	-
Stage 2	658	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 75	477	586	-	-	-
Stage 1	279	-	-	-	-	-
Stage 2	477	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 71	477	586	-	-	-
Mov Cap-2 Maneuver	~ 71	-	-	-	-	-
Stage 1	266	-	-	-	-	-
Stage 2	477	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	248.4	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	586	-	71	477	-	-
HCM Lane V/C Ratio	0.048	-	1.467	0.115	-	-
HCM Control Delay (s)	11.4	-	$ 371.6	13.5	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	8.7	0.4	-	-

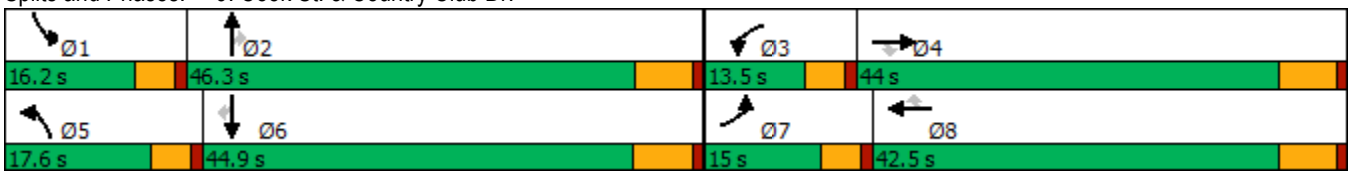
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

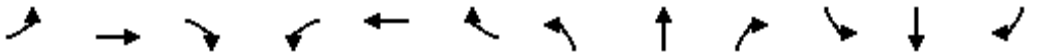
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	172	760	242	170	551	150	358	969	203	264	890	153
Future Volume (vph)	172	760	242	170	551	150	358	969	203	264	890	153
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.2	37.2	9.6	42.2	42.2	9.6	39.2	39.2	9.6	40.4	40.4
Total Split (s)	15.0	44.0	44.0	13.5	42.5	42.5	17.6	46.3	46.3	16.2	44.9	44.9
Total Split (%)	12.5%	36.7%	36.7%	11.3%	35.4%	35.4%	14.7%	38.6%	38.6%	13.5%	37.4%	37.4%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.4	5.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 114
Natural Cycle: 105
Control Type: Actuated-Uncoordinated

Splits and Phases: 9: Cook St. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	760	242	170	551	150	358	969	203	264	890	153
Future Volume (veh/h)	172	760	242	170	551	150	358	969	203	264	890	153
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	181	800	171	179	580	98	377	1020	158	278	937	94
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	241	961	421	238	957	420	405	1303	574	337	1233	549
Arrive On Green	0.07	0.27	0.27	0.07	0.27	0.27	0.12	0.37	0.37	0.10	0.35	0.35
Sat Flow, veh/h	3456	3554	1556	3456	3554	1558	3456	3554	1564	3456	3554	1581
Grp Volume(v), veh/h	181	800	171	179	580	98	377	1020	158	278	937	94
Grp Sat Flow(s),veh/h/ln	1728	1777	1556	1728	1777	1558	1728	1777	1564	1728	1777	1581
Q Serve(g_s), s	5.7	23.5	10.0	5.6	15.8	5.4	12.0	28.3	7.9	8.8	25.9	4.6
Cycle Q Clear(g_c), s	5.7	23.5	10.0	5.6	15.8	5.4	12.0	28.3	7.9	8.8	25.9	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	241	961	421	238	957	420	405	1303	574	337	1233	549
V/C Ratio(X)	0.75	0.83	0.41	0.75	0.61	0.23	0.93	0.78	0.28	0.83	0.76	0.17
Avail Cap(c_a), veh/h	324	1211	530	277	1163	510	405	1303	574	361	1233	549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.6	38.1	33.2	50.7	35.4	31.6	48.5	31.2	24.7	49.1	32.1	25.1
Incr Delay (d2), s/veh	4.1	4.1	0.6	7.4	0.6	0.3	27.7	4.7	1.2	12.6	4.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	10.2	3.7	2.6	6.6	2.0	6.5	12.1	2.9	4.2	11.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.7	42.3	33.8	58.2	36.0	31.9	76.2	35.9	25.9	61.7	36.6	25.8
LnGrp LOS	D	D	C	E	D	C	E	D	C	E	D	C
Approach Vol, veh/h		1152			857			1555			1309	
Approach Delay, s/veh		43.0			40.2			44.7			41.1	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.4	47.1	12.2	36.2	17.6	44.9	12.4	36.1
Change Period (Y+Rc), s	4.6	* 6.4	4.6	6.2	4.6	6.4	4.6	6.2
Max Green Setting (Gmax), s	11.6	* 40	8.9	37.8	13.0	38.5	10.4	36.3
Max Q Clear Time (g_c+I1), s	10.8	30.3	7.6	25.5	14.0	27.9	7.7	17.8
Green Ext Time (p_c), s	0.0	4.8	0.0	4.4	0.0	4.4	0.1	3.5

Intersection Summary	
HCM 6th Ctrl Delay	42.5
HCM 6th LOS	D

Notes

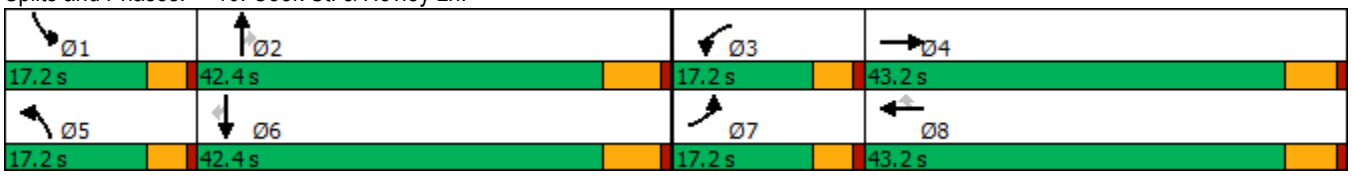
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

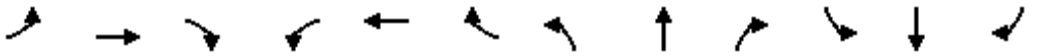
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	229	440	201	353	162	146	1048	293	165	907	198
Future Volume (vph)	229	440	201	353	162	146	1048	293	165	907	198
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	31.8	9.6	36.8	36.8	9.6	39.2	39.2	9.6	37.2	37.2
Total Split (s)	17.2	43.2	17.2	43.2	43.2	17.2	42.4	42.4	17.2	42.4	42.4
Total Split (%)	14.3%	36.0%	14.3%	36.0%	36.0%	14.3%	35.3%	35.3%	14.3%	35.3%	35.3%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	6.2	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 102.2
Natural Cycle: 100
Control Type: Actuated-Uncoordinated

Splits and Phases: 10: Cook St. & Hovley Ln.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	229	440	136	201	353	162	146	1048	293	165	907	198
Future Volume (veh/h)	229	440	136	201	353	162	146	1048	293	165	907	198
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	252	484	134	221	388	138	160	1152	236	181	997	149
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	326	620	170	295	771	339	232	1379	606	254	1402	617
Arrive On Green	0.09	0.23	0.23	0.09	0.22	0.22	0.07	0.39	0.39	0.07	0.39	0.39
Sat Flow, veh/h	3456	2744	754	3456	3554	1562	3456	3554	1562	3456	3554	1564
Grp Volume(v), veh/h	252	312	306	221	388	138	160	1152	236	181	997	149
Grp Sat Flow(s),veh/h/ln	1728	1777	1722	1728	1777	1562	1728	1777	1562	1728	1777	1564
Q Serve(g_s), s	6.6	15.4	15.6	5.8	9.0	7.1	4.2	27.4	10.2	4.8	22.0	5.9
Cycle Q Clear(g_c), s	6.6	15.4	15.6	5.8	9.0	7.1	4.2	27.4	10.2	4.8	22.0	5.9
Prop In Lane	1.00		0.44	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	326	401	389	295	771	339	232	1379	606	254	1402	617
V/C Ratio(X)	0.77	0.78	0.79	0.75	0.50	0.41	0.69	0.84	0.39	0.71	0.71	0.24
Avail Cap(c_a), veh/h	467	712	690	467	1425	626	467	1379	606	467	1402	617
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.3	33.9	34.0	41.7	32.1	31.4	42.6	25.8	20.6	42.3	23.8	18.9
Incr Delay (d2), s/veh	2.8	3.3	3.6	1.4	0.5	0.8	1.4	6.1	1.9	1.4	3.1	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	6.6	6.5	2.4	3.7	2.6	1.8	11.5	3.7	2.0	8.9	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.1	37.2	37.5	43.1	32.6	32.2	44.0	32.0	22.5	43.7	26.9	19.8
LnGrp LOS	D	D	D	D	C	C	D	C	C	D	C	B
Approach Vol, veh/h		870			747			1548			1327	
Approach Delay, s/veh		39.3			35.6			31.8			28.4	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	42.4	12.6	26.9	10.9	43.0	13.4	26.0
Change Period (Y+Rc), s	4.6	6.2	4.6	5.8	4.6	6.2	4.6	5.8
Max Green Setting (Gmax), s	12.6	36.2	12.6	37.4	12.6	36.2	12.6	37.4
Max Q Clear Time (g_c+I1), s	6.8	29.4	7.8	17.6	6.2	24.0	8.6	11.0
Green Ext Time (p_c), s	0.1	4.2	0.2	3.3	0.1	5.3	0.2	2.8

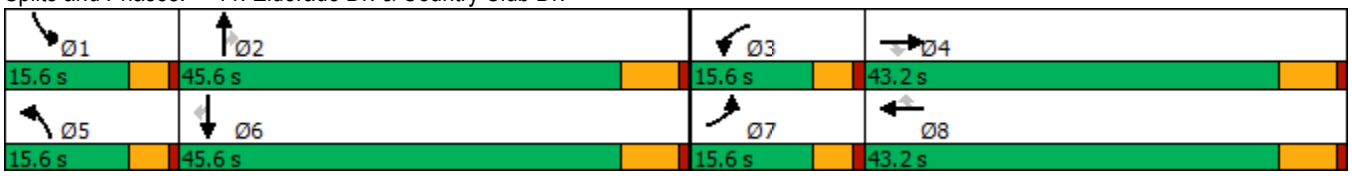
Intersection Summary	
HCM 6th Ctrl Delay	32.9
HCM 6th LOS	C

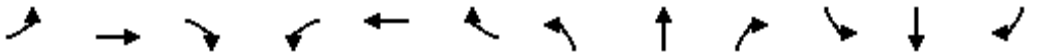
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	1048	83	64	667	66	67	114	92	67	103	39
Future Volume (vph)	45	1048	83	64	667	66	67	114	92	67	103	39
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.2	37.2	9.6	37.2	37.2	9.6	36.2	36.2	9.6	35.2	35.2
Total Split (s)	15.6	43.2	43.2	15.6	43.2	43.2	15.6	45.6	45.6	15.6	45.6	45.6
Total Split (%)	13.0%	36.0%	36.0%	13.0%	36.0%	36.0%	13.0%	38.0%	38.0%	13.0%	38.0%	38.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 85
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 11: Eldorado Dr. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	1048	83	64	667	66	67	114	92	67	103	39
Future Volume (veh/h)	45	1048	83	64	667	66	67	114	92	67	103	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	1092	60	67	695	48	70	119	38	70	107	29
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	74	1724	769	89	1754	772	90	466	205	90	466	208
Arrive On Green	0.04	0.49	0.49	0.05	0.49	0.49	0.05	0.13	0.13	0.05	0.13	0.13
Sat Flow, veh/h	1781	3554	1585	1781	3554	1564	1781	3554	1563	1781	3554	1585
Grp Volume(v), veh/h	47	1092	60	67	695	48	70	119	38	70	107	29
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1564	1781	1777	1563	1781	1777	1585
Q Serve(g_s), s	2.0	17.4	1.5	2.8	9.4	1.2	3.0	2.3	1.7	3.0	2.1	1.2
Cycle Q Clear(g_c), s	2.0	17.4	1.5	2.8	9.4	1.2	3.0	2.3	1.7	3.0	2.1	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	74	1724	769	89	1754	772	90	466	205	90	466	208
V/C Ratio(X)	0.64	0.63	0.08	0.76	0.40	0.06	0.78	0.26	0.19	0.78	0.23	0.14
Avail Cap(c_a), veh/h	257	1724	769	257	1754	772	257	1836	808	257	1836	819
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	14.6	10.5	35.8	12.2	10.1	35.8	29.8	29.5	35.8	29.7	29.3
Incr Delay (d2), s/veh	3.4	1.8	0.2	4.9	0.7	0.2	5.2	0.3	0.4	5.2	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	6.0	0.5	1.3	3.2	0.4	1.3	0.9	0.6	1.3	0.8	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.4	16.4	10.7	40.6	12.8	10.2	41.0	30.1	29.9	41.0	29.9	29.6
LnGrp LOS	D	B	B	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		1199			810			227			206	
Approach Delay, s/veh		17.0			15.0			33.4			33.7	
Approach LOS		B			B			C			C	

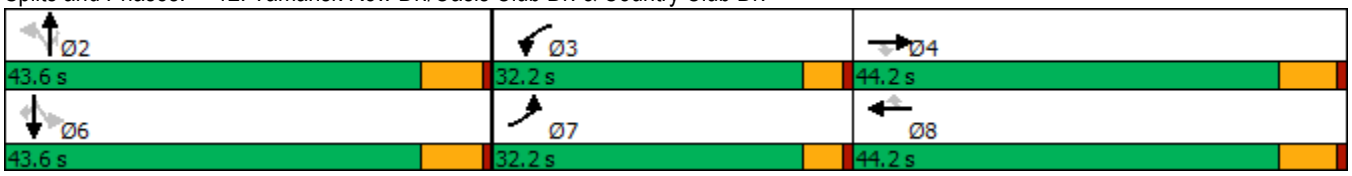
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	16.2	8.4	43.2	8.5	16.2	7.8	43.8
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	6.2	4.6	6.2
Max Green Setting (Gmax), s	11.0	39.4	11.0	37.0	11.0	39.4	11.0	37.0
Max Q Clear Time (g_c+I1), s	5.0	4.3	4.8	19.4	5.0	4.1	4.0	11.4
Green Ext Time (p_c), s	0.0	0.8	0.0	6.8	0.0	0.7	0.0	4.5

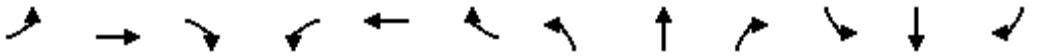
Intersection Summary	
HCM 6th Ctrl Delay	19.3
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	983	90	56	679	168	71	155	97	224	155	24
Future Volume (vph)	31	983	90	56	679	168	71	155	97	224	155	24
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases			4			8	2		2	6		6
Detector Phase	7	4	4	3	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.2	16.2	9.6	40.2	40.2	35.5	35.5	35.5	35.5	35.5	35.5
Total Split (s)	32.2	44.2	44.2	32.2	44.2	44.2	43.6	43.6	43.6	43.6	43.6	43.6
Total Split (%)	26.8%	36.8%	36.8%	26.8%	36.8%	36.8%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	5.5	5.5	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 82.4
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 12: Tamarisk Row Dr./Oasis Club Dr. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	983	90	56	679	168	71	155	97	224	155	24
Future Volume (veh/h)	31	983	90	56	679	168	71	155	97	224	155	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	1013	68	58	700	115	73	160	36	231	160	14
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	1684	751	81	1732	761	369	942	414	363	942	415
Arrive On Green	0.03	0.47	0.47	0.05	0.49	0.49	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	3554	1585	1781	3554	1562	1211	3554	1563	1187	3554	1565
Grp Volume(v), veh/h	32	1013	68	58	700	115	73	160	36	231	160	14
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1562	1211	1777	1563	1187	1777	1565
Q Serve(g_s), s	1.4	16.8	1.9	2.6	10.1	3.3	4.0	2.8	1.4	14.9	2.8	0.5
Cycle Q Clear(g_c), s	1.4	16.8	1.9	2.6	10.1	3.3	6.7	2.8	1.4	17.7	2.8	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	57	1684	751	81	1732	761	369	942	414	363	942	415
V/C Ratio(X)	0.57	0.60	0.09	0.72	0.40	0.15	0.20	0.17	0.09	0.64	0.17	0.03
Avail Cap(c_a), veh/h	613	1684	751	613	1732	761	608	1645	724	598	1645	724
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	15.5	11.6	37.8	13.1	11.4	25.3	22.7	22.2	29.5	22.7	21.9
Incr Delay (d2), s/veh	3.3	1.6	0.2	4.5	0.7	0.4	0.3	0.1	0.1	1.9	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	6.0	0.6	1.1	3.5	1.0	1.0	1.0	0.5	4.0	1.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.5	17.1	11.8	42.2	13.8	11.8	25.5	22.8	22.3	31.3	22.8	21.9
LnGrp LOS	D	B	B	D	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1113			873			269			405	
Approach Delay, s/veh		17.5			15.4			23.4			27.6	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		27.7	8.2	44.2		27.7	7.1	45.3				
Change Period (Y+Rc), s		6.5	4.6	6.2		6.5	4.6	6.2				
Max Green Setting (Gmax), s		37.1	27.6	38.0		37.1	27.6	38.0				
Max Q Clear Time (g_c+I1), s		8.7	4.6	18.8		19.7	3.4	12.1				
Green Ext Time (p_c), s		1.2	0.1	6.5		1.5	0.0	4.8				

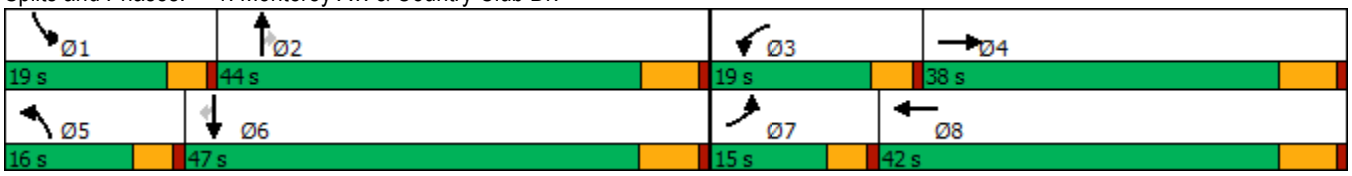
Intersection Summary	
HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

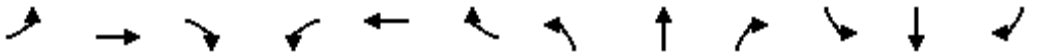
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	428	131	327	307	168	143	1089	107	177	1268	68
Future Volume (vph)	130	428	131	327	307	168	143	1089	107	177	1268	68
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2		9.6	39.2		9.6	36.2	36.2	9.6	35.4	35.4
Total Split (s)	15.0	38.0		19.0	42.0		16.0	44.0	44.0	19.0	47.0	47.0
Total Split (%)	12.5%	31.7%		15.8%	35.0%		13.3%	36.7%	36.7%	15.8%	39.2%	39.2%
Yellow Time (s)	3.6	5.2		3.6	5.2		3.6	5.2	5.2	3.6	5.4	5.4
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2		4.6	6.2		4.6	6.2	6.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 100.4
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Monterey Av. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	428	131	327	307	168	143	1089	107	177	1268	68
Future Volume (veh/h)	130	428	131	327	307	168	143	1089	107	177	1268	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	131	432	0	330	310	0	144	1100	41	179	1281	49
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	199	720		406	1026		214	2199	682	254	2257	700
Arrive On Green	0.06	0.14	0.00	0.12	0.20	0.00	0.06	0.43	0.43	0.07	0.44	0.44
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1583	3456	5106	1584
Grp Volume(v), veh/h	131	432	0	330	310	0	144	1100	41	179	1281	49
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1583	1728	1702	1584
Q Serve(g_s), s	3.4	7.3	0.0	8.6	4.7	0.0	3.7	14.4	1.4	4.6	17.2	1.6
Cycle Q Clear(g_c), s	3.4	7.3	0.0	8.6	4.7	0.0	3.7	14.4	1.4	4.6	17.2	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	199	720		406	1026		214	2199	682	254	2257	700
V/C Ratio(X)	0.66	0.60		0.81	0.30		0.67	0.50	0.06	0.71	0.57	0.07
Avail Cap(c_a), veh/h	391	1768		542	1990		429	2199	682	542	2257	700
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.4	37.0	0.0	39.5	31.2	0.0	42.2	19.0	15.3	41.6	19.1	14.8
Incr Delay (d2), s/veh	1.4	0.8	0.0	5.1	0.2	0.0	1.4	0.8	0.2	1.3	1.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.9	0.0	3.7	1.8	0.0	1.6	5.2	0.5	1.9	6.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.8	37.8	0.0	44.6	31.4	0.0	43.5	19.8	15.4	42.9	20.1	14.9
LnGrp LOS	D	D		D	C		D	B	B	D	C	B
Approach Vol, veh/h		563	A		640	A		1285			1509	
Approach Delay, s/veh		39.2			38.2			22.3			22.7	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	46.0	15.4	19.1	10.3	47.0	9.9	24.6
Change Period (Y+Rc), s	4.6	* 6.4	4.6	6.2	4.6	6.4	4.6	6.2
Max Green Setting (Gmax), s	14.4	* 38	14.4	31.8	11.4	40.6	10.4	35.8
Max Q Clear Time (g_c+I1), s	6.6	16.4	10.6	9.3	5.7	19.2	5.4	6.7
Green Ext Time (p_c), s	0.2	7.3	0.2	2.5	0.1	8.5	0.1	1.8

Intersection Summary	
HCM 6th Ctrl Delay	27.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

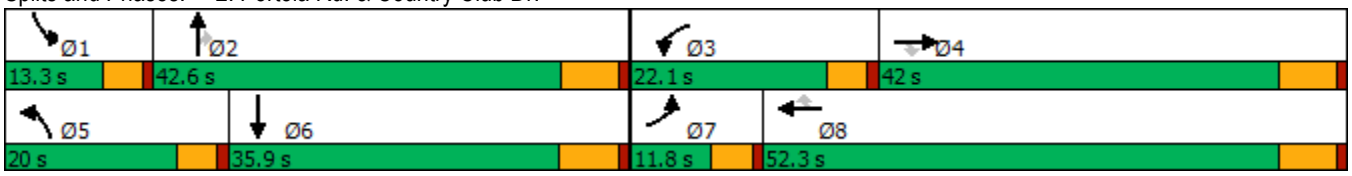
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

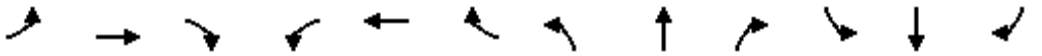
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	38	572	142	160	497	88	147	361	159	82	333
Future Volume (vph)	38	572	142	160	497	88	147	361	159	82	333
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	33.2	33.2	9.6	33.2	33.2	9.6	39.2	39.2	9.6	34.4
Total Split (s)	11.8	42.0	42.0	22.1	52.3	52.3	20.0	42.6	42.6	13.3	35.9
Total Split (%)	9.8%	35.0%	35.0%	18.4%	43.6%	43.6%	16.7%	35.5%	35.5%	11.1%	29.9%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 104.9
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Portola Rd. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	572	142	160	497	88	147	361	159	82	333	39
Future Volume (veh/h)	38	572	142	160	497	88	147	361	159	82	333	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	615	82	172	534	68	158	388	90	88	358	26
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	800	354	205	1086	477	190	1327	591	112	1106	80
Arrive On Green	0.03	0.22	0.22	0.12	0.31	0.31	0.11	0.37	0.37	0.06	0.33	0.33
Sat Flow, veh/h	1781	3554	1572	1781	3554	1559	1781	3554	1583	1781	3357	243
Grp Volume(v), veh/h	41	615	82	172	534	68	158	388	90	88	189	195
Grp Sat Flow(s),veh/h/ln	1781	1777	1572	1781	1777	1559	1781	1777	1583	1781	1777	1823
Q Serve(g_s), s	2.2	15.8	4.2	9.2	12.0	3.1	8.5	7.5	3.7	4.7	7.8	7.8
Cycle Q Clear(g_c), s	2.2	15.8	4.2	9.2	12.0	3.1	8.5	7.5	3.7	4.7	7.8	7.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	61	800	354	205	1086	477	190	1327	591	112	586	601
V/C Ratio(X)	0.67	0.77	0.23	0.84	0.49	0.14	0.83	0.29	0.15	0.78	0.32	0.33
Avail Cap(c_a), veh/h	132	1305	577	320	1680	737	281	1327	591	159	586	601
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.5	35.4	30.9	42.3	27.7	24.6	42.7	21.5	20.3	45.0	24.5	24.5
Incr Delay (d2), s/veh	4.6	1.6	0.3	6.3	0.3	0.1	8.1	0.6	0.5	9.5	1.5	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	6.6	1.5	4.2	4.8	1.1	4.0	3.0	1.3	2.3	3.2	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.1	37.0	31.2	48.6	28.0	24.7	50.8	22.0	20.8	54.6	26.0	26.0
LnGrp LOS	D	D	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		738			774			636			472	
Approach Delay, s/veh		37.1			32.3			29.0			31.3	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	42.8	15.8	28.1	15.0	38.5	8.0	36.0
Change Period (Y+Rc), s	4.6	* 6.4	4.6	6.2	4.6	6.4	4.6	6.2
Max Green Setting (Gmax), s	8.7	* 36	17.5	35.8	15.4	29.5	7.2	46.1
Max Q Clear Time (g_c+I1), s	6.7	9.5	11.2	17.8	10.5	9.8	4.2	14.0
Green Ext Time (p_c), s	0.0	2.5	0.1	3.7	0.1	1.7	0.0	3.6

Intersection Summary	
HCM 6th Ctrl Delay	32.7
HCM 6th LOS	C

Notes

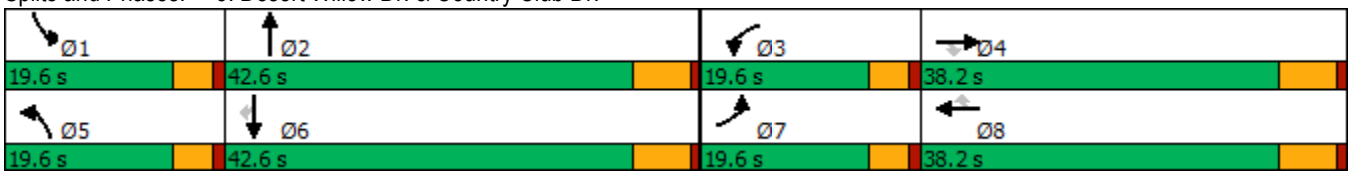
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	177	593	57	118	605	103	63	8	95	4	44
Future Volume (vph)	177	593	57	118	605	103	63	8	95	4	44
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	23.2	23.2	9.6	27.2	27.2	9.6	33.2	9.6	36.2	36.2
Total Split (s)	19.6	38.2	38.2	19.6	38.2	38.2	19.6	42.6	19.6	42.6	42.6
Total Split (%)	16.3%	31.8%	31.8%	16.3%	31.8%	31.8%	16.3%	35.5%	16.3%	35.5%	35.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 80.3
Natural Cycle: 85
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Desert Willow Dr. & Country Club Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	593	57	118	605	103	63	8	73	95	4	44
Future Volume (veh/h)	177	593	57	118	605	103	63	8	73	95	4	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	179	599	0	119	611	97	64	8	34	96	4	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	266	1471		152	1500	663	86	50	215	195	324	
Arrive On Green	0.08	0.41	0.00	0.09	0.42	0.42	0.05	0.16	0.16	0.06	0.17	0.00
Sat Flow, veh/h	3456	3554	1585	1781	3554	1570	1781	306	1301	3456	1870	1585
Grp Volume(v), veh/h	179	599	0	119	611	97	64	0	42	96	4	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1570	1781	0	1608	1728	1870	1585
Q Serve(g_s), s	3.9	9.2	0.0	5.1	9.3	2.9	2.7	0.0	1.7	2.1	0.1	0.0
Cycle Q Clear(g_c), s	3.9	9.2	0.0	5.1	9.3	2.9	2.7	0.0	1.7	2.1	0.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.81	1.00		1.00
Lane Grp Cap(c), veh/h	266	1471		152	1500	663	86	0	265	195	324	
V/C Ratio(X)	0.67	0.41		0.78	0.41	0.15	0.74	0.00	0.16	0.49	0.01	
Avail Cap(c_a), veh/h	671	1471		346	1500	663	346	0	757	671	881	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.7	16.0	0.0	34.7	15.6	13.8	36.3	0.0	27.7	35.4	26.5	0.0
Incr Delay (d2), s/veh	1.1	0.8	0.0	3.4	0.8	0.5	4.7	0.0	0.3	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.3	0.0	2.2	3.4	1.0	1.3	0.0	0.7	0.9	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.8	16.8	0.0	38.0	16.4	14.2	41.0	0.0	28.0	36.1	26.5	0.0
LnGrp LOS	D	B		D	B	B	D	A	C	D	C	
Approach Vol, veh/h		778	A		827			106			100	A
Approach Delay, s/veh		21.2			19.3			35.8			35.7	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	18.9	11.2	38.2	8.3	19.6	10.6	38.8
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	6.2	4.6	6.2
Max Green Setting (Gmax), s	15.0	36.4	15.0	32.0	15.0	36.4	15.0	32.0
Max Q Clear Time (g_c+I1), s	4.1	3.7	7.1	11.2	4.7	2.1	5.9	11.3
Green Ext Time (p_c), s	0.1	0.2	0.1	3.5	0.0	0.0	0.2	3.9

Intersection Summary	
HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

Notes

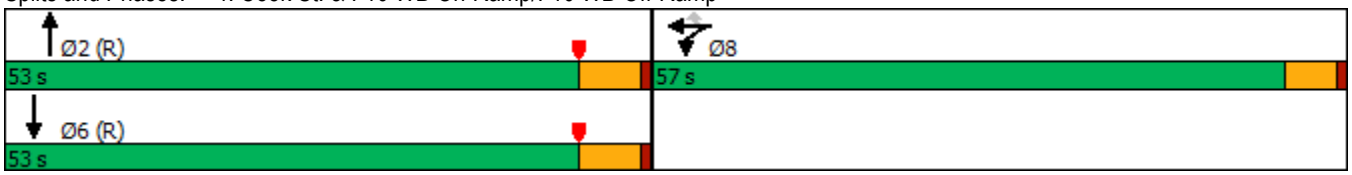
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

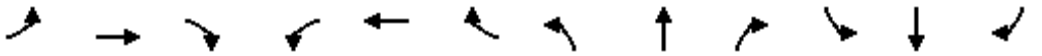
Lane Group	WBT	WBR	NBT	NBR	SBT
Lane Configurations					
Traffic Volume (vph)	3	94	326	386	385
Future Volume (vph)	3	94	326	386	385
Turn Type	NA	Perm	NA	Free	NA
Protected Phases	8		2		6
Permitted Phases		8		Free	
Detector Phase	8	8	2		6
Switch Phase					
Minimum Initial (s)	5.0	5.0	7.0		7.0
Minimum Split (s)	10.3	10.3	13.0		29.0
Total Split (s)	57.0	57.0	53.0		53.0
Total Split (%)	51.8%	51.8%	48.2%		48.2%
Yellow Time (s)	4.3	4.3	5.0		5.0
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	6.0		6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Max		C-Max

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 6 (5%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 4: Cook St. & I-10 WB On-Ramp/I-10 WB Off-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	418	3	94	0	326	386	0	385	76
Future Volume (veh/h)	0	0	0	418	3	94	0	326	386	0	385	76
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1530	1870	0	1781	1826	0	1856	1856
Adj Flow Rate, veh/h				427	3	81	0	333	0	0	393	70
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				2	25	2	0	8	5	0	3	3
Cap, veh/h				470	3	515	0	1937		0	2479	428
Arrive On Green				0.32	0.32	0.32	0.00	0.57	0.00	0.00	0.57	0.57
Sat Flow, veh/h				1447	10	1585	0	3474	1547	0	4498	748
Grp Volume(v), veh/h				430	0	81	0	333	0	0	304	159
Grp Sat Flow(s),veh/h/ln				1457	0	1585	0	1692	1547	0	1689	1702
Q Serve(g_s), s				31.1	0.0	4.0	0.0	5.1	0.0	0.0	4.6	4.9
Cycle Q Clear(g_c), s				31.1	0.0	4.0	0.0	5.1	0.0	0.0	4.6	4.9
Prop In Lane				0.99		1.00	0.00		1.00	0.00		0.44
Lane Grp Cap(c), veh/h				473	0	515	0	1937		0	1933	974
V/C Ratio(X)				0.91	0.00	0.16	0.00	0.17		0.00	0.16	0.16
Avail Cap(c_a), veh/h				685	0	745	0	1937		0	1933	974
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				35.6	0.0	26.4	0.0	11.2	0.0	0.0	11.1	11.1
Incr Delay (d2), s/veh				12.1	0.0	0.1	0.0	0.2	0.0	0.0	0.2	0.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				12.0	0.0	1.5	0.0	1.7	0.0	0.0	1.6	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				47.7	0.0	26.6	0.0	11.3	0.0	0.0	11.2	11.5
LnGrp LOS				D	A	C	A	B		A	B	B
Approach Vol, veh/h					511			333	A		463	
Approach Delay, s/veh					44.3			11.3			11.3	
Approach LOS					D			B			B	

Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	69.0		69.0		41.0			
Change Period (Y+Rc), s	6.0		6.0		5.3			
Max Green Setting (Gmax), s	47.0		47.0		51.7			
Max Q Clear Time (g_c+I1), s	7.1		6.9		33.1			
Green Ext Time (p_c), s	1.2		1.6		2.6			

Intersection Summary		
HCM 6th Ctrl Delay	24.2	
HCM 6th LOS	C	

Notes

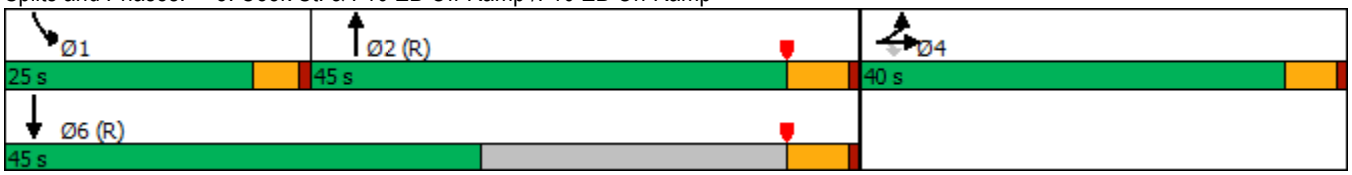
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

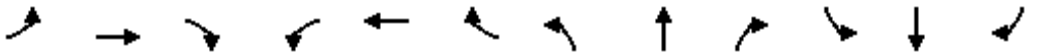
Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	104	1	494	608	139	662
Future Volume (vph)	104	1	494	608	139	662
Turn Type	Split	NA	Perm	NA	Prot	NA
Protected Phases	4	4		2	1	6
Permitted Phases			4			
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	7.0	5.0	8.0
Minimum Split (s)	10.3	10.3	10.3	13.0	9.7	37.0
Total Split (s)	40.0	40.0	40.0	45.0	25.0	45.0
Total Split (%)	36.4%	36.4%	36.4%	40.9%	22.7%	40.9%
Yellow Time (s)	4.3	4.3	4.3	5.0	3.7	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	6.0	4.7	6.0
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 5: Cook St. & I-10 EB Off-Ramp /I-10 EB On-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	1	494	0	0	0	0	608	373	139	662	0
Future Volume (veh/h)	104	1	494	0	0	0	0	608	373	139	662	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1841	1900	1811				0	1811	1811	1648	1856	0
Adj Flow Rate, veh/h	108	0	275				0	633	369	145	690	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	0	6				0	6	6	17	3	0
Cap, veh/h	200	0	351				0	2082	970	170	3966	0
Arrive On Green	0.11	0.00	0.11				0.00	0.63	0.63	0.11	0.78	0.00
Sat Flow, veh/h	1753	0	3070				0	3459	1535	1570	5233	0
Grp Volume(v), veh/h	108	0	275				0	633	369	145	690	0
Grp Sat Flow(s),veh/h/ln	1753	0	1535				0	1648	1535	1570	1689	0
Q Serve(g_s), s	6.4	0.0	9.6				0.0	9.6	12.8	10.0	3.8	0.0
Cycle Q Clear(g_c), s	6.4	0.0	9.6				0.0	9.6	12.8	10.0	3.8	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	200	0	351				0	2082	970	170	3966	0
V/C Ratio(X)	0.54	0.00	0.78				0.00	0.30	0.38	0.85	0.17	0.00
Avail Cap(c_a), veh/h	553	0	968				0	2082	970	290	3966	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.87	0.87	1.00	1.00	0.00
Uniform Delay (d), s/veh	46.0	0.0	47.4				0.0	9.2	9.8	48.2	3.0	0.0
Incr Delay (d2), s/veh	1.7	0.0	2.9				0.0	0.3	1.0	4.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	3.7				0.0	2.9	3.8	3.9	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.7	0.0	50.3				0.0	9.6	10.8	52.8	3.1	0.0
LnGrp LOS	D	A	D				A	A	B	D	A	A
Approach Vol, veh/h		383						1002			835	
Approach Delay, s/veh		49.6						10.0			11.7	
Approach LOS		D						B			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	16.6	75.5		17.9		92.1
Change Period (Y+Rc), s	* 4.7	6.0		5.3		6.0
Max Green Setting (Gmax), s	* 20	39.0		34.7		39.0
Max Q Clear Time (g_c+I1), s	12.0	14.8		11.6		5.8
Green Ext Time (p_c), s	0.1	3.9		1.0		2.7

Intersection Summary		
HCM 6th Ctrl Delay		17.5
HCM 6th LOS		B

Notes

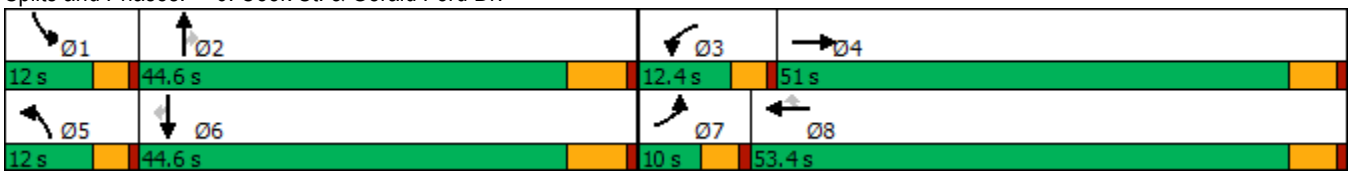
User approved volume balancing among the lanes for turning movement.

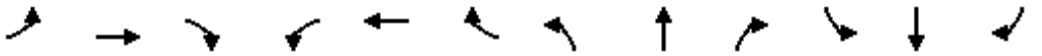
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	240	208	147	68	227	98	233	644	48	185	773	173
Future Volume (vph)	240	208	147	68	227	98	233	644	48	185	773	173
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			8			2			6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.5	41.4		9.2	41.4	41.4	9.2	42.5	42.5	9.2	42.5	42.5
Total Split (s)	10.0	51.0		12.4	53.4	53.4	12.0	44.6	44.6	12.0	44.6	44.6
Total Split (%)	8.3%	42.5%		10.3%	44.5%	44.5%	10.0%	37.2%	37.2%	10.0%	37.2%	37.2%
Yellow Time (s)	3.5	4.4		3.2	4.4	4.4	3.2	5.5	5.5	3.2	5.5	5.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.4		4.2	5.4	5.4	4.2	6.5	6.5	4.2	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 88.4
Natural Cycle: 105
Control Type: Actuated-Uncoordinated

Splits and Phases: 6: Cook St. & Gerald Ford Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	208	147	68	227	98	233	644	48	185	773	173
Future Volume (veh/h)	240	208	147	68	227	98	233	644	48	185	773	173
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	253	219	0	72	239	47	245	678	37	195	814	139
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	511		170	434	194	323	2450	761	273	2377	737
Arrive On Green	0.07	0.14	0.00	0.05	0.12	0.12	0.09	0.48	0.48	0.08	0.47	0.47
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1584
Grp Volume(v), veh/h	253	219	0	72	239	47	245	678	37	195	814	139
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1584
Q Serve(g_s), s	5.5	4.6	0.0	1.7	5.2	2.2	5.7	6.5	1.0	4.5	8.3	4.2
Cycle Q Clear(g_c), s	5.5	4.6	0.0	1.7	5.2	2.2	5.7	6.5	1.0	4.5	8.3	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	232	511		170	434	194	323	2450	761	273	2377	737
V/C Ratio(X)	1.09	0.43		0.42	0.55	0.24	0.76	0.28	0.05	0.71	0.34	0.19
Avail Cap(c_a), veh/h	232	1980		346	2084	930	329	2450	761	329	2377	737
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.2	32.0	0.0	37.8	33.8	32.5	36.2	12.8	11.3	36.8	13.9	12.8
Incr Delay (d2), s/veh	85.0	0.6	0.0	0.6	1.1	0.6	8.6	0.3	0.1	4.0	0.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	1.9	0.0	0.7	2.2	0.8	2.6	2.1	0.3	1.9	2.7	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	123.1	32.5	0.0	38.4	34.9	33.1	44.8	13.0	11.5	40.7	14.3	13.4
LnGrp LOS	F	C		D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		472	A		358			960			1148	
Approach Delay, s/veh		81.1			35.4			21.1			18.7	
Approach LOS		F			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	45.8	8.2	17.2	11.8	44.6	10.0	15.4
Change Period (Y+Rc), s	* 4.2	6.5	* 4.2	5.4	* 4.2	6.5	4.5	5.4
Max Green Setting (Gmax), s	* 7.8	38.1	* 8.2	45.6	* 7.8	38.1	5.5	48.0
Max Q Clear Time (g_c+I1), s	6.5	8.5	3.7	6.6	7.7	10.3	7.5	7.2
Green Ext Time (p_c), s	0.0	4.4	0.0	1.4	0.0	5.7	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	31.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

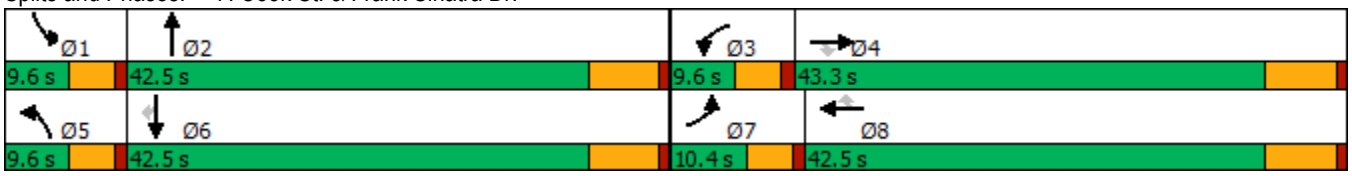
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

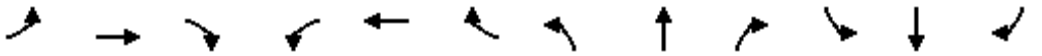
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	178	143	105	50	158	72	113	634	73	765	199
Future Volume (vph)	178	143	105	50	158	72	113	634	73	765	199
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.5	37.5	9.6	42.5	42.5	9.6	42.5	9.6	37.5	37.5
Total Split (s)	10.4	43.3	43.3	9.6	42.5	42.5	9.6	42.5	9.6	42.5	42.5
Total Split (%)	9.9%	41.2%	41.2%	9.1%	40.5%	40.5%	9.1%	40.5%	9.1%	40.5%	40.5%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	5.5	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	6.5	4.6	6.5	4.6	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	Max	Max

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 84.2
Natural Cycle: 105
Control Type: Actuated-Uncoordinated

Splits and Phases: 7: Cook St. & Frank Sinatra Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	143	105	50	158	72	113	634	45	73	765	199
Future Volume (veh/h)	178	143	105	50	158	72	113	634	45	73	765	199
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	189	152	111	53	168	24	120	674	34	78	814	168
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	255	559	249	151	452	202	204	1600	81	180	2338	725
Arrive On Green	0.07	0.16	0.16	0.04	0.13	0.13	0.06	0.46	0.46	0.05	0.46	0.46
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3442	174	3456	5106	1584
Grp Volume(v), veh/h	189	152	111	53	168	24	120	348	360	78	814	168
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1839	1728	1702	1584
Q Serve(g_s), s	4.2	3.0	5.0	1.2	3.4	1.1	2.7	10.2	10.3	1.7	8.1	5.1
Cycle Q Clear(g_c), s	4.2	3.0	5.0	1.2	3.4	1.1	2.7	10.2	10.3	1.7	8.1	5.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	255	559	249	151	452	202	204	826	855	180	2338	725
V/C Ratio(X)	0.74	0.27	0.45	0.35	0.37	0.12	0.59	0.42	0.42	0.43	0.35	0.23
Avail Cap(c_a), veh/h	255	1663	742	220	1627	726	220	826	855	220	2338	725
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.7	29.2	30.0	36.5	31.4	30.4	36.1	14.0	14.0	36.2	13.8	12.9
Incr Delay (d2), s/veh	9.8	0.3	1.2	0.5	0.5	0.3	2.1	1.6	1.5	0.6	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.2	1.8	0.5	1.4	0.4	1.1	3.7	3.8	0.7	2.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.5	29.4	31.3	37.0	31.9	30.7	38.1	15.6	15.5	36.8	14.2	13.7
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		452			245			828			1060	
Approach Delay, s/veh		36.6			32.9			18.8			15.7	
Approach LOS		D			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	43.0	8.0	18.9	9.2	42.5	10.4	16.5
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5
Max Green Setting (Gmax), s	5.0	36.0	5.0	36.8	5.0	36.0	5.8	36.0
Max Q Clear Time (g_c+I1), s	3.7	12.3	3.2	7.0	4.7	10.1	6.2	5.4
Green Ext Time (p_c), s	0.0	3.7	0.0	1.1	0.0	5.8	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	111	45	43	612	782	103
Future Vol, veh/h	111	45	43	612	782	103
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	90	0	120	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	118	48	46	651	832	110

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1250	416	942	0	-	0
Stage 1	832	-	-	-	-	-
Stage 2	418	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	165	585	724	-	-	-
Stage 1	388	-	-	-	-	-
Stage 2	632	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	154	585	724	-	-	-
Mov Cap-2 Maneuver	154	-	-	-	-	-
Stage 1	363	-	-	-	-	-
Stage 2	632	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	60.2	0.7	0
HCM LOS	F		

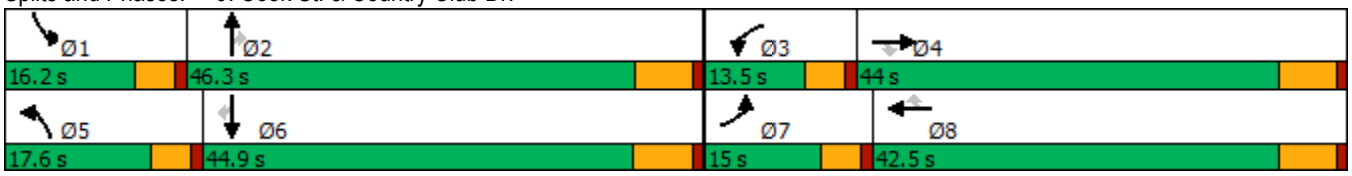
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	724	-	154	585	-	-
HCM Lane V/C Ratio	0.063	-	0.767	0.082	-	-
HCM Control Delay (s)	10.3	-	79.9	11.7	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	4.8	0.3	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	522	130	153	490	125	238	498	150	242	585	151
Future Volume (vph)	109	522	130	153	490	125	238	498	150	242	585	151
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.2	37.2	9.6	42.2	42.2	9.6	39.2	39.2	9.6	40.4	40.4
Total Split (s)	15.0	44.0	44.0	13.5	42.5	42.5	17.6	46.3	46.3	16.2	44.9	44.9
Total Split (%)	12.5%	36.7%	36.7%	11.3%	35.4%	35.4%	14.7%	38.6%	38.6%	13.5%	37.4%	37.4%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.4	5.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 103.9
Natural Cycle: 105
Control Type: Actuated-Uncoordinated

Splits and Phases: 9: Cook St. & Country Club Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	522	130	153	490	125	238	498	150	242	585	151
Future Volume (veh/h)	109	522	130	153	490	125	238	498	150	242	585	151
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	111	533	78	156	500	64	243	508	90	247	597	94
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	174	711	316	223	762	340	315	1481	652	317	1484	649
Arrive On Green	0.05	0.20	0.20	0.06	0.21	0.21	0.09	0.42	0.42	0.09	0.42	0.42
Sat Flow, veh/h	3456	3554	1580	3456	3554	1585	3456	3554	1565	3456	3554	1556
Grp Volume(v), veh/h	111	533	78	156	500	64	243	508	90	247	597	94
Grp Sat Flow(s),veh/h/ln	1728	1777	1580	1728	1777	1585	1728	1777	1565	1728	1777	1556
Q Serve(g_s), s	3.0	13.6	4.0	4.3	12.4	3.2	6.6	9.4	3.4	6.7	11.3	3.6
Cycle Q Clear(g_c), s	3.0	13.6	4.0	4.3	12.4	3.2	6.6	9.4	3.4	6.7	11.3	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	174	711	316	223	762	340	315	1481	652	317	1484	649
V/C Ratio(X)	0.64	0.75	0.25	0.70	0.66	0.19	0.77	0.34	0.14	0.78	0.40	0.14
Avail Cap(c_a), veh/h	374	1396	621	320	1341	598	467	1481	652	417	1484	649
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	36.2	32.4	44.1	34.5	30.9	42.7	19.1	17.4	42.7	19.6	17.4
Incr Delay (d2), s/veh	1.5	1.6	0.4	1.5	1.0	0.3	2.2	0.6	0.4	4.8	0.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	5.7	1.5	1.8	5.1	1.2	2.8	3.6	1.2	2.9	4.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.3	37.8	32.8	45.6	35.5	31.2	45.0	19.7	17.8	47.5	20.4	17.8
LnGrp LOS	D	D	C	D	D	C	D	B	B	D	C	B
Approach Vol, veh/h		722			720			841			938	
Approach Delay, s/veh		38.6			37.3			26.8			27.3	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.4	46.5	10.8	25.5	13.4	46.6	9.4	26.8
Change Period (Y+Rc), s	4.6	* 6.4	4.6	6.2	4.6	6.4	4.6	6.2
Max Green Setting (Gmax), s	11.6	* 40	8.9	37.8	13.0	38.5	10.4	36.3
Max Q Clear Time (g_c+I1), s	8.7	11.4	6.3	15.6	8.6	13.3	5.0	14.4
Green Ext Time (p_c), s	0.1	3.4	0.1	3.3	0.2	3.8	0.1	3.1

Intersection Summary	
HCM 6th Ctrl Delay	31.9
HCM 6th LOS	C

Notes

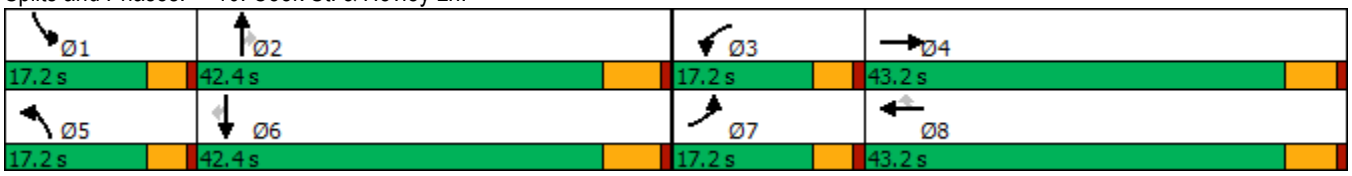
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

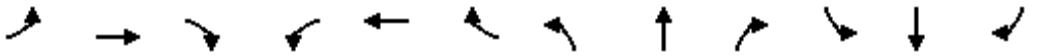
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	177	209	91	288	91	73	581	117	96	636	196
Future Volume (vph)	177	209	91	288	91	73	581	117	96	636	196
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	31.8	9.6	36.8	36.8	9.6	39.2	39.2	9.6	37.2	37.2
Total Split (s)	17.2	43.2	17.2	43.2	43.2	17.2	42.4	42.4	17.2	42.4	42.4
Total Split (%)	14.3%	36.0%	14.3%	36.0%	36.0%	14.3%	35.3%	35.3%	14.3%	35.3%	35.3%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	6.2	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 88.3
Natural Cycle: 100
Control Type: Actuated-Uncoordinated

Splits and Phases: 10: Cook St. & Hovley Ln.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	209	119	91	288	91	73	581	117	96	636	196
Future Volume (veh/h)	177	209	119	91	288	91	73	581	117	96	636	196
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	192	227	80	99	313	59	79	632	76	104	691	133
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	413	142	194	479	214	180	1631	728	197	1648	731
Arrive On Green	0.08	0.16	0.16	0.06	0.13	0.13	0.05	0.46	0.46	0.06	0.46	0.46
Sat Flow, veh/h	3456	2597	890	3456	3554	1585	3456	3554	1585	3456	3554	1576
Grp Volume(v), veh/h	192	153	154	99	313	59	79	632	76	104	691	133
Grp Sat Flow(s),veh/h/ln	1728	1777	1710	1728	1777	1585	1728	1777	1585	1728	1777	1576
Q Serve(g_s), s	4.3	6.3	6.5	2.2	6.6	2.6	1.7	9.2	2.1	2.3	10.2	3.9
Cycle Q Clear(g_c), s	4.3	6.3	6.5	2.2	6.6	2.6	1.7	9.2	2.1	2.3	10.2	3.9
Prop In Lane	1.00		0.52	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	278	283	272	194	479	214	180	1631	728	197	1648	731
V/C Ratio(X)	0.69	0.54	0.56	0.51	0.65	0.28	0.44	0.39	0.10	0.53	0.42	0.18
Avail Cap(c_a), veh/h	552	843	811	552	1685	752	552	1631	728	552	1648	731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	30.5	30.6	36.2	32.4	30.7	36.3	14.0	12.1	36.2	14.1	12.4
Incr Delay (d2), s/veh	1.2	1.6	1.8	0.8	1.5	0.7	0.6	0.7	0.3	0.8	0.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.6	2.6	0.9	2.7	1.0	0.7	3.2	0.7	0.9	3.6	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.5	32.1	32.5	36.9	33.9	31.3	36.9	14.7	12.4	37.0	14.9	12.9
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		499			471			787			928	
Approach Delay, s/veh		33.9			34.2			16.7			17.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	42.4	9.0	18.3	8.7	42.8	10.9	16.4
Change Period (Y+Rc), s	4.6	6.2	4.6	5.8	4.6	6.2	4.6	5.8
Max Green Setting (Gmax), s	12.6	36.2	12.6	37.4	12.6	36.2	12.6	37.4
Max Q Clear Time (g_c+I1), s	4.3	11.2	4.2	8.5	3.7	12.2	6.3	8.6
Green Ext Time (p_c), s	0.1	4.1	0.1	1.6	0.1	4.7	0.2	2.0

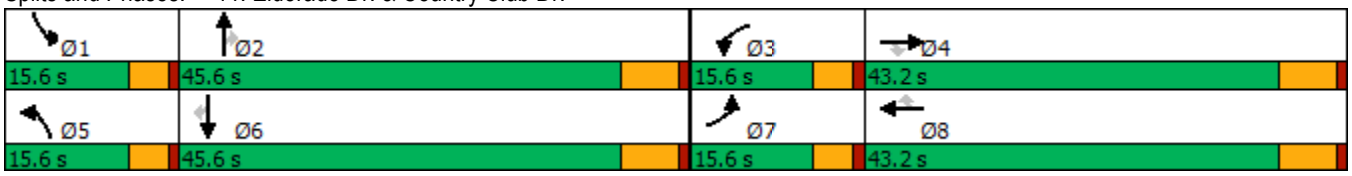
Intersection Summary	
HCM 6th Ctrl Delay	23.1
HCM 6th LOS	C

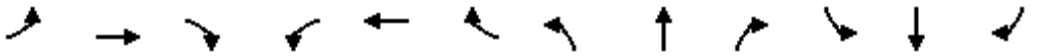
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	666	76	19	573	39	61	67	27	54	75	41
Future Volume (vph)	52	666	76	19	573	39	61	67	27	54	75	41
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.2	37.2	9.6	37.2	37.2	9.6	36.2	36.2	9.6	35.2	35.2
Total Split (s)	15.6	43.2	43.2	15.6	43.2	43.2	15.6	45.6	45.6	15.6	45.6	45.6
Total Split (%)	13.0%	36.0%	36.0%	13.0%	36.0%	36.0%	13.0%	38.0%	38.0%	13.0%	38.0%	38.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 83.9
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 11: Eldorado Dr. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	666	76	19	573	39	61	67	27	54	75	41
Future Volume (veh/h)	52	666	76	19	573	39	61	67	27	54	75	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	58	748	84	21	644	42	69	75	30	61	84	46
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	83	1813	798	42	1731	772	90	477	213	85	467	208
Arrive On Green	0.05	0.51	0.51	0.02	0.49	0.49	0.05	0.13	0.13	0.05	0.13	0.13
Sat Flow, veh/h	1781	3554	1564	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	58	748	84	21	644	42	69	75	30	61	84	46
Grp Sat Flow(s),veh/h/ln	1781	1777	1564	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.4	9.9	2.1	0.9	8.6	1.1	2.9	1.4	1.3	2.6	1.6	2.0
Cycle Q Clear(g_c), s	2.4	9.9	2.1	0.9	8.6	1.1	2.9	1.4	1.3	2.6	1.6	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	83	1813	798	42	1731	772	90	477	213	85	467	208
V/C Ratio(X)	0.70	0.41	0.11	0.50	0.37	0.05	0.77	0.16	0.14	0.72	0.18	0.22
Avail Cap(c_a), veh/h	258	1813	798	258	1731	772	258	1844	822	258	1844	822
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.7	11.5	9.6	36.6	12.2	10.3	35.6	29.1	29.0	35.7	29.3	29.5
Incr Delay (d2), s/veh	4.0	0.7	0.3	3.4	0.6	0.1	5.1	0.2	0.3	4.2	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.3	0.6	0.4	2.9	0.3	1.3	0.6	0.5	1.1	0.6	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.7	12.2	9.9	40.0	12.8	10.4	40.7	29.2	29.3	39.9	29.5	30.0
LnGrp LOS	D	B	A	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		890			707			174			191	
Approach Delay, s/veh		13.8			13.5			33.8			32.9	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	16.4	6.4	44.9	8.4	16.2	8.1	43.2
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	6.2	4.6	6.2
Max Green Setting (Gmax), s	11.0	39.4	11.0	37.0	11.0	39.4	11.0	37.0
Max Q Clear Time (g_c+I1), s	4.6	3.4	2.9	11.9	4.9	4.0	4.4	10.6
Green Ext Time (p_c), s	0.0	0.5	0.0	5.1	0.0	0.6	0.0	4.2

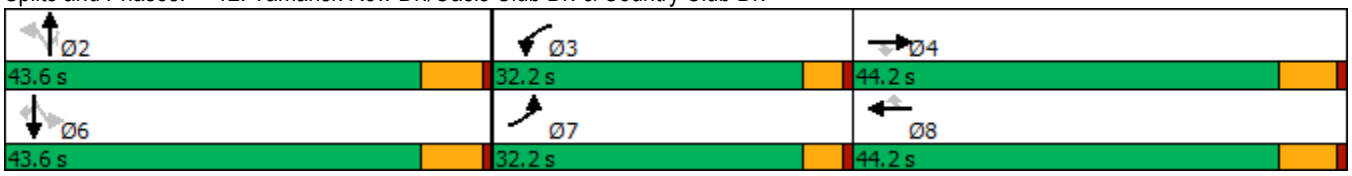
Intersection Summary	
HCM 6th Ctrl Delay	17.3
HCM 6th LOS	B

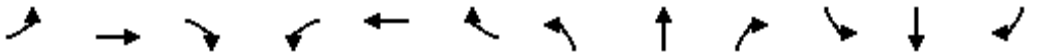
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	505	52	31	574	127	52	101	37	150	117	40
Future Volume (vph)	30	505	52	31	574	127	52	101	37	150	117	40
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases			4			8	2		2	6		6
Detector Phase	7	4	4	3	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.2	16.2	9.6	40.2	40.2	35.5	35.5	35.5	35.5	35.5	35.5
Total Split (s)	32.2	44.2	44.2	32.2	44.2	44.2	43.6	43.6	43.6	43.6	43.6	43.6
Total Split (%)	26.8%	36.8%	36.8%	26.8%	36.8%	36.8%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	5.5	5.5	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 71.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 12: Tamarisk Row Dr./Oasis Club Dr. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	505	52	31	574	127	52	101	37	150	117	40
Future Volume (veh/h)	30	505	52	31	574	127	52	101	37	150	117	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	521	42	32	592	96	54	104	24	155	121	35
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	1906	838	59	1908	840	296	663	296	306	663	296
Arrive On Green	0.03	0.54	0.54	0.03	0.54	0.54	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1781	3554	1564	1781	3554	1565	1231	3554	1585	1262	3554	1585
Grp Volume(v), veh/h	31	521	42	32	592	96	54	104	24	155	121	35
Grp Sat Flow(s),veh/h/ln	1781	1777	1564	1781	1777	1565	1231	1777	1585	1262	1777	1585
Q Serve(g_s), s	1.2	5.6	0.9	1.3	6.6	2.1	2.7	1.7	0.9	8.3	2.0	1.3
Cycle Q Clear(g_c), s	1.2	5.6	0.9	1.3	6.6	2.1	4.8	1.7	0.9	10.0	2.0	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	57	1906	838	59	1908	840	296	663	296	306	663	296
V/C Ratio(X)	0.54	0.27	0.05	0.54	0.31	0.11	0.18	0.16	0.08	0.51	0.18	0.12
Avail Cap(c_a), veh/h	694	1906	838	694	1908	840	711	1860	830	732	1860	830
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	8.9	7.8	33.7	9.1	8.1	26.3	24.1	23.8	28.4	24.3	24.0
Incr Delay (d2), s/veh	2.9	0.4	0.1	2.9	0.4	0.3	0.3	0.1	0.1	1.3	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.7	0.3	0.5	2.0	0.6	0.7	0.7	0.3	2.3	0.8	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.7	9.3	7.9	36.6	9.5	8.4	26.6	24.3	23.9	29.6	24.4	24.1
LnGrp LOS	D	A	A	D	A	A	C	C	C	C	C	C
Approach Vol, veh/h		594			720			182			311	
Approach Delay, s/veh		10.6			10.6			24.9			27.0	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		19.7	6.9	44.2		19.7	6.9	44.3				
Change Period (Y+Rc), s		6.5	4.6	6.2		6.5	4.6	6.2				
Max Green Setting (Gmax), s		37.1	27.6	38.0		37.1	27.6	38.0				
Max Q Clear Time (g_c+I1), s		6.8	3.3	7.6		12.0	3.2	8.6				
Green Ext Time (p_c), s		0.8	0.0	3.4		1.2	0.0	4.0				

Intersection Summary												
HCM 6th Ctrl Delay			14.9									
HCM 6th LOS			B									

APPENDIX 8.2:

EAPC (2022, TYPICAL OPERATION) CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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Lane Group	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	600	143	612	781	573
v/c Ratio	0.76	0.18	0.42	0.51	0.29
Control Delay	29.7	9.6	12.3	2.9	20.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	29.7	9.6	12.3	2.9	20.1
Queue Length 50th (ft)	339	37	107	0	82
Queue Length 95th (ft)	354	55	146	257	138
Internal Link Dist (ft)	1825		267		517
Turn Bay Length (ft)		175			
Base Capacity (vph)	1080	1040	1455	1538	2007
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.56	0.14	0.42	0.51	0.29

Intersection Summary



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	141	282	279	2116	126	897
v/c Ratio	0.51	0.81	0.80	0.90dr	0.70	0.25
Control Delay	46.4	37.9	37.0	22.6	62.2	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.4	37.9	37.0	22.6	62.2	3.5
Queue Length 50th (ft)	92	102	98	378	78	45
Queue Length 95th (ft)	137	184	180	#681	143	100
Internal Link Dist (ft)		1207		1529		111
Turn Bay Length (ft)			105		280	
Base Capacity (vph)	527	538	537	2680	253	3580
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.52	0.52	0.79	0.50	0.25

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Lane Group	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	430	96	333	394	471
v/c Ratio	0.80	0.17	0.17	0.26	0.16
Control Delay	45.5	5.1	7.8	0.6	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	45.5	5.1	7.8	0.6	10.6
Queue Length 50th (ft)	277	0	26	0	46
Queue Length 95th (ft)	345	32	37	12	80
Internal Link Dist (ft)	1825		267		517
Turn Bay Length (ft)		175			
Base Capacity (vph)	809	794	1954	1538	2876
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.53	0.12	0.17	0.26	0.16

Intersection Summary



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	108	259	257	1022	145	690
v/c Ratio	0.54	0.69	0.69	0.35	0.71	0.18
Control Delay	54.5	18.4	18.0	10.6	59.9	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.5	18.4	18.0	10.6	59.9	2.0
Queue Length 50th (ft)	73	17	16	102	84	12
Queue Length 95th (ft)	121	100	97	175	144	48
Internal Link Dist (ft)		1207		1529		111
Turn Bay Length (ft)			105		280	
Base Capacity (vph)	547	615	615	2895	285	3934
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.42	0.42	0.35	0.51	0.18

Intersection Summary

APPENDIX 8.3:

EAPC (2022, TYPICAL OPERATION) CONDITIONS FREEWAY FACILITY WORKSHEETS

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HCS7 Freeway Facilities Report

Project Information

Analyst	RV	Date	1/18/2019
Agency	Urban Crossroads, Inc.	Analysis Year	EAPC 2022
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Desert Wave TIA (JN 11825)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	7
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of Cook Street	5280	3
2	Diverge	Diverge	WB Off-Ramp	1500	3
3	Basic	Basic	Between	1000	3
4	Merge	Basic	WB Loop On-Ramp	1500	4
5	Basic	Basic	Between	1650	4
6	Merge	Merge	WB On-Ramp	1500	4
7	Basic	Basic	West of Cook Street	5280	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	3238	7200	0.45	70.0	15.4	B

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	0.980	3238	779	7200	1900	0.45	0.41	58.9	54.2	18.3	17.3	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.952	2471	7200	0.34	70.0	11.8	B

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.971	3300	829	9600	1900	0.26	0.44	70.0	-	8.8	-	A

Segment 5: Basic

Time	PHF	fHV	Flow Rate	Capacity	d/c	Speed	Density	LOS

Period			(pc/h)		(pc/h)		Ratio		(mi/h)		(pc/mi/ln)		
1	0.92	0.962	3282		9600		0.34		70.0		11.7		B

Segment 6: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	0.980	3426	144	9600	2100	0.36	0.07	65.8	62.6	13.0	11.8	B

Segment 7: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	3429	7200	0.48	70.0	16.3	B

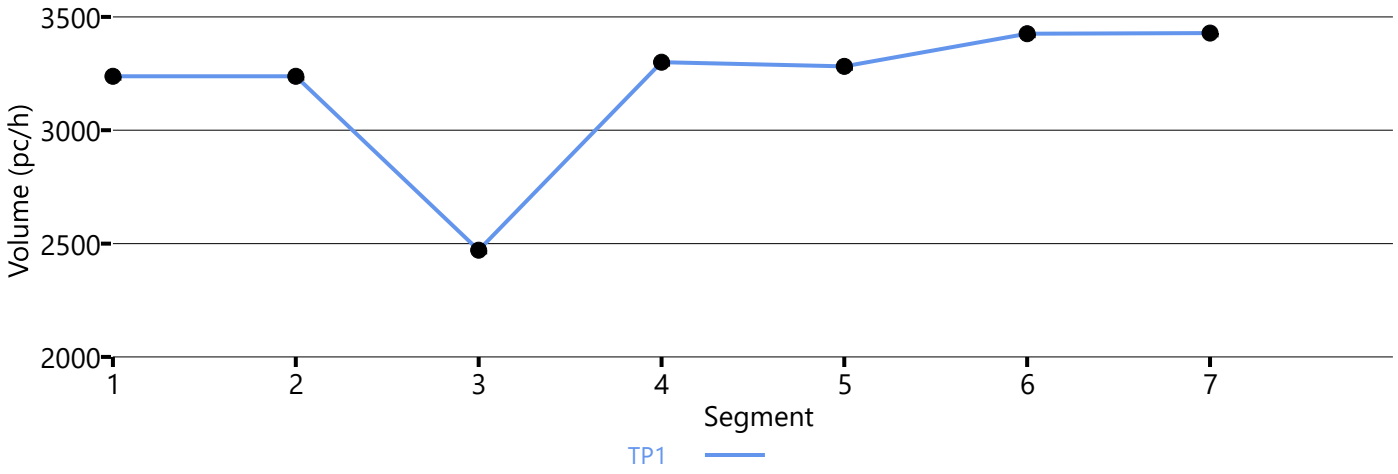
Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	68.5	14.3	13.8	2.9	B

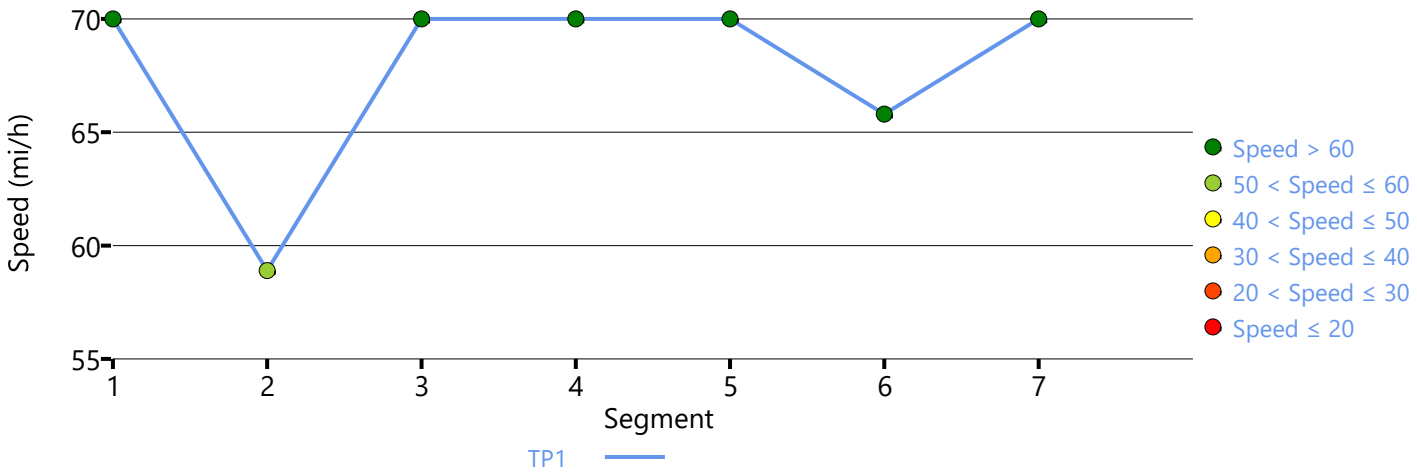
Facility Overall Results

Space Mean Speed, mi/h	68.5	Density, veh/mi/ln	13.8
Average Travel Time, min	2.9	Density, pc/mi/ln	14.3

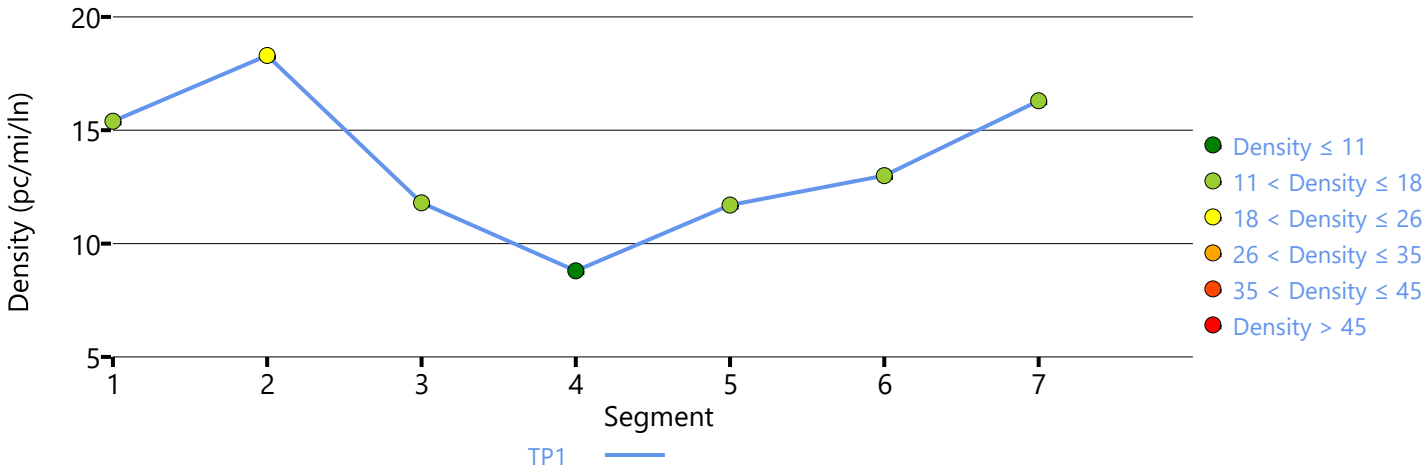
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	RV	Date	1/18/2019
Agency	Urban Crossroads, Inc.	Analysis Year	EAPC 2022
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Desert Wave TIA (JN 11825)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	West of Cook Street	5280	4
2	Diverge	Diverge	EB Off-Ramp	1500	3
3	Basic	Basic	Between	2650	3
4	Merge	Merge	EB On-Ramp	1500	3
5	Basic	Basic	East of Cook Street	5280	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.952	4003	9600	0.42	70.0	14.3	B

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.962	4003	759	7200	2000	0.56	0.38	60.9	56.1	21.9	21.0	C

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.952	3236	7200	0.45	70.0	15.4	B

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.990	4296	1060	7200	2100	0.60	0.50	62.6	60.8	22.9	23.5	C

Segment 5: Basic

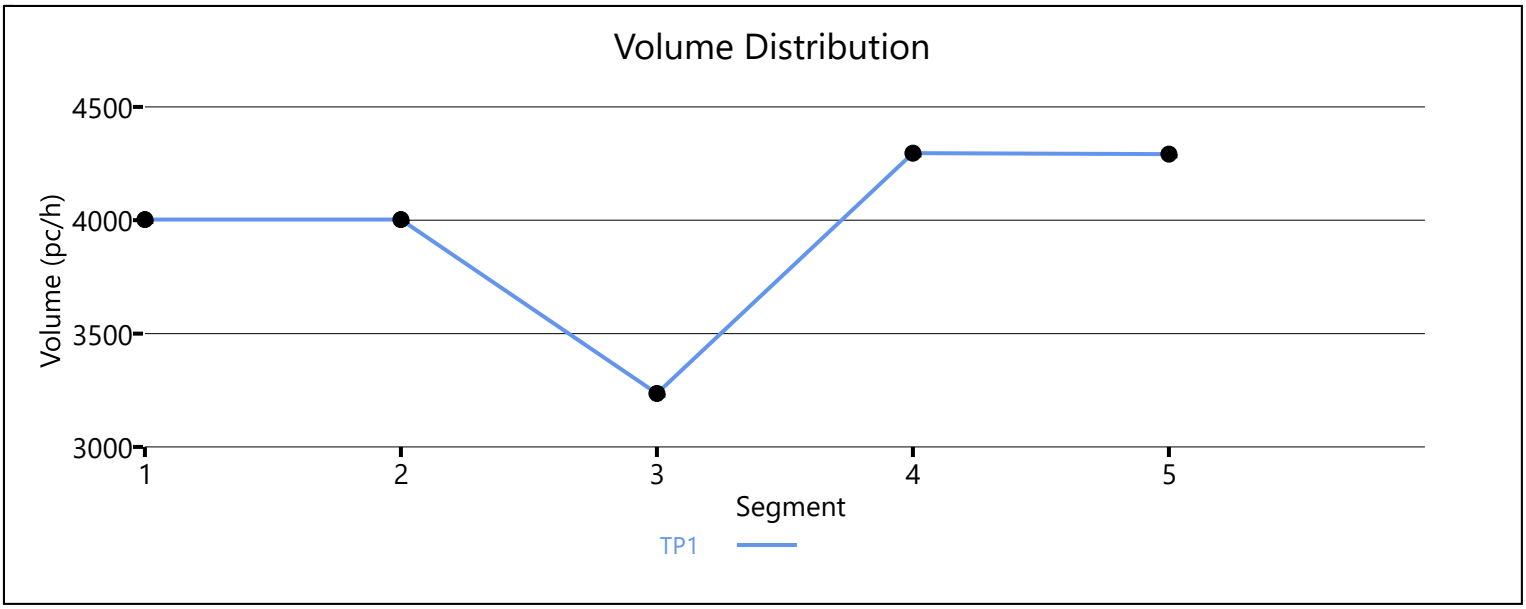
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	4292	7200	0.60	69.4	20.6	C

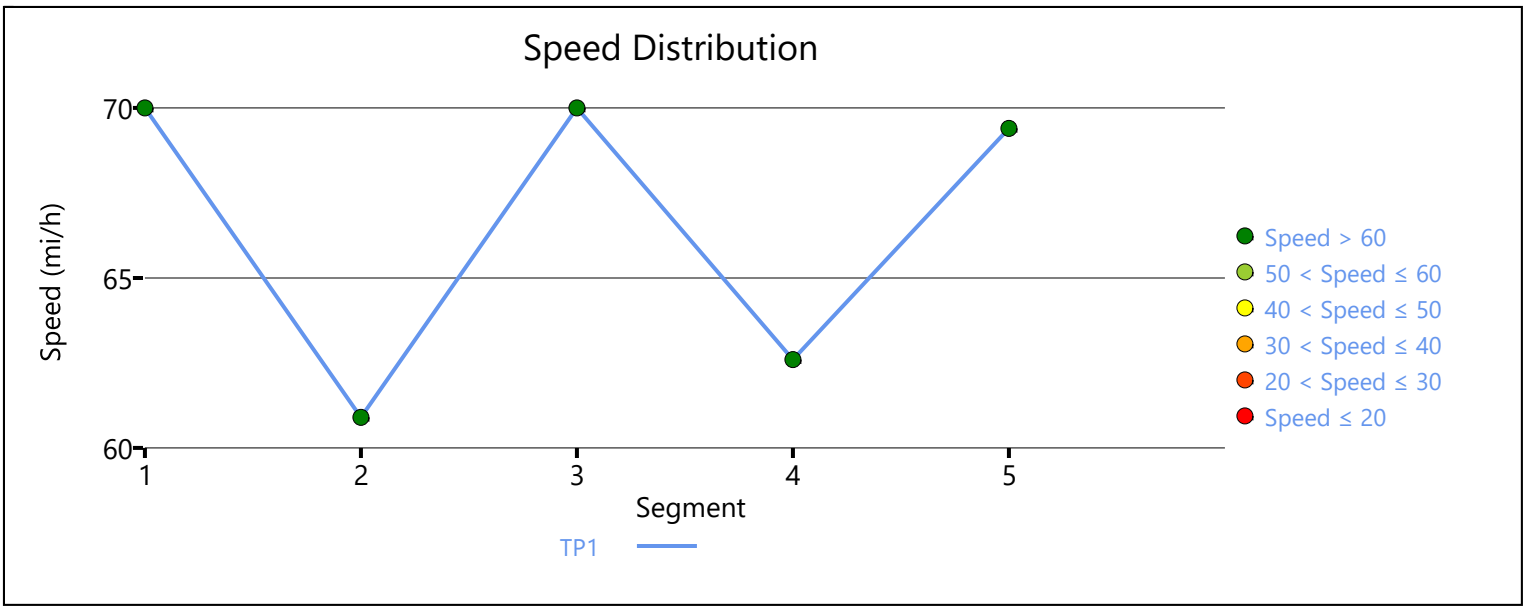
Facility Time Period Results

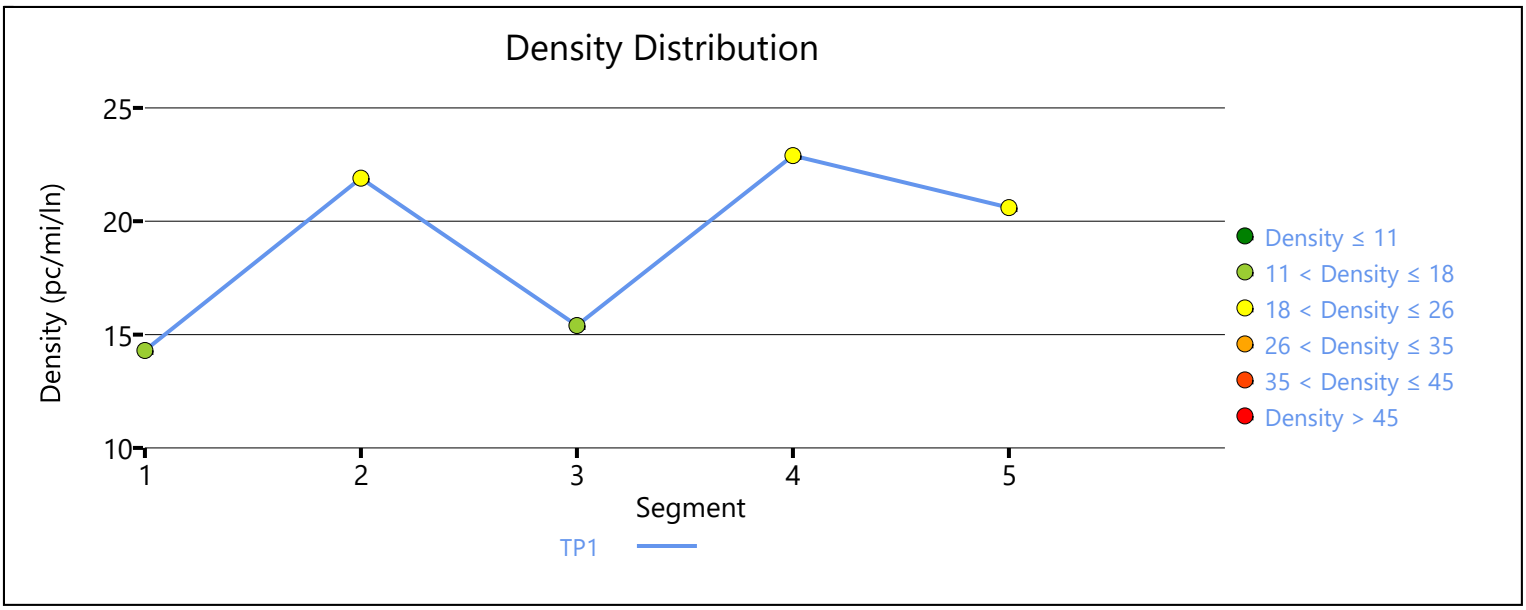
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	68.1	17.7	16.9	2.7	B

Facility Overall Results

Space Mean Speed, mi/h	68.1	Density, veh/mi/ln	16.9
Average Travel Time, min	2.7	Density, pc/mi/ln	17.7







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HCS7 Freeway Facilities Report

Project Information

Analyst	RV	Date	1/18/2019
Agency	Urban Crossroads, Inc.	Analysis Year	EAPC 2022
Jurisdiction	Caltrans	Time Period Analyzed	Saturday Peak Hour
Project Description	Desert Wave TIA (JN 11825)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	7
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of Cook Street	5280	3
2	Diverge	Diverge	WB Off-Ramp	1500	3
3	Basic	Basic	Between	1000	3
4	Merge	Basic	WB Loop On-Ramp	1500	4
5	Basic	Basic	Between	1650	4
6	Merge	Merge	WB On-Ramp	1500	4
7	Basic	Basic	West of Cook Street	5280	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	2778	7200	0.39	70.0	13.2	B

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	1.000	2778	564	7200	1900	0.39	0.30	59.3	54.8	15.6	14.6	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	2192	7200	0.30	70.0	10.4	A

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	0.971	2629	437	9600	1900	0.23	0.23	70.0	-	7.8	-	A

Segment 5: Basic

Time	PHF	fHV	Flow Rate	Capacity	d/c	Speed	Density	LOS

Period			(pc/h)		(pc/h)		Ratio		(mi/h)		(pc/mi/ln)		
1	0.92	0.962	2633		9600		0.27		70.0		9.4		A

Segment 6: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	1.000	2719	86	9600	2100	0.28	0.04	66.2	62.7	10.3	9.5	A

Segment 7: Basic

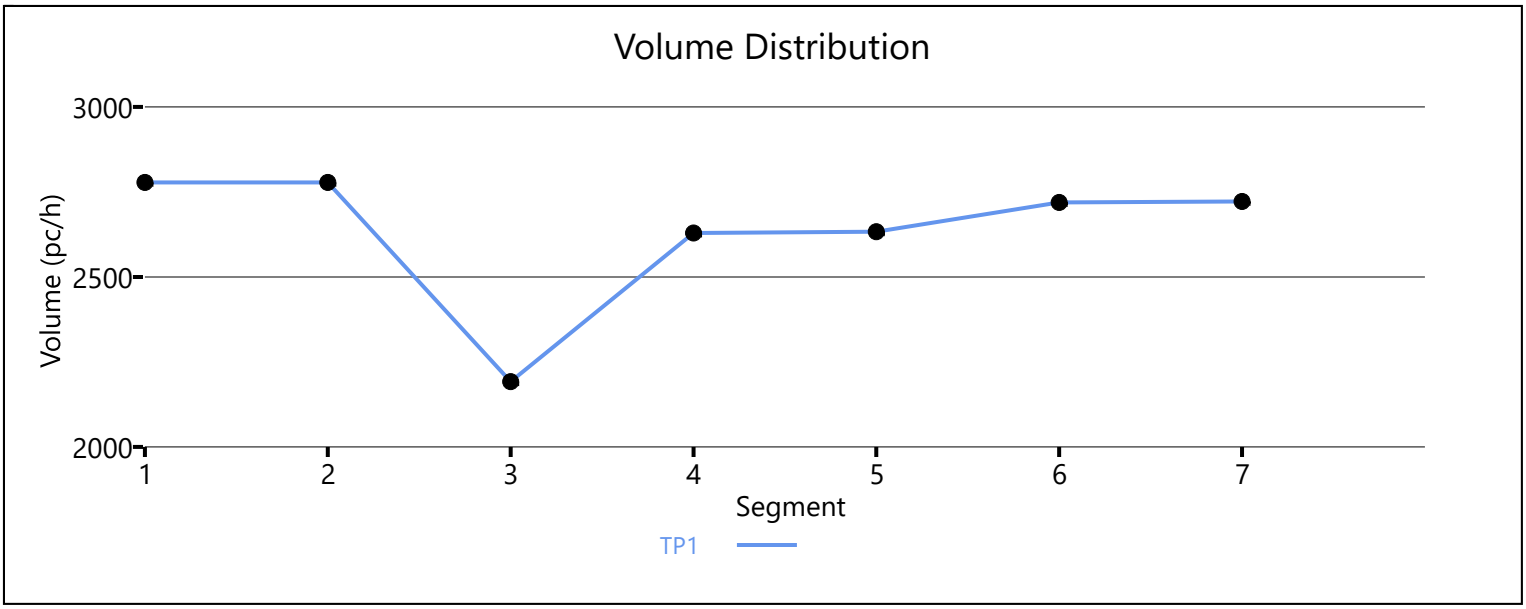
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	2722	7200	0.38	70.0	13.0	B

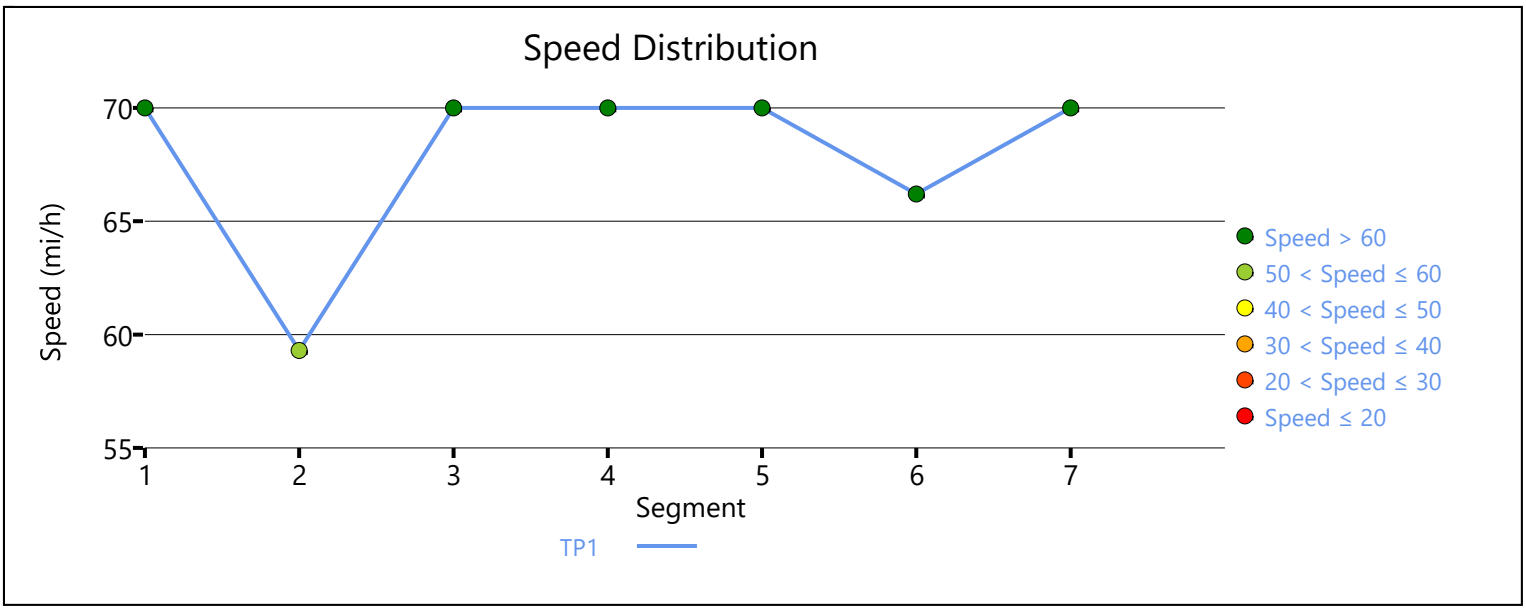
Facility Time Period Results

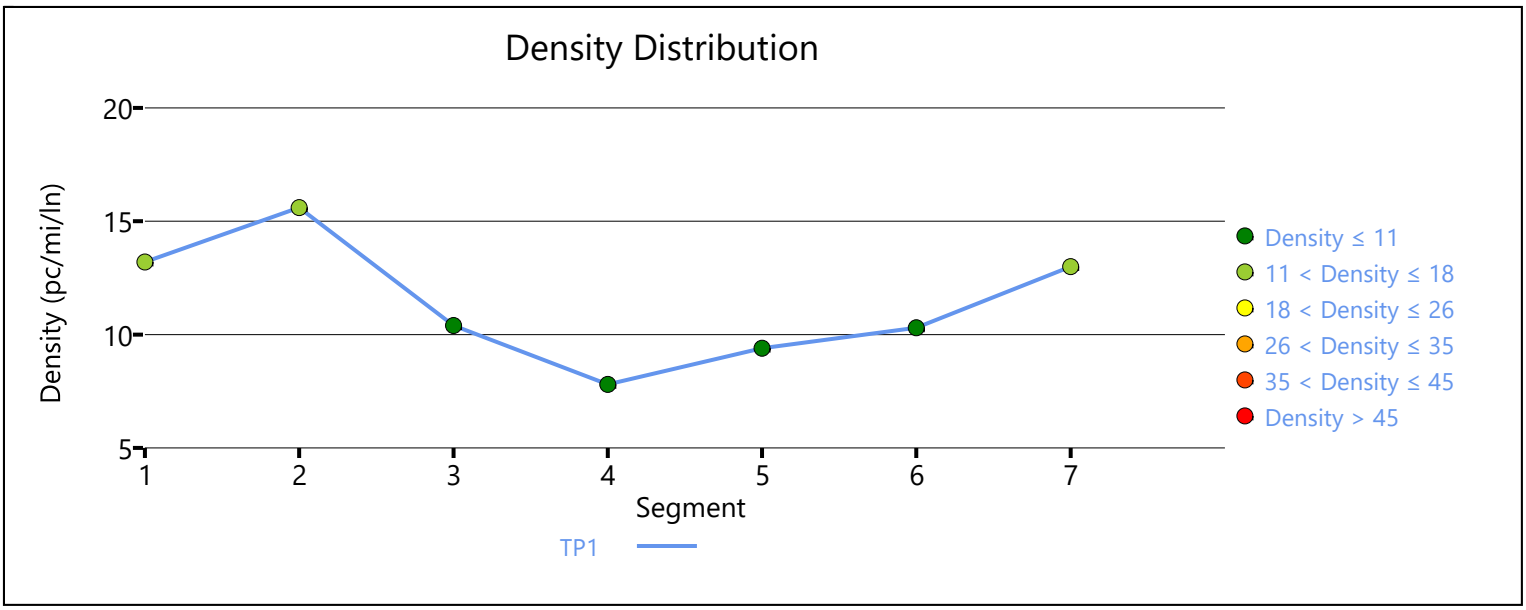
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	68.6	11.9	11.4	2.9	B

Facility Overall Results

Space Mean Speed, mi/h	68.6	Density, veh/mi/ln	11.4
Average Travel Time, min	2.9	Density, pc/mi/ln	11.9







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HCS7 Freeway Facilities Report

Project Information

Analyst	RV	Date	1/18/2019
Agency	Urban Crossroads, Inc.	Analysis Year	EAPC 2022
Jurisdiction	Caltrans	Time Period Analyzed	Saturday Peak Hour
Project Description	Desert Wave TIA (JN 11825)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	West of Cook Street	5280	4
2	Diverge	Diverge	EB Off-Ramp	1500	3
3	Basic	Basic	Between	2650	3
4	Merge	Merge	EB On-Ramp	1500	3
5	Basic	Basic	East of Cook Street	5280	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	3318	9600	0.35	70.0	11.9	B

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.952	3353	690	7200	2000	0.47	0.35	60.9	56.3	18.4	17.7	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	2636	7200	0.37	70.0	12.6	B

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	1.000	3198	562	7200	2100	0.44	0.27	63.9	62.1	16.7	17.0	B

Segment 5: Basic

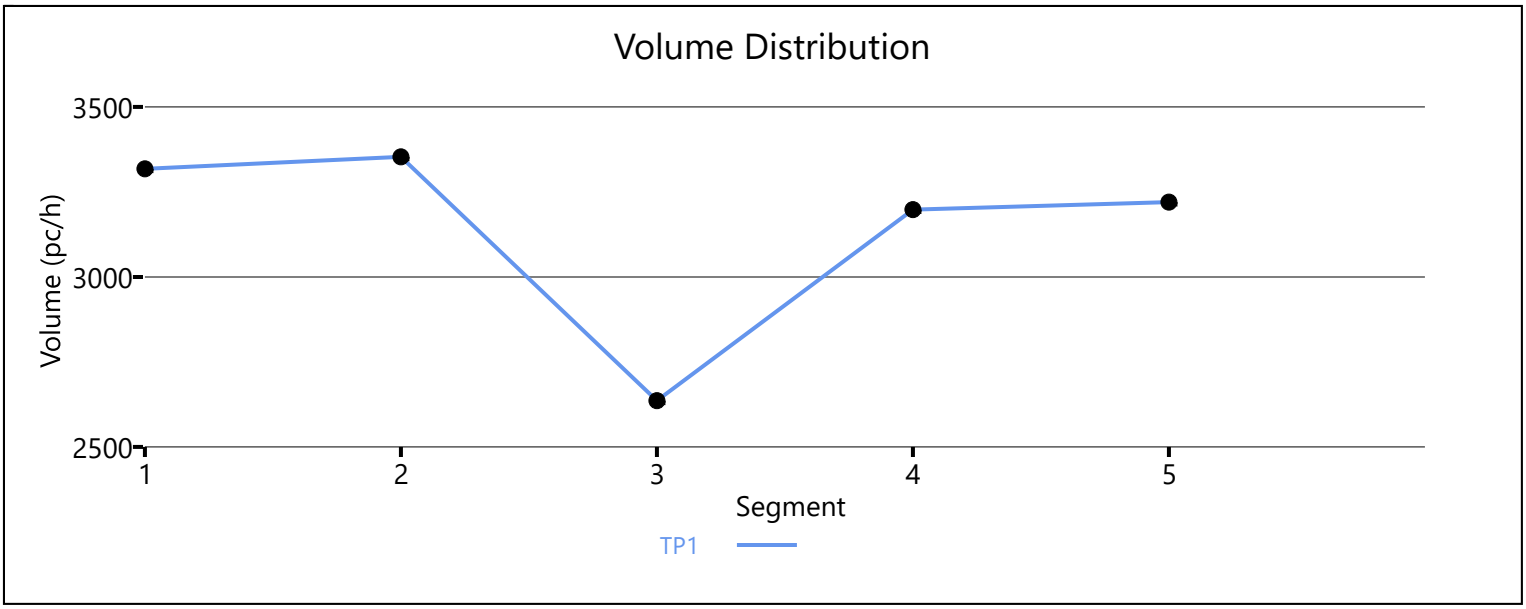
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	3220	7200	0.45	70.0	15.3	B

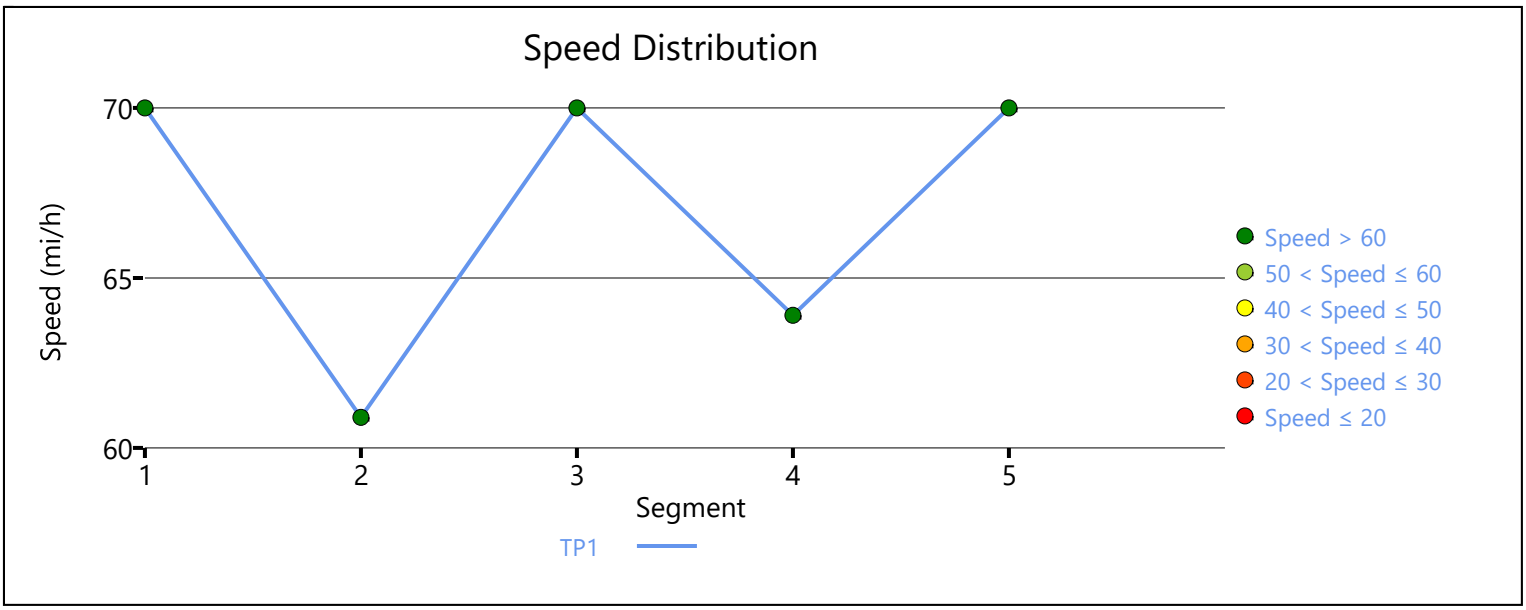
Facility Time Period Results

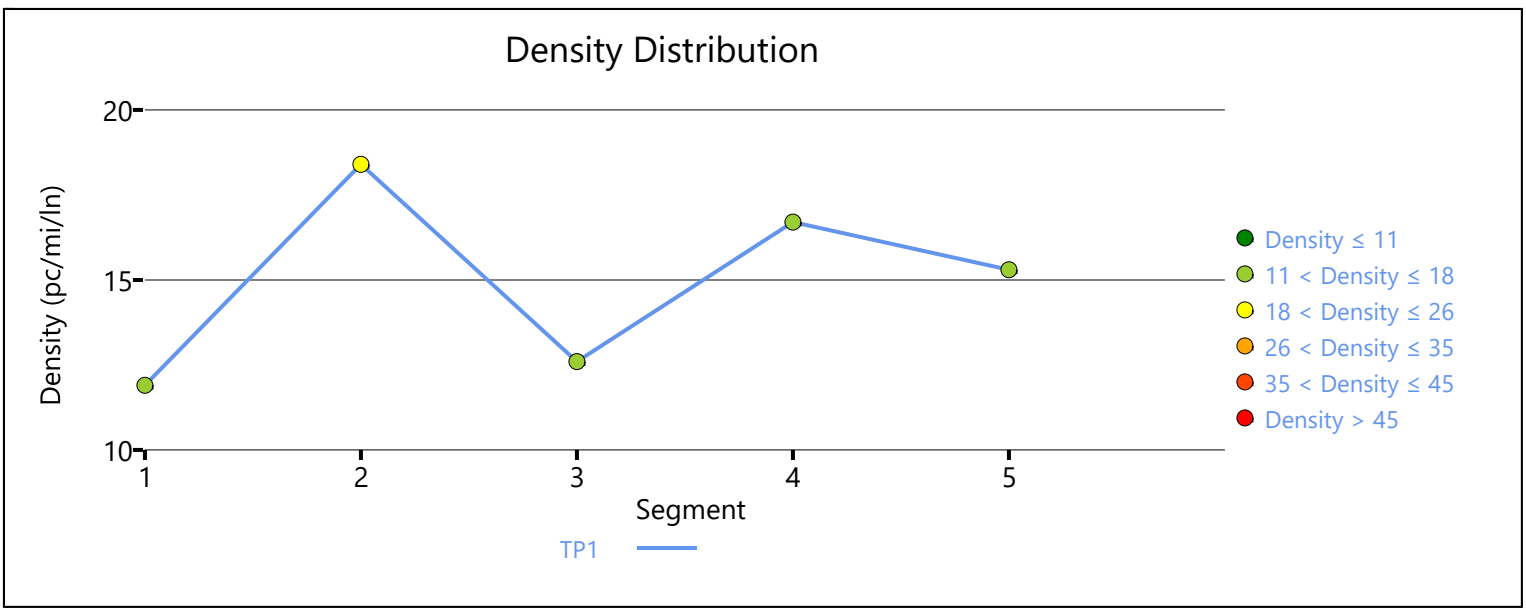
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	68.4	14.0	13.4	2.7	B

Facility Overall Results

Space Mean Speed, mi/h	68.4	Density, veh/mi/ln	13.4
Average Travel Time, min	2.7	Density, pc/mi/ln	14.0







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APPENDIX 8.4:

EAPC (2022, TYPICAL OPERATION) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS

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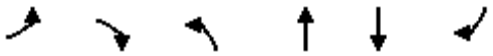
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	101	53	27	1167	1072	76
Future Volume (vph)	101	53	27	1167	1072	76
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	10.0
Minimum Split (s)	9.6	9.6	9.6	16.2	23.2	23.2
Total Split (s)	32.0	32.0	18.0	88.0	70.0	70.0
Total Split (%)	26.7%	26.7%	15.0%	73.3%	58.3%	58.3%
Yellow Time (s)	3.6	3.6	3.6	5.2	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	6.2	6.2	6.2
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 8: Cook St. & Market Place Dr.





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	101	53	27	1167	1072	76
Future Volume (veh/h)	101	53	27	1167	1072	76
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	104	55	28	1203	1105	78
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	134	119	45	2966	2740	1222
Arrive On Green	0.08	0.08	0.03	0.83	0.77	0.77
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	104	55	28	1203	1105	78
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	6.9	4.0	1.9	10.2	12.4	1.4
Cycle Q Clear(g_c), s	6.9	4.0	1.9	10.2	12.4	1.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	134	119	45	2966	2740	1222
V/C Ratio(X)	0.77	0.46	0.62	0.41	0.40	0.06
Avail Cap(c_a), veh/h	407	362	199	2966	2740	1222
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.61	0.61	0.90	0.90
Uniform Delay (d), s/veh	54.5	53.1	57.9	2.5	4.6	3.3
Incr Delay (d2), s/veh	3.6	1.0	3.2	0.3	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	3.6	0.8	1.5	3.1	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	58.1	54.2	61.1	2.7	5.0	3.4
LnGrp LOS	E	D	E	A	A	A
Approach Vol, veh/h	159			1231	1183	
Approach Delay, s/veh	56.7			4.1	4.9	
Approach LOS	E			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		106.4		13.6	7.6	98.7
Change Period (Y+Rc), s		6.2		4.6	4.6	6.2
Max Green Setting (Gmax), s		81.8		27.4	13.4	63.8
Max Q Clear Time (g_c+I1), s		12.2		8.9	3.9	14.4
Green Ext Time (p_c), s		10.0		0.2	0.0	9.0

Intersection Summary	
HCM 6th Ctrl Delay	7.7
HCM 6th LOS	A

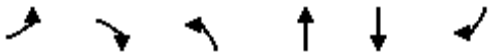
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	111	45	43	612	782	103
Future Volume (vph)	111	45	43	612	782	103
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	10.0
Minimum Split (s)	9.6	9.6	9.6	16.2	28.2	28.2
Total Split (s)	19.0	19.0	10.0	101.0	91.0	91.0
Total Split (%)	15.8%	15.8%	8.3%	84.2%	75.8%	75.8%
Yellow Time (s)	3.6	3.6	3.6	5.2	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	6.2	6.2	6.2
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 8: Cook St. & Market Place Dr.





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	111	45	43	612	782	103
Future Volume (veh/h)	111	45	43	612	782	103
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	118	48	46	651	832	110
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	147	130	59	2942	2687	1199
Arrive On Green	0.08	0.08	0.03	0.83	0.76	0.76
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	118	48	46	651	832	110
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	7.8	3.4	3.1	4.6	8.9	2.2
Cycle Q Clear(g_c), s	7.8	3.4	3.1	4.6	8.9	2.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	147	130	59	2942	2687	1199
V/C Ratio(X)	0.81	0.37	0.78	0.22	0.31	0.09
Avail Cap(c_a), veh/h	214	190	80	2942	2687	1199
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.94	0.94	0.95	0.95
Uniform Delay (d), s/veh	54.1	52.1	57.6	2.2	4.7	3.8
Incr Delay (d2), s/veh	8.2	0.6	18.4	0.2	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	3.1	1.6	0.8	2.3	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	62.3	52.8	75.9	2.3	4.9	4.0
LnGrp LOS	E	D	E	A	A	A
Approach Vol, veh/h	166			697	942	
Approach Delay, s/veh	59.5			7.2	4.8	
Approach LOS	E			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		105.5		14.5	8.6	96.9
Change Period (Y+Rc), s		6.2		4.6	4.6	6.2
Max Green Setting (Gmax), s		94.8		14.4	5.4	84.8
Max Q Clear Time (g_c+I1), s		6.6		9.8	5.1	10.9
Green Ext Time (p_c), s		4.2		0.1	0.0	6.2

Intersection Summary		
HCM 6th Ctrl Delay		10.8
HCM 6th LOS		B

APPENDIX 9.1:

EAPC (2022, SPECIAL EVENT) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

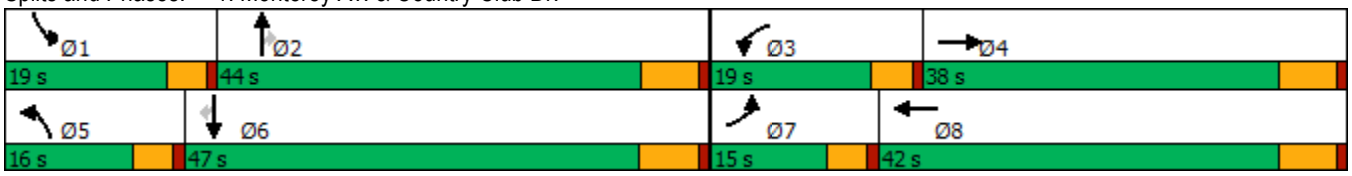
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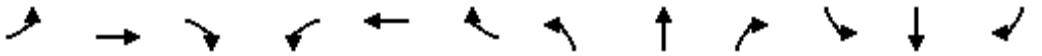
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	442	131	321	304	168	143	1089	107	177	1268	68
Future Volume (vph)	130	442	131	321	304	168	143	1089	107	177	1268	68
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2		9.6	39.2		9.6	36.2	36.2	9.6	35.4	35.4
Total Split (s)	15.0	38.0		19.0	42.0		16.0	44.0	44.0	19.0	47.0	47.0
Total Split (%)	12.5%	31.7%		15.8%	35.0%		13.3%	36.7%	36.7%	15.8%	39.2%	39.2%
Yellow Time (s)	3.6	5.2		3.6	5.2		3.6	5.2	5.2	3.6	5.4	5.4
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2		4.6	6.2		4.6	6.2	6.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 100.5
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Monterey Av. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	442	131	321	304	168	143	1089	107	177	1268	68
Future Volume (veh/h)	130	442	131	321	304	168	143	1089	107	177	1268	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	131	446	0	324	307	0	144	1100	41	179	1281	49
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	199	736		400	1033		214	2195	680	254	2253	699
Arrive On Green	0.06	0.14	0.00	0.12	0.20	0.00	0.06	0.43	0.43	0.07	0.44	0.44
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1583	3456	5106	1584
Grp Volume(v), veh/h	131	446	0	324	307	0	144	1100	41	179	1281	49
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1583	1728	1702	1584
Q Serve(g_s), s	3.4	7.5	0.0	8.4	4.7	0.0	3.8	14.4	1.4	4.7	17.2	1.6
Cycle Q Clear(g_c), s	3.4	7.5	0.0	8.4	4.7	0.0	3.8	14.4	1.4	4.7	17.2	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	199	736		400	1033		214	2195	680	254	2253	699
V/C Ratio(X)	0.66	0.61		0.81	0.30		0.67	0.50	0.06	0.71	0.57	0.07
Avail Cap(c_a), veh/h	391	1765		541	1986		428	2195	680	541	2253	699
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.5	36.9	0.0	39.7	31.2	0.0	42.2	19.1	15.4	41.7	19.2	14.8
Incr Delay (d2), s/veh	1.4	0.8	0.0	4.8	0.2	0.0	1.4	0.8	0.2	1.4	1.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.0	0.0	3.6	1.8	0.0	1.6	5.2	0.5	1.9	6.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.9	37.7	0.0	44.4	31.3	0.0	43.6	19.9	15.5	43.0	20.2	15.0
LnGrp LOS	D	D		D	C		D	B	B	D	C	B
Approach Vol, veh/h		577	A		631	A		1285			1509	
Approach Delay, s/veh		39.1			38.1			22.4			22.8	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	46.0	15.3	19.5	10.3	47.0	9.9	24.8
Change Period (Y+Rc), s	4.6	* 6.4	4.6	6.2	4.6	6.4	4.6	6.2
Max Green Setting (Gmax), s	14.4	* 38	14.4	31.8	11.4	40.6	10.4	35.8
Max Q Clear Time (g_c+I1), s	6.7	16.4	10.4	9.5	5.8	19.2	5.4	6.7
Green Ext Time (p_c), s	0.2	7.3	0.2	2.6	0.1	8.5	0.1	1.8

Intersection Summary	
HCM 6th Ctrl Delay	27.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

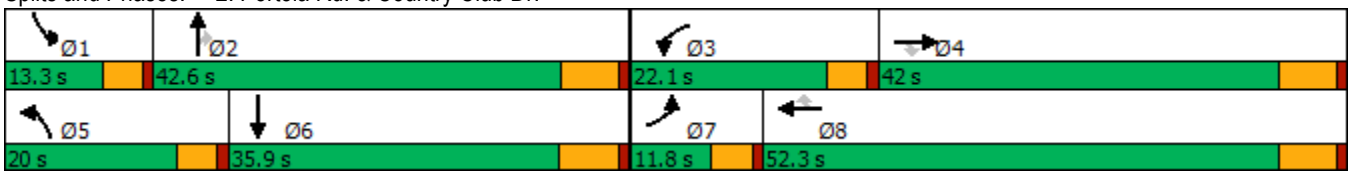
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

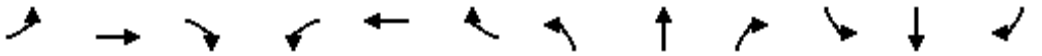
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	38	585	142	154	487	82	147	361	159	82	333
Future Volume (vph)	38	585	142	154	487	82	147	361	159	82	333
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	33.2	33.2	9.6	33.2	33.2	9.6	39.2	39.2	9.6	34.4
Total Split (s)	11.8	42.0	42.0	22.1	52.3	52.3	20.0	42.6	42.6	13.3	35.9
Total Split (%)	9.8%	35.0%	35.0%	18.4%	43.6%	43.6%	16.7%	35.5%	35.5%	11.1%	29.9%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 105.3
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Portola Rd. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	585	142	154	487	82	147	361	159	82	333	39
Future Volume (veh/h)	38	585	142	154	487	82	147	361	159	82	333	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	629	82	166	524	61	158	388	90	88	358	26
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	813	360	199	1088	477	190	1326	590	112	1105	80
Arrive On Green	0.03	0.23	0.23	0.11	0.31	0.31	0.11	0.37	0.37	0.06	0.33	0.33
Sat Flow, veh/h	1781	3554	1573	1781	3554	1559	1781	3554	1583	1781	3357	243
Grp Volume(v), veh/h	41	629	82	166	524	61	158	388	90	88	189	195
Grp Sat Flow(s),veh/h/ln	1781	1777	1573	1781	1777	1559	1781	1777	1583	1781	1777	1823
Q Serve(g_s), s	2.2	16.2	4.1	8.9	11.7	2.8	8.5	7.5	3.7	4.8	7.8	7.9
Cycle Q Clear(g_c), s	2.2	16.2	4.1	8.9	11.7	2.8	8.5	7.5	3.7	4.8	7.8	7.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	61	813	360	199	1088	477	190	1326	590	112	585	600
V/C Ratio(X)	0.67	0.77	0.23	0.83	0.48	0.13	0.83	0.29	0.15	0.78	0.32	0.33
Avail Cap(c_a), veh/h	131	1304	577	320	1679	737	281	1326	590	159	585	600
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.6	35.2	30.6	42.5	27.5	24.4	42.7	21.5	20.3	45.1	24.6	24.6
Incr Delay (d2), s/veh	4.6	1.6	0.3	5.0	0.3	0.1	8.2	0.6	0.5	9.6	1.5	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	6.7	1.5	4.0	4.7	1.0	4.0	3.0	1.3	2.3	3.2	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.2	36.9	30.9	47.4	27.9	24.6	50.9	22.1	20.9	54.6	26.0	26.0
LnGrp LOS	D	D	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		752			751			636			472	
Approach Delay, s/veh		37.0			31.9			29.1			31.3	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	42.8	15.5	28.5	15.0	38.5	8.0	36.1
Change Period (Y+Rc), s	4.6	* 6.4	4.6	6.2	4.6	6.4	4.6	6.2
Max Green Setting (Gmax), s	8.7	* 36	17.5	35.8	15.4	29.5	7.2	46.1
Max Q Clear Time (g_c+I1), s	6.8	9.5	10.9	18.2	10.5	9.9	4.2	13.7
Green Ext Time (p_c), s	0.0	2.5	0.1	3.7	0.1	1.7	0.0	3.5

Intersection Summary	
HCM 6th Ctrl Delay	32.6
HCM 6th LOS	C

Notes

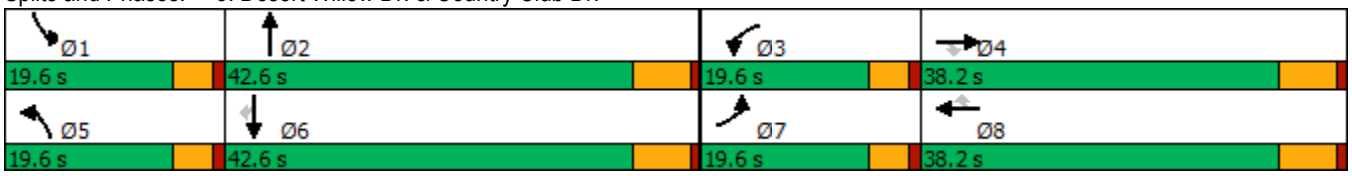
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	189	593	57	118	605	277	63	8	106	4	21
Future Volume (vph)	189	593	57	118	605	277	63	8	106	4	21
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	23.2	23.2	9.6	27.2	27.2	9.6	33.2	9.6	36.2	36.2
Total Split (s)	19.6	38.2	38.2	19.6	38.2	38.2	19.6	42.6	19.6	42.6	42.6
Total Split (%)	16.3%	31.8%	31.8%	16.3%	31.8%	31.8%	16.3%	35.5%	16.3%	35.5%	35.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 80.3
Natural Cycle: 85
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Desert Willow Dr. & Country Club Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	593	57	118	605	277	63	8	73	106	4	21
Future Volume (veh/h)	189	593	57	118	605	277	63	8	73	106	4	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	191	599	0	119	611	273	64	8	34	107	4	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	279	1470		152	1485	656	86	50	213	201	325	
Arrive On Green	0.08	0.41	0.00	0.09	0.42	0.42	0.05	0.16	0.16	0.06	0.17	0.00
Sat Flow, veh/h	3456	3554	1585	1781	3554	1570	1781	306	1301	3456	1870	1585
Grp Volume(v), veh/h	191	599	0	119	611	273	64	0	42	107	4	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1570	1781	0	1608	1728	1870	1585
Q Serve(g_s), s	4.2	9.2	0.0	5.1	9.4	9.5	2.7	0.0	1.7	2.3	0.1	0.0
Cycle Q Clear(g_c), s	4.2	9.2	0.0	5.1	9.4	9.5	2.7	0.0	1.7	2.3	0.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.81	1.00		1.00
Lane Grp Cap(c), veh/h	279	1470		152	1485	656	86	0	264	201	325	
V/C Ratio(X)	0.68	0.41		0.78	0.41	0.42	0.74	0.00	0.16	0.53	0.01	
Avail Cap(c_a), veh/h	670	1470		345	1485	656	345	0	756	670	880	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.6	16.0	0.0	34.7	15.8	15.9	36.4	0.0	27.8	35.4	26.5	0.0
Incr Delay (d2), s/veh	1.1	0.8	0.0	3.4	0.8	1.9	4.7	0.0	0.3	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.3	0.0	2.2	3.4	3.2	1.3	0.0	0.7	1.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.7	16.8	0.0	38.1	16.7	17.8	41.0	0.0	28.0	36.2	26.5	0.0
LnGrp LOS	D	B		D	B	B	D	A	C	D	C	
Approach Vol, veh/h		790	A		1003			106			111	A
Approach Delay, s/veh		21.4			19.5			35.9			35.9	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	18.9	11.2	38.2	8.3	19.7	10.9	38.5
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	6.2	4.6	6.2
Max Green Setting (Gmax), s	15.0	36.4	15.0	32.0	15.0	36.4	15.0	32.0
Max Q Clear Time (g_c+I1), s	4.3	3.7	7.1	11.2	4.7	2.1	6.2	11.5
Green Ext Time (p_c), s	0.1	0.2	0.1	3.5	0.0	0.0	0.2	4.5

Intersection Summary	
HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

Notes

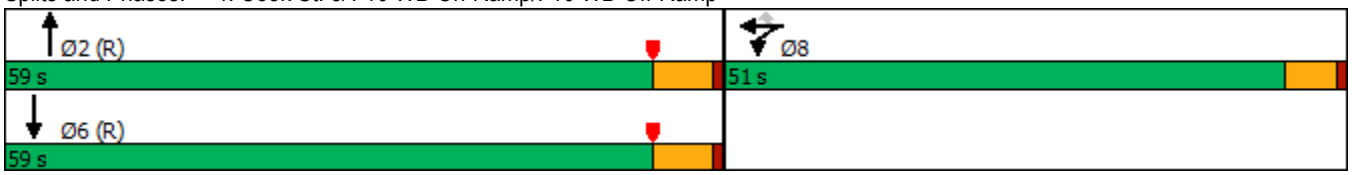
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

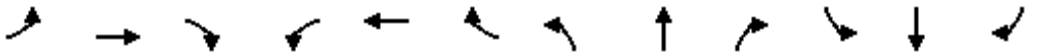
Lane Group	WBT	WBR	NBT	NBR	SBT
Lane Configurations					
Traffic Volume (vph)	3	94	325	420	402
Future Volume (vph)	3	94	325	420	402
Turn Type	NA	Perm	NA	Free	NA
Protected Phases	8		2		6
Permitted Phases		8		Free	
Detector Phase	8	8	2		6
Switch Phase					
Minimum Initial (s)	5.0	5.0	7.0		7.0
Minimum Split (s)	10.3	10.3	13.0		29.0
Total Split (s)	51.0	51.0	59.0		59.0
Total Split (%)	46.4%	46.4%	53.6%		53.6%
Yellow Time (s)	4.3	4.3	5.0		5.0
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	6.0		6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Max		C-Max

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 6 (5%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 4: Cook St. & I-10 WB On-Ramp/I-10 WB Off-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	538	3	94	0	325	420	0	402	76
Future Volume (veh/h)	0	0	0	538	3	94	0	325	420	0	402	76
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1530	1870	0	1781	1826	0	1856	1856
Adj Flow Rate, veh/h				549	3	81	0	332	0	0	410	70
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				2	25	2	0	8	5	0	3	3
Cap, veh/h				575	3	629	0	1694		0	2183	362
Arrive On Green				0.40	0.40	0.40	0.00	0.50	0.00	0.00	0.50	0.50
Sat Flow, veh/h				1449	8	1585	0	3474	1547	0	4528	724
Grp Volume(v), veh/h				552	0	81	0	332	0	0	315	165
Grp Sat Flow(s),veh/h/ln				1457	0	1585	0	1692	1547	0	1689	1707
Q Serve(g_s), s				40.5	0.0	3.6	0.0	6.0	0.0	0.0	5.6	5.9
Cycle Q Clear(g_c), s				40.5	0.0	3.6	0.0	6.0	0.0	0.0	5.6	5.9
Prop In Lane				0.99		1.00	0.00		1.00	0.00		0.42
Lane Grp Cap(c), veh/h				578	0	629	0	1694		0	1691	855
V/C Ratio(X)				0.96	0.00	0.13	0.00	0.20		0.00	0.19	0.19
Avail Cap(c_a), veh/h				605	0	659	0	1694		0	1691	855
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				32.2	0.0	21.1	0.0	15.2	0.0	0.0	15.1	15.2
Incr Delay (d2), s/veh				25.3	0.0	0.1	0.0	0.3	0.0	0.0	0.2	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				17.3	0.0	1.3	0.0	2.1	0.0	0.0	2.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				57.6	0.0	21.2	0.0	15.5	0.0	0.0	15.4	15.7
LnGrp LOS				E	A	C	A	B		A	B	B
Approach Vol, veh/h					633			332	A		480	
Approach Delay, s/veh					52.9			15.5			15.5	
Approach LOS					D			B			B	

Timer - Assigned Phs	2			6		8			
Phs Duration (G+Y+Rc), s	61.1			61.1		48.9			
Change Period (Y+Rc), s	6.0			6.0		5.3			
Max Green Setting (Gmax), s	53.0			53.0		45.7			
Max Q Clear Time (g_c+I1), s	8.0			7.9		42.5			
Green Ext Time (p_c), s	1.2			1.7		1.2			

Intersection Summary		
HCM 6th Ctrl Delay	31.9	
HCM 6th LOS	C	

Notes

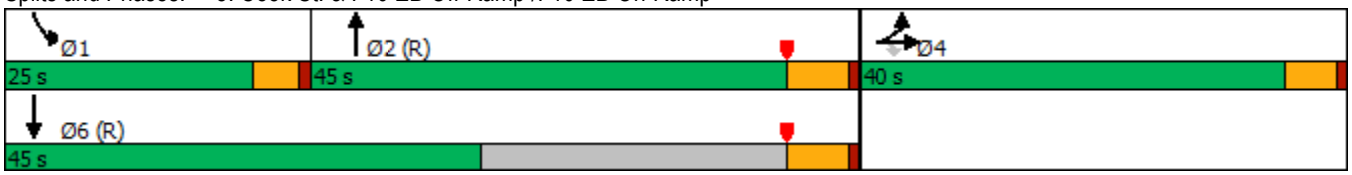
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

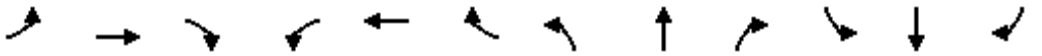
Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	104	1	660	641	139	799
Future Volume (vph)	104	1	660	641	139	799
Turn Type	Split	NA	Perm	NA	Prot	NA
Protected Phases	4	4		2	1	6
Permitted Phases			4			
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	7.0	5.0	8.0
Minimum Split (s)	10.3	10.3	10.3	13.0	9.7	37.0
Total Split (s)	40.0	40.0	40.0	45.0	25.0	45.0
Total Split (%)	36.4%	36.4%	36.4%	40.9%	22.7%	40.9%
Yellow Time (s)	4.3	4.3	4.3	5.0	3.7	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	6.0	4.7	6.0
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 5: Cook St. & I-10 EB Off-Ramp /I-10 EB On-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	1	660	0	0	0	0	641	398	139	799	0
Future Volume (veh/h)	104	1	660	0	0	0	0	641	398	139	799	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1841	1900	1811				0	1811	1811	1648	1856	0
Adj Flow Rate, veh/h	108	0	448				0	668	395	145	832	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	0	6				0	6	6	17	3	0
Cap, veh/h	303	0	531				0	1889	880	170	3670	0
Arrive On Green	0.17	0.00	0.17				0.00	0.57	0.57	0.11	0.72	0.00
Sat Flow, veh/h	1753	0	3070				0	3459	1535	1570	5233	0
Grp Volume(v), veh/h	108	0	448				0	668	395	145	832	0
Grp Sat Flow(s),veh/h/ln	1753	0	1535				0	1648	1535	1570	1689	0
Q Serve(g_s), s	6.0	0.0	15.5				0.0	11.9	16.3	10.0	6.0	0.0
Cycle Q Clear(g_c), s	6.0	0.0	15.5				0.0	11.9	16.3	10.0	6.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	303	0	531				0	1889	880	170	3670	0
V/C Ratio(X)	0.36	0.00	0.84				0.00	0.35	0.45	0.85	0.23	0.00
Avail Cap(c_a), veh/h	553	0	968				0	1889	880	290	3670	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.84	0.84	1.00	1.00	0.00
Uniform Delay (d), s/veh	40.1	0.0	44.1				0.0	12.6	13.5	48.2	5.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	2.8				0.0	0.4	1.4	4.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	5.9				0.0	3.9	5.1	3.9	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.6	0.0	46.9				0.0	13.0	14.9	52.8	5.1	0.0
LnGrp LOS	D	A	D				A	B	B	D	A	A
Approach Vol, veh/h		556						1063			977	
Approach Delay, s/veh		45.7						13.7			12.2	
Approach LOS		D						B			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	16.6	69.0		24.3		85.7
Change Period (Y+Rc), s	* 4.7	6.0		5.3		6.0
Max Green Setting (Gmax), s	* 20	39.0		34.7		39.0
Max Q Clear Time (g_c+I1), s	12.0	18.3		17.5		8.0
Green Ext Time (p_c), s	0.1	4.0		1.5		3.4

Intersection Summary		
HCM 6th Ctrl Delay		20.0
HCM 6th LOS		B

Notes

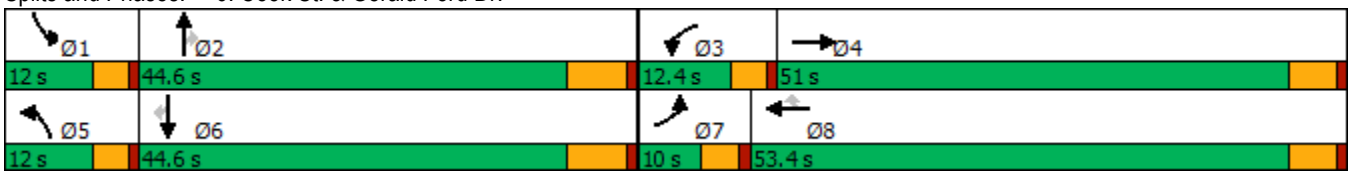
User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	240	208	147	68	227	98	233	702	48	185	1074	173
Future Volume (vph)	240	208	147	68	227	98	233	702	48	185	1074	173
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			8			2			6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.5	41.4		9.2	41.4	41.4	9.2	42.5	42.5	9.2	42.5	42.5
Total Split (s)	10.0	51.0		12.4	53.4	53.4	12.0	44.6	44.6	12.0	44.6	44.6
Total Split (%)	8.3%	42.5%		10.3%	44.5%	44.5%	10.0%	37.2%	37.2%	10.0%	37.2%	37.2%
Yellow Time (s)	3.5	4.4		3.2	4.4	4.4	3.2	5.5	5.5	3.2	5.5	5.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.4		4.2	5.4	5.4	4.2	6.5	6.5	4.2	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 88.4
Natural Cycle: 105
Control Type: Actuated-Uncoordinated

Splits and Phases: 6: Cook St. & Gerald Ford Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	208	147	68	227	98	233	702	48	185	1074	173
Future Volume (veh/h)	240	208	147	68	227	98	233	702	48	185	1074	173
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	253	219	0	72	239	47	245	739	37	195	1131	139
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	511		170	434	194	323	2450	761	273	2377	737
Arrive On Green	0.07	0.14	0.00	0.05	0.12	0.12	0.09	0.48	0.48	0.08	0.47	0.47
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1584
Grp Volume(v), veh/h	253	219	0	72	239	47	245	739	37	195	1131	139
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1584
Q Serve(g_s), s	5.5	4.6	0.0	1.7	5.2	2.2	5.7	7.2	1.0	4.5	12.4	4.2
Cycle Q Clear(g_c), s	5.5	4.6	0.0	1.7	5.2	2.2	5.7	7.2	1.0	4.5	12.4	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	232	511		170	434	194	323	2450	761	273	2377	737
V/C Ratio(X)	1.09	0.43		0.42	0.55	0.24	0.76	0.30	0.05	0.71	0.48	0.19
Avail Cap(c_a), veh/h	232	1980		346	2084	930	329	2450	761	329	2377	737
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.2	32.0	0.0	37.8	33.8	32.5	36.2	12.9	11.3	36.8	15.0	12.8
Incr Delay (d2), s/veh	85.0	0.6	0.0	0.6	1.1	0.6	8.6	0.3	0.1	4.0	0.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	1.9	0.0	0.7	2.2	0.8	2.6	2.3	0.3	1.9	4.1	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	123.1	32.5	0.0	38.4	34.9	33.1	44.8	13.3	11.5	40.7	15.7	13.4
LnGrp LOS	F	C		D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		472	A		358			1021			1465	
Approach Delay, s/veh		81.1			35.4			20.8			18.8	
Approach LOS		F			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	45.8	8.2	17.2	11.8	44.6	10.0	15.4
Change Period (Y+Rc), s	* 4.2	6.5	* 4.2	5.4	* 4.2	6.5	4.5	5.4
Max Green Setting (Gmax), s	* 7.8	38.1	* 8.2	45.6	* 7.8	38.1	5.5	48.0
Max Q Clear Time (g_c+I1), s	6.5	9.2	3.7	6.6	7.7	14.4	7.5	7.2
Green Ext Time (p_c), s	0.0	4.8	0.0	1.4	0.0	8.0	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	30.1
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

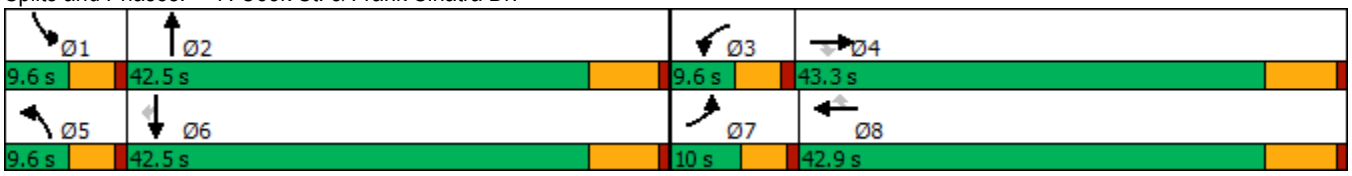
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

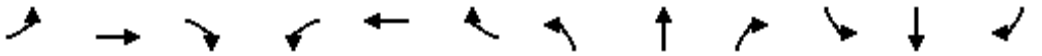
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	178	143	112	57	158	72	113	692	73	1066	199
Future Volume (vph)	178	143	112	57	158	72	113	692	73	1066	199
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.5	37.5	9.6	42.5	42.5	9.6	42.5	9.6	37.5	37.5
Total Split (s)	10.0	43.3	43.3	9.6	42.9	42.9	9.6	42.5	9.6	42.5	42.5
Total Split (%)	9.5%	41.2%	41.2%	9.1%	40.9%	40.9%	9.1%	40.5%	9.1%	40.5%	40.5%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	5.5	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	6.5	4.6	6.5	4.6	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	Max	Max

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 83.8
Natural Cycle: 105
Control Type: Actuated-Uncoordinated

Splits and Phases: 7: Cook St. & Frank Sinatra Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	143	112	57	158	72	113	692	45	73	1066	199
Future Volume (veh/h)	178	143	112	57	158	72	113	692	45	73	1066	199
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	189	152	118	61	168	24	120	736	34	78	1134	168
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	239	533	238	162	454	203	205	1616	75	180	2350	729
Arrive On Green	0.07	0.15	0.15	0.05	0.13	0.13	0.06	0.47	0.47	0.05	0.46	0.46
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3459	160	3456	5106	1584
Grp Volume(v), veh/h	189	152	118	61	168	24	120	378	392	78	1134	168
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1842	1728	1702	1584
Q Serve(g_s), s	4.2	3.0	5.3	1.3	3.4	1.0	2.6	11.3	11.3	1.7	12.1	5.0
Cycle Q Clear(g_c), s	4.2	3.0	5.3	1.3	3.4	1.0	2.6	11.3	11.3	1.7	12.1	5.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	239	533	238	162	454	203	205	830	860	180	2350	729
V/C Ratio(X)	0.79	0.29	0.50	0.38	0.37	0.12	0.59	0.46	0.46	0.43	0.48	0.23
Avail Cap(c_a), veh/h	239	1672	746	221	1653	738	221	830	860	221	2350	729
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.9	29.5	30.5	36.2	31.2	30.2	35.9	14.1	14.1	36.0	14.7	12.8
Incr Delay (d2), s/veh	15.3	0.3	1.6	0.5	0.5	0.3	2.0	1.8	1.7	0.6	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	1.2	1.9	0.5	1.3	0.4	1.1	4.0	4.2	0.7	3.9	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.2	29.8	32.1	36.7	31.7	30.5	37.8	15.9	15.8	36.6	15.4	13.5
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		459			253			890			1380	
Approach Delay, s/veh		39.2			32.8			18.8			16.3	
Approach LOS		D			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	43.0	8.3	18.2	9.2	42.5	10.0	16.5
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5
Max Green Setting (Gmax), s	5.0	36.0	5.0	36.8	5.0	36.0	5.4	36.4
Max Q Clear Time (g_c+I1), s	3.7	13.3	3.3	7.3	4.6	14.1	6.2	5.4
Green Ext Time (p_c), s	0.0	4.1	0.0	1.2	0.0	7.9	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	14

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	118	29	53	663	960	240
Future Vol, veh/h	118	29	53	663	960	240
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	90	0	120	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	126	31	56	705	1021	255

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1486	511	1276	0	-	0
Stage 1	1021	-	-	-	-	-
Stage 2	465	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 115	508	540	-	-	-
Stage 1	309	-	-	-	-	-
Stage 2	599	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 103	508	540	-	-	-
Mov Cap-2 Maneuver	~ 103	-	-	-	-	-
Stage 1	277	-	-	-	-	-
Stage 2	599	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	192	0.9	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	540	-	103	508	-	-
HCM Lane V/C Ratio	0.104	-	1.219	0.061	-	-
HCM Control Delay (s)	12.4	-	236.1	12.5	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.3	-	8.4	0.2	-	-

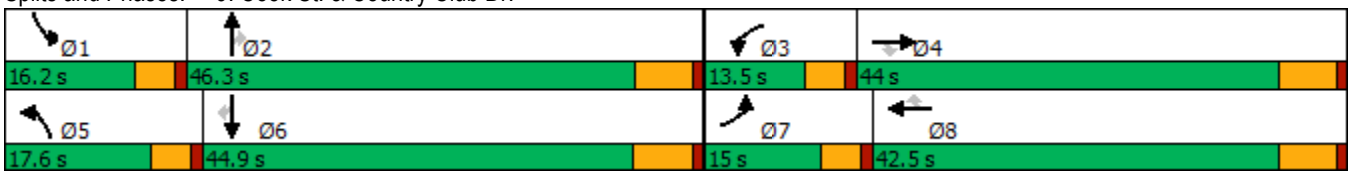
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

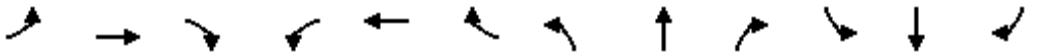
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	479	134	153	475	154	250	479	150	251	560	329
Future Volume (vph)	160	479	134	153	475	154	250	479	150	251	560	329
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.2	37.2	9.6	42.2	42.2	9.6	39.2	39.2	9.6	40.4	40.4
Total Split (s)	15.0	44.0	44.0	13.5	42.5	42.5	17.6	46.3	46.3	16.2	44.9	44.9
Total Split (%)	12.5%	36.7%	36.7%	11.3%	35.4%	35.4%	14.7%	38.6%	38.6%	13.5%	37.4%	37.4%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.4	5.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 103.2
Natural Cycle: 105
Control Type: Actuated-Uncoordinated

Splits and Phases: 9: Cook St. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	479	134	153	475	154	250	479	150	251	560	329
Future Volume (veh/h)	160	479	134	153	475	154	250	479	150	251	560	329
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	163	489	82	156	485	93	255	489	90	256	571	276
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	673	299	224	665	297	328	1499	660	327	1498	656
Arrive On Green	0.07	0.19	0.19	0.06	0.19	0.19	0.09	0.42	0.42	0.09	0.42	0.42
Sat Flow, veh/h	3456	3554	1580	3456	3554	1585	3456	3554	1565	3456	3554	1556
Grp Volume(v), veh/h	163	489	82	156	485	93	255	489	90	256	571	276
Grp Sat Flow(s),veh/h/ln	1728	1777	1580	1728	1777	1585	1728	1777	1565	1728	1777	1556
Q Serve(g_s), s	4.4	12.3	4.2	4.2	12.2	4.8	6.9	8.8	3.4	6.9	10.5	11.9
Cycle Q Clear(g_c), s	4.4	12.3	4.2	4.2	12.2	4.8	6.9	8.8	3.4	6.9	10.5	11.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	232	673	299	224	665	297	328	1499	660	327	1498	656
V/C Ratio(X)	0.70	0.73	0.27	0.70	0.73	0.31	0.78	0.33	0.14	0.78	0.38	0.42
Avail Cap(c_a), veh/h	378	1413	628	323	1357	605	472	1499	660	422	1498	656
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.4	36.2	32.9	43.5	36.4	33.4	42.0	18.4	16.9	42.1	19.0	19.3
Incr Delay (d2), s/veh	1.4	1.5	0.5	1.5	1.6	0.6	2.9	0.6	0.4	5.2	0.7	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	5.1	1.6	1.8	5.1	1.8	2.9	3.4	1.2	3.0	4.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.9	37.7	33.4	45.0	37.9	34.0	44.9	19.0	17.3	47.3	19.7	21.3
LnGrp LOS	D	D	C	D	D	C	D	B	B	D	B	C
Approach Vol, veh/h		734			734			834			1103	
Approach Delay, s/veh		38.8			38.9			26.7			26.5	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	46.5	10.8	24.2	13.6	46.5	11.0	24.0
Change Period (Y+Rc), s	4.6	* 6.4	4.6	6.2	4.6	6.4	4.6	6.2
Max Green Setting (Gmax), s	11.6	* 40	8.9	37.8	13.0	38.5	10.4	36.3
Max Q Clear Time (g_c+I1), s	8.9	10.8	6.2	14.3	8.9	13.9	6.4	14.2
Green Ext Time (p_c), s	0.1	3.3	0.1	3.1	0.2	4.3	0.1	3.1

Intersection Summary	
HCM 6th Ctrl Delay	31.9
HCM 6th LOS	C

Notes

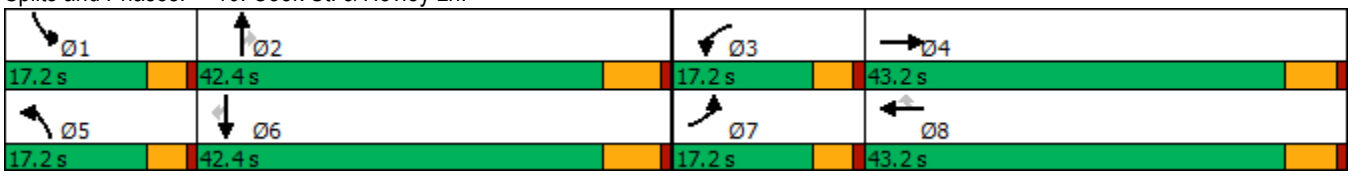
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

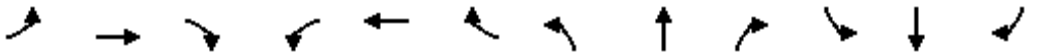
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	177	209	91	288	91	73	574	117	90	621	196
Future Volume (vph)	177	209	91	288	91	73	574	117	90	621	196
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	31.8	9.6	36.8	36.8	9.6	39.2	39.2	9.6	37.2	37.2
Total Split (s)	17.2	43.2	17.2	43.2	43.2	17.2	42.4	42.4	17.2	42.4	42.4
Total Split (%)	14.3%	36.0%	14.3%	36.0%	36.0%	14.3%	35.3%	35.3%	14.3%	35.3%	35.3%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	6.2	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 88.1
Natural Cycle: 100
Control Type: Actuated-Uncoordinated

Splits and Phases: 10: Cook St. & Hovley Ln.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	209	119	91	288	91	73	574	117	90	621	196
Future Volume (veh/h)	177	209	119	91	288	91	73	574	117	90	621	196
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	192	227	80	99	313	59	79	624	76	98	675	133
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	413	142	194	480	214	180	1633	728	194	1647	730
Arrive On Green	0.08	0.16	0.16	0.06	0.13	0.13	0.05	0.46	0.46	0.06	0.46	0.46
Sat Flow, veh/h	3456	2597	890	3456	3554	1585	3456	3554	1585	3456	3554	1576
Grp Volume(v), veh/h	192	153	154	99	313	59	79	624	76	98	675	133
Grp Sat Flow(s),veh/h/ln	1728	1777	1710	1728	1777	1585	1728	1777	1585	1728	1777	1576
Q Serve(g_s), s	4.3	6.3	6.5	2.2	6.6	2.6	1.7	9.1	2.1	2.2	9.9	3.9
Cycle Q Clear(g_c), s	4.3	6.3	6.5	2.2	6.6	2.6	1.7	9.1	2.1	2.2	9.9	3.9
Prop In Lane	1.00		0.52	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	278	283	272	194	480	214	180	1633	728	194	1647	730
V/C Ratio(X)	0.69	0.54	0.56	0.51	0.65	0.28	0.44	0.38	0.10	0.51	0.41	0.18
Avail Cap(c_a), veh/h	553	844	812	553	1687	753	553	1633	728	553	1647	730
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	30.5	30.6	36.1	32.3	30.6	36.2	14.0	12.1	36.1	14.0	12.4
Incr Delay (d2), s/veh	1.2	1.6	1.8	0.8	1.5	0.7	0.6	0.7	0.3	0.8	0.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.6	2.6	0.9	2.7	1.0	0.7	3.2	0.7	0.9	3.5	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.4	32.1	32.4	36.9	33.8	31.3	36.8	14.6	12.4	36.9	14.8	12.9
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		499			471			779			906	
Approach Delay, s/veh		33.9			34.2			16.7			16.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	42.4	9.0	18.3	8.7	42.7	10.9	16.4
Change Period (Y+Rc), s	4.6	6.2	4.6	5.8	4.6	6.2	4.6	5.8
Max Green Setting (Gmax), s	12.6	36.2	12.6	37.4	12.6	36.2	12.6	37.4
Max Q Clear Time (g_c+I1), s	4.2	11.1	4.2	8.5	3.7	11.9	6.3	8.6
Green Ext Time (p_c), s	0.1	4.1	0.1	1.6	0.1	4.6	0.2	2.0

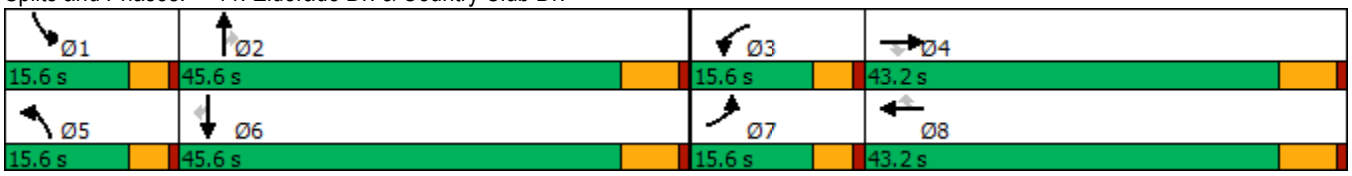
Intersection Summary	
HCM 6th Ctrl Delay	23.1
HCM 6th LOS	C

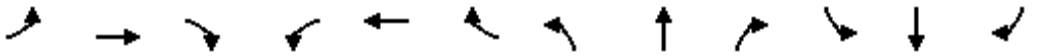
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	645	70	19	588	39	61	67	27	54	75	41
Future Volume (vph)	46	645	70	19	588	39	61	67	27	54	75	41
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.2	37.2	9.6	37.2	37.2	9.6	36.2	36.2	9.6	35.2	35.2
Total Split (s)	15.6	43.2	43.2	15.6	43.2	43.2	15.6	45.6	45.6	15.6	45.6	45.6
Total Split (%)	13.0%	36.0%	36.0%	13.0%	36.0%	36.0%	13.0%	38.0%	38.0%	13.0%	38.0%	38.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 81.6
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 11: Eldorado Dr. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	645	70	19	588	39	61	67	27	54	75	41
Future Volume (veh/h)	46	645	70	19	588	39	61	67	27	54	75	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	725	78	21	661	42	69	75	30	61	84	46
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	1808	796	42	1736	774	90	478	213	85	468	209
Arrive On Green	0.04	0.51	0.51	0.02	0.49	0.49	0.05	0.13	0.13	0.05	0.13	0.13
Sat Flow, veh/h	1781	3554	1564	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	52	725	78	21	661	42	69	75	30	61	84	46
Grp Sat Flow(s),veh/h/ln	1781	1777	1564	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.2	9.5	2.0	0.9	8.9	1.1	2.9	1.4	1.3	2.6	1.6	2.0
Cycle Q Clear(g_c), s	2.2	9.5	2.0	0.9	8.9	1.1	2.9	1.4	1.3	2.6	1.6	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	78	1808	796	42	1736	774	90	478	213	85	468	209
V/C Ratio(X)	0.66	0.40	0.10	0.50	0.38	0.05	0.77	0.16	0.14	0.72	0.18	0.22
Avail Cap(c_a), veh/h	259	1808	796	259	1736	774	259	1849	825	259	1849	825
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.7	11.5	9.6	36.5	12.2	10.2	35.5	29.0	28.9	35.6	29.2	29.4
Incr Delay (d2), s/veh	3.6	0.7	0.2	3.4	0.6	0.1	5.0	0.2	0.3	4.2	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.1	0.6	0.4	3.0	0.3	1.3	0.6	0.5	1.1	0.6	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.2	12.1	9.9	39.9	12.8	10.3	40.5	29.1	29.2	39.7	29.4	29.9
LnGrp LOS	D	B	A	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		855			724			174			191	
Approach Delay, s/veh		13.6			13.4			33.7			32.8	
Approach LOS		B			B			C			C	

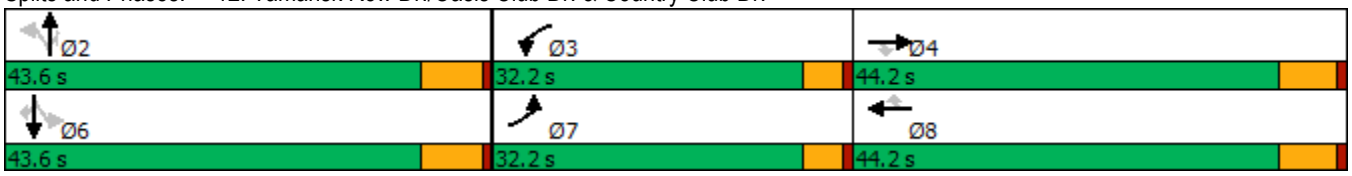
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	16.4	6.4	44.7	8.4	16.2	7.9	43.2
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	6.2	4.6	6.2
Max Green Setting (Gmax), s	11.0	39.4	11.0	37.0	11.0	39.4	11.0	37.0
Max Q Clear Time (g_c+I1), s	4.6	3.4	2.9	11.5	4.9	4.0	4.2	10.9
Green Ext Time (p_c), s	0.0	0.5	0.0	4.9	0.0	0.6	0.0	4.3

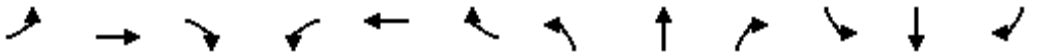
Intersection Summary	
HCM 6th Ctrl Delay	17.2
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	497	46	31	590	127	52	101	37	150	117	40
Future Volume (vph)	24	497	46	31	590	127	52	101	37	150	117	40
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases			4			8	2		2	6		6
Detector Phase	7	4	4	3	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.2	16.2	9.6	40.2	40.2	35.5	35.5	35.5	35.5	35.5	35.5
Total Split (s)	32.2	44.2	44.2	32.2	44.2	44.2	43.6	43.6	43.6	43.6	43.6	43.6
Total Split (%)	26.8%	36.8%	36.8%	26.8%	36.8%	36.8%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	5.5	5.5	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 71.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 12: Tamarisk Row Dr./Oasis Club Dr. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	497	46	31	590	127	52	101	37	150	117	40
Future Volume (veh/h)	24	497	46	31	590	127	52	101	37	150	117	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	512	35	32	608	96	54	104	24	155	121	35
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	49	1906	838	59	1925	848	296	663	296	306	663	296
Arrive On Green	0.03	0.54	0.54	0.03	0.54	0.54	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1781	3554	1564	1781	3554	1565	1231	3554	1585	1262	3554	1585
Grp Volume(v), veh/h	25	512	35	32	608	96	54	104	24	155	121	35
Grp Sat Flow(s),veh/h/ln	1781	1777	1564	1781	1777	1565	1231	1777	1585	1262	1777	1585
Q Serve(g_s), s	1.0	5.5	0.8	1.3	6.7	2.1	2.7	1.7	0.9	8.3	2.0	1.3
Cycle Q Clear(g_c), s	1.0	5.5	0.8	1.3	6.7	2.1	4.8	1.7	0.9	10.0	2.0	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	49	1906	838	59	1925	848	296	663	296	306	663	296
V/C Ratio(X)	0.51	0.27	0.04	0.54	0.32	0.11	0.18	0.16	0.08	0.51	0.18	0.12
Avail Cap(c_a), veh/h	694	1906	838	694	1925	848	711	1860	830	732	1860	830
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.0	8.9	7.8	33.7	9.0	7.9	26.3	24.1	23.8	28.4	24.3	24.0
Incr Delay (d2), s/veh	3.1	0.3	0.1	2.9	0.4	0.3	0.3	0.1	0.1	1.3	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.7	0.2	0.5	2.0	0.6	0.7	0.7	0.3	2.3	0.8	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1	9.3	7.9	36.6	9.4	8.2	26.6	24.3	23.9	29.6	24.4	24.1
LnGrp LOS	D	A	A	D	A	A	C	C	C	C	C	C
Approach Vol, veh/h		572			736			182			311	
Approach Delay, s/veh		10.4			10.4			24.9			27.0	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		19.7	6.9	44.2		19.7	6.5	44.6				
Change Period (Y+Rc), s		6.5	4.6	6.2		6.5	4.6	6.2				
Max Green Setting (Gmax), s		37.1	27.6	38.0		37.1	27.6	38.0				
Max Q Clear Time (g_c+I1), s		6.8	3.3	7.5		12.0	3.0	8.7				
Green Ext Time (p_c), s		0.8	0.0	3.3		1.2	0.0	4.2				

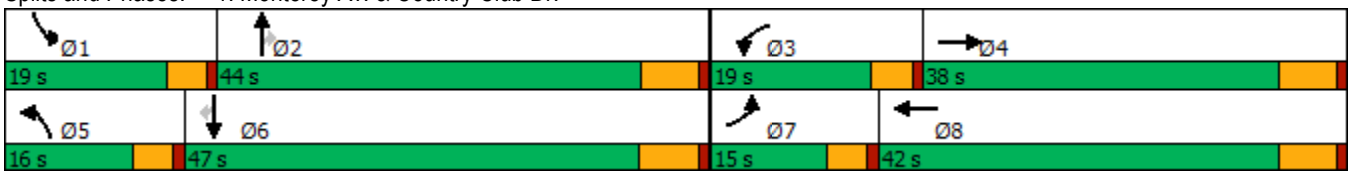
Intersection Summary												
HCM 6th Ctrl Delay			14.7									
HCM 6th LOS			B									

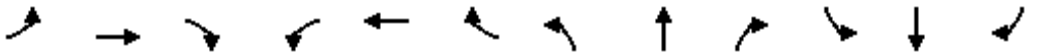
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	424	131	328	322	168	143	1089	99	177	1268	68
Future Volume (vph)	130	424	131	328	322	168	143	1089	99	177	1268	68
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2		9.6	39.2		9.6	36.2	36.2	9.6	35.4	35.4
Total Split (s)	15.0	38.0		19.0	42.0		16.0	44.0	44.0	19.0	47.0	47.0
Total Split (%)	12.5%	31.7%		15.8%	35.0%		13.3%	36.7%	36.7%	15.8%	39.2%	39.2%
Yellow Time (s)	3.6	5.2		3.6	5.2		3.6	5.2	5.2	3.6	5.4	5.4
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2		4.6	6.2		4.6	6.2	6.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 100.4
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Monterey Av. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	424	131	328	322	168	143	1089	99	177	1268	68
Future Volume (veh/h)	130	424	131	328	322	168	143	1089	99	177	1268	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	131	428	0	331	325	0	144	1100	33	179	1281	49
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	199	715		407	1023		214	2201	682	254	2259	701
Arrive On Green	0.06	0.14	0.00	0.12	0.20	0.00	0.06	0.43	0.43	0.07	0.44	0.44
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1583	3456	5106	1584
Grp Volume(v), veh/h	131	428	0	331	325	0	144	1100	33	179	1281	49
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1583	1728	1702	1584
Q Serve(g_s), s	3.4	7.2	0.0	8.6	5.0	0.0	3.7	14.3	1.1	4.6	17.1	1.6
Cycle Q Clear(g_c), s	3.4	7.2	0.0	8.6	5.0	0.0	3.7	14.3	1.1	4.6	17.1	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	199	715		407	1023		214	2201	682	254	2259	701
V/C Ratio(X)	0.66	0.60		0.81	0.32		0.67	0.50	0.05	0.71	0.57	0.07
Avail Cap(c_a), veh/h	392	1769		542	1992		429	2201	682	542	2259	701
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.3	37.0	0.0	39.5	31.3	0.0	42.1	18.9	15.2	41.5	19.0	14.7
Incr Delay (d2), s/veh	1.4	0.8	0.0	5.1	0.2	0.0	1.4	0.8	0.1	1.3	1.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.9	0.0	3.7	1.9	0.0	1.6	5.2	0.4	1.9	6.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.7	37.8	0.0	44.6	31.5	0.0	43.5	19.7	15.3	42.9	20.1	14.9
LnGrp LOS	D	D		D	C		D	B	B	D	C	B
Approach Vol, veh/h		559	A		656	A		1277			1509	
Approach Delay, s/veh		39.2			38.1			22.3			22.6	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	46.0	15.4	19.1	10.3	47.0	9.9	24.6
Change Period (Y+Rc), s	4.6	* 6.4	4.6	6.2	4.6	6.4	4.6	6.2
Max Green Setting (Gmax), s	14.4	* 38	14.4	31.8	11.4	40.6	10.4	35.8
Max Q Clear Time (g_c+I1), s	6.6	16.3	10.6	9.2	5.7	19.1	5.4	7.0
Green Ext Time (p_c), s	0.2	7.3	0.2	2.5	0.1	8.5	0.1	1.9

Intersection Summary	
HCM 6th Ctrl Delay	27.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

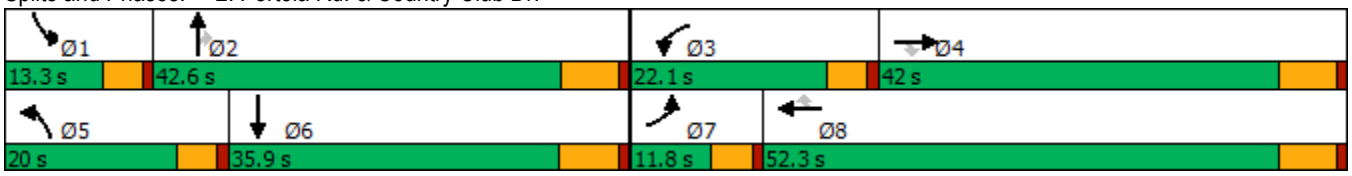
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	38	560	142	161	512	89	147	361	151	74	333
Future Volume (vph)	38	560	142	161	512	89	147	361	151	74	333
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	33.2	33.2	9.6	33.2	33.2	9.6	39.2	39.2	9.6	34.4
Total Split (s)	11.8	42.0	42.0	22.1	52.3	52.3	20.0	42.6	42.6	13.3	35.9
Total Split (%)	9.8%	35.0%	35.0%	18.4%	43.6%	43.6%	16.7%	35.5%	35.5%	11.1%	29.9%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 103.2
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Portola Rd. & Country Club Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	560	142	161	512	89	147	361	151	74	333	39
Future Volume (veh/h)	38	560	142	161	512	89	147	361	151	74	333	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	602	82	173	551	69	158	388	81	80	358	26
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	789	349	206	1078	473	191	1343	598	103	1103	80
Arrive On Green	0.03	0.22	0.22	0.12	0.30	0.30	0.11	0.38	0.38	0.06	0.33	0.33
Sat Flow, veh/h	1781	3554	1572	1781	3554	1559	1781	3554	1583	1781	3357	243
Grp Volume(v), veh/h	41	602	82	173	551	69	158	388	81	80	189	195
Grp Sat Flow(s),veh/h/ln	1781	1777	1572	1781	1777	1559	1781	1777	1583	1781	1777	1823
Q Serve(g_s), s	2.2	15.3	4.1	9.2	12.3	3.1	8.4	7.3	3.2	4.3	7.7	7.8
Cycle Q Clear(g_c), s	2.2	15.3	4.1	9.2	12.3	3.1	8.4	7.3	3.2	4.3	7.7	7.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	62	789	349	206	1078	473	191	1343	598	103	584	599
V/C Ratio(X)	0.67	0.76	0.23	0.84	0.51	0.15	0.83	0.29	0.14	0.78	0.32	0.33
Avail Cap(c_a), veh/h	133	1321	585	324	1701	746	285	1343	598	161	584	599
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.9	35.1	30.7	41.7	27.6	24.4	42.1	20.9	19.6	44.8	24.3	24.3
Incr Delay (d2), s/veh	4.5	1.6	0.3	6.0	0.4	0.1	7.6	0.5	0.5	4.8	1.5	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	6.3	1.5	4.2	4.9	1.1	3.9	2.9	1.2	1.9	3.2	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.5	36.6	31.1	47.7	28.0	24.6	49.7	21.5	20.1	49.5	25.7	25.8
LnGrp LOS	D	D	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		725			793			627			464	
Approach Delay, s/veh		36.8			32.0			28.4			29.8	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	42.8	15.8	27.6	14.9	38.0	7.9	35.4
Change Period (Y+Rc), s	4.6	* 6.4	4.6	6.2	4.6	6.4	4.6	6.2
Max Green Setting (Gmax), s	8.7	* 36	17.5	35.8	15.4	29.5	7.2	46.1
Max Q Clear Time (g_c+I1), s	6.3	9.3	11.2	17.3	10.4	9.8	4.2	14.3
Green Ext Time (p_c), s	0.0	2.5	0.1	3.6	0.1	1.7	0.0	3.7

Intersection Summary	
HCM 6th Ctrl Delay	32.1
HCM 6th LOS	C

Notes

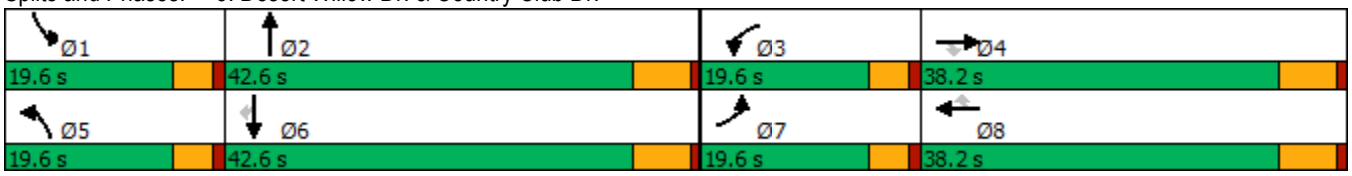
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

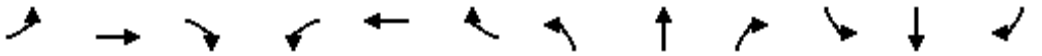
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	150	593	57	118	605	118	63	8	266	4	60
Future Volume (vph)	150	593	57	118	605	118	63	8	266	4	60
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	23.2	23.2	9.6	27.2	27.2	9.6	33.2	9.6	36.2	36.2
Total Split (s)	19.6	38.2	38.2	19.6	38.2	38.2	19.6	42.6	19.6	42.6	42.6
Total Split (%)	16.3%	31.8%	31.8%	16.3%	31.8%	31.8%	16.3%	35.5%	16.3%	35.5%	35.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 86.1
Natural Cycle: 85
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Desert Willow Dr. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	593	57	118	605	118	63	8	73	266	4	60
Future Volume (veh/h)	150	593	57	118	605	118	63	8	73	266	4	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	152	599	0	119	611	112	64	8	34	269	4	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	1392		151	1455	643	84	48	202	358	397	
Arrive On Green	0.07	0.39	0.00	0.08	0.41	0.41	0.05	0.16	0.16	0.10	0.21	0.00
Sat Flow, veh/h	3456	3554	1585	1781	3554	1570	1781	306	1300	3456	1870	1585
Grp Volume(v), veh/h	152	599	0	119	611	112	64	0	42	269	4	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1570	1781	0	1606	1728	1870	1585
Q Serve(g_s), s	3.5	10.1	0.0	5.4	10.0	3.7	2.9	0.0	1.9	6.2	0.1	0.0
Cycle Q Clear(g_c), s	3.5	10.1	0.0	5.4	10.0	3.7	2.9	0.0	1.9	6.2	0.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.81	1.00		1.00
Lane Grp Cap(c), veh/h	232	1392		151	1455	643	84	0	250	358	397	
V/C Ratio(X)	0.66	0.43		0.79	0.42	0.17	0.77	0.00	0.17	0.75	0.01	
Avail Cap(c_a), veh/h	635	1392		327	1455	643	327	0	716	635	833	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.2	18.2	0.0	36.7	17.2	15.3	38.5	0.0	29.9	35.6	25.4	0.0
Incr Delay (d2), s/veh	1.2	1.0	0.0	3.4	0.9	0.6	5.4	0.0	0.3	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.8	0.0	2.3	3.7	1.3	1.4	0.0	0.7	2.6	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.4	19.1	0.0	40.1	18.1	15.9	43.9	0.0	30.2	36.8	25.4	0.0
LnGrp LOS	D	B		D	B	B	D	A	C	D	C	
Approach Vol, veh/h		751	A		842			106			273	A
Approach Delay, s/veh		23.0			20.9			38.5			36.6	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.1	18.9	11.5	38.2	8.4	23.5	10.1	39.6
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	6.2	4.6	6.2
Max Green Setting (Gmax), s	15.0	36.4	15.0	32.0	15.0	36.4	15.0	32.0
Max Q Clear Time (g_c+I1), s	8.2	3.9	7.4	12.1	4.9	2.1	5.5	12.0
Green Ext Time (p_c), s	0.3	0.2	0.1	3.4	0.0	0.0	0.2	3.9

Intersection Summary	
HCM 6th Ctrl Delay	24.8
HCM 6th LOS	C

Notes

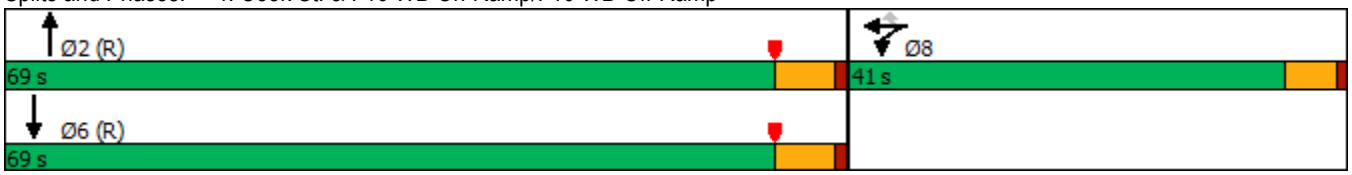
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

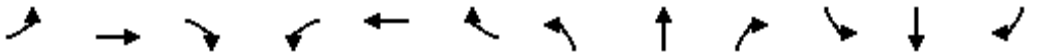
Lane Group	WBT	WBR	NBT	NBR	SBT
Lane Configurations					
Traffic Volume (vph)	3	94	343	544	384
Future Volume (vph)	3	94	343	544	384
Turn Type	NA	Perm	NA	Free	NA
Protected Phases	8		2		6
Permitted Phases		8		Free	
Detector Phase	8	8	2		6
Switch Phase					
Minimum Initial (s)	5.0	5.0	7.0		7.0
Minimum Split (s)	10.3	10.3	13.0		29.0
Total Split (s)	41.0	41.0	69.0		69.0
Total Split (%)	37.3%	37.3%	62.7%		62.7%
Yellow Time (s)	4.3	4.3	5.0		5.0
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	6.0		6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Max		C-Max

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 6 (5%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 4: Cook St. & I-10 WB On-Ramp/I-10 WB Off-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	449	3	94	0	343	544	0	384	76
Future Volume (veh/h)	0	0	0	449	3	94	0	343	544	0	384	76
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1530	1870	0	1781	1826	0	1856	1856
Adj Flow Rate, veh/h				458	3	81	0	350	0	0	392	70
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				2	25	2	0	8	5	0	3	3
Cap, veh/h				470	3	514	0	1939		0	2479	429
Arrive On Green				0.32	0.32	0.32	0.00	0.57	0.00	0.00	0.57	0.57
Sat Flow, veh/h				1448	9	1585	0	3474	1547	0	4496	750
Grp Volume(v), veh/h				461	0	81	0	350	0	0	303	159
Grp Sat Flow(s),veh/h/ln				1457	0	1585	0	1692	1547	0	1689	1702
Q Serve(g_s), s				34.4	0.0	4.0	0.0	5.4	0.0	0.0	4.6	4.8
Cycle Q Clear(g_c), s				34.4	0.0	4.0	0.0	5.4	0.0	0.0	4.6	4.8
Prop In Lane				0.99		1.00	0.00		1.00	0.00		0.44
Lane Grp Cap(c), veh/h				473	0	514	0	1939		0	1934	975
V/C Ratio(X)				0.97	0.00	0.16	0.00	0.18		0.00	0.16	0.16
Avail Cap(c_a), veh/h				473	0	514	0	1939		0	1934	975
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				36.7	0.0	26.4	0.0	11.2	0.0	0.0	11.0	11.1
Incr Delay (d2), s/veh				34.8	0.0	0.1	0.0	0.2	0.0	0.0	0.2	0.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				16.1	0.0	1.5	0.0	1.8	0.0	0.0	1.6	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				71.5	0.0	26.6	0.0	11.4	0.0	0.0	11.2	11.4
LnGrp LOS				E	A	C	A	B		A	B	B
Approach Vol, veh/h					542			350	A		462	
Approach Delay, s/veh					64.8			11.4			11.3	
Approach LOS					E			B			B	

Timer - Assigned Phs	2			6		8						
Phs Duration (G+Y+Rc), s	69.0			69.0		41.0						
Change Period (Y+Rc), s	6.0			6.0		5.3						
Max Green Setting (Gmax), s	63.0			63.0		35.7						
Max Q Clear Time (g_c+I1), s	7.4			6.8		36.4						
Green Ext Time (p_c), s	1.3			1.6		0.0						

Intersection Summary												
HCM 6th Ctrl Delay		32.7										
HCM 6th LOS		C										

Notes

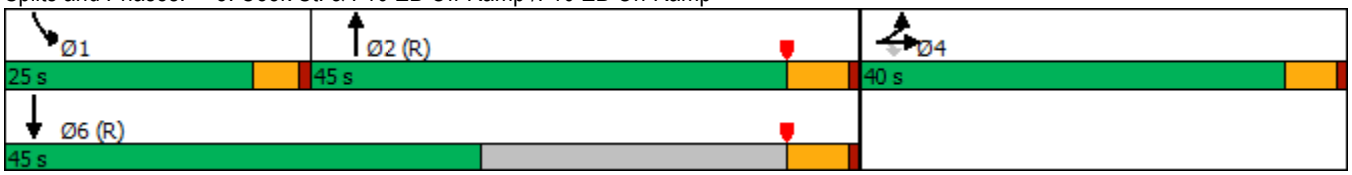
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

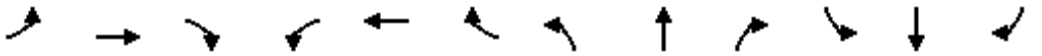
Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	104	1	535	783	139	692
Future Volume (vph)	104	1	535	783	139	692
Turn Type	Split	NA	Perm	NA	Prot	NA
Protected Phases	4	4		2	1	6
Permitted Phases			4			
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	7.0	5.0	8.0
Minimum Split (s)	10.3	10.3	10.3	13.0	9.7	37.0
Total Split (s)	40.0	40.0	40.0	45.0	25.0	45.0
Total Split (%)	36.4%	36.4%	36.4%	40.9%	22.7%	40.9%
Yellow Time (s)	4.3	4.3	4.3	5.0	3.7	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	6.0	4.7	6.0
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 5: Cook St. & I-10 EB Off-Ramp /I-10 EB On-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	1	535	0	0	0	0	783	487	139	692	0
Future Volume (veh/h)	104	1	535	0	0	0	0	783	487	139	692	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1841	1900	1811				0	1811	1811	1648	1856	0
Adj Flow Rate, veh/h	108	0	317				0	816	487	145	721	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	0	6				0	6	6	17	3	0
Cap, veh/h	225	0	395				0	2035	948	170	3894	0
Arrive On Green	0.13	0.00	0.13				0.00	0.62	0.62	0.11	0.77	0.00
Sat Flow, veh/h	1753	0	3070				0	3459	1535	1570	5233	0
Grp Volume(v), veh/h	108	0	317				0	816	487	145	721	0
Grp Sat Flow(s),veh/h/ln	1753	0	1535				0	1648	1535	1570	1689	0
Q Serve(g_s), s	6.3	0.0	11.0				0.0	13.8	19.6	10.0	4.2	0.0
Cycle Q Clear(g_c), s	6.3	0.0	11.0				0.0	13.8	19.6	10.0	4.2	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	225	0	395				0	2035	948	170	3894	0
V/C Ratio(X)	0.48	0.00	0.80				0.00	0.40	0.51	0.85	0.19	0.00
Avail Cap(c_a), veh/h	553	0	968				0	2035	948	290	3894	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.80	0.80	1.00	1.00	0.00
Uniform Delay (d), s/veh	44.5	0.0	46.6				0.0	10.7	11.8	48.2	3.4	0.0
Incr Delay (d2), s/veh	1.2	0.0	2.9				0.0	0.5	1.6	4.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	4.2				0.0	4.3	5.9	3.9	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.7	0.0	49.5				0.0	11.2	13.4	52.8	3.5	0.0
LnGrp LOS	D	A	D				A	B	B	D	A	A
Approach Vol, veh/h		425						1303			866	
Approach Delay, s/veh		48.5						12.0			11.8	
Approach LOS		D						B			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	16.6	73.9		19.4		90.6
Change Period (Y+Rc), s	* 4.7	6.0		5.3		6.0
Max Green Setting (Gmax), s	* 20	39.0		34.7		39.0
Max Q Clear Time (g_c+I1), s	12.0	21.6		13.0		6.2
Green Ext Time (p_c), s	0.1	5.0		1.1		2.9

Intersection Summary		
HCM 6th Ctrl Delay		17.9
HCM 6th LOS		B

Notes

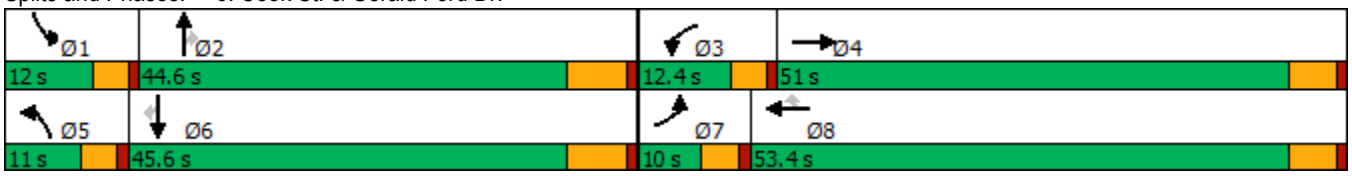
User approved volume balancing among the lanes for turning movement.

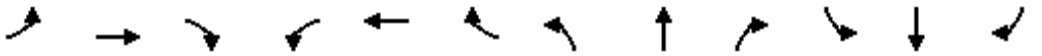
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	240	208	147	68	227	98	233	933	48	185	844	173
Future Volume (vph)	240	208	147	68	227	98	233	933	48	185	844	173
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			8			2			6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.5	41.4		9.2	41.4	41.4	9.2	42.5	42.5	9.2	42.5	42.5
Total Split (s)	10.0	51.0		12.4	53.4	53.4	11.0	44.6	44.6	12.0	45.6	45.6
Total Split (%)	8.3%	42.5%		10.3%	44.5%	44.5%	9.2%	37.2%	37.2%	10.0%	38.0%	38.0%
Yellow Time (s)	3.5	4.4		3.2	4.4	4.4	3.2	5.5	5.5	3.2	5.5	5.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.4		4.2	5.4	5.4	4.2	6.5	6.5	4.2	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 88.4
Natural Cycle: 105
Control Type: Actuated-Uncoordinated

Splits and Phases: 6: Cook St. & Gerald Ford Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	208	147	68	227	98	233	933	48	185	844	173
Future Volume (veh/h)	240	208	147	68	227	98	233	933	48	185	844	173
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	253	219	0	72	239	47	245	982	37	195	888	139
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	510		170	433	193	287	2455	762	273	2435	755
Arrive On Green	0.07	0.14	0.00	0.05	0.12	0.12	0.08	0.48	0.48	0.08	0.48	0.48
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1584
Grp Volume(v), veh/h	253	219	0	72	239	47	245	982	37	195	888	139
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1584
Q Serve(g_s), s	5.5	4.6	0.0	1.7	5.2	2.2	5.7	10.1	1.0	4.5	9.0	4.1
Cycle Q Clear(g_c), s	5.5	4.6	0.0	1.7	5.2	2.2	5.7	10.1	1.0	4.5	9.0	4.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	232	510		170	433	193	287	2455	762	273	2435	755
V/C Ratio(X)	1.09	0.43		0.42	0.55	0.24	0.85	0.40	0.05	0.71	0.36	0.18
Avail Cap(c_a), veh/h	232	1976		346	2080	928	287	2455	762	329	2435	755
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.2	32.0	0.0	37.9	33.9	32.6	37.1	13.7	11.3	36.9	13.6	12.3
Incr Delay (d2), s/veh	85.7	0.6	0.0	0.6	1.1	0.6	20.6	0.5	0.1	4.0	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	1.9	0.0	0.7	2.2	0.8	3.0	3.3	0.3	1.9	2.9	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	123.9	32.6	0.0	38.5	35.0	33.2	57.7	14.2	11.4	40.9	14.0	12.8
LnGrp LOS	F	C		D	C	C	E	B	B	D	B	B
Approach Vol, veh/h		472	A		358			1264			1222	
Approach Delay, s/veh		81.6			35.5			22.5			18.2	
Approach LOS		F			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	45.9	8.2	17.2	11.0	45.6	10.0	15.4
Change Period (Y+Rc), s	* 4.2	6.5	* 4.2	5.4	* 4.2	6.5	4.5	5.4
Max Green Setting (Gmax), s	* 7.8	38.1	* 8.2	45.6	* 6.8	39.1	5.5	48.0
Max Q Clear Time (g_c+I1), s	6.5	12.1	3.7	6.6	7.7	11.0	7.5	7.2
Green Ext Time (p_c), s	0.0	6.6	0.0	1.4	0.0	6.3	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	30.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

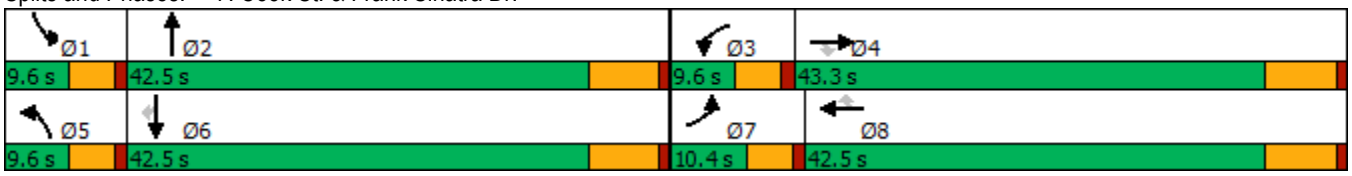
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

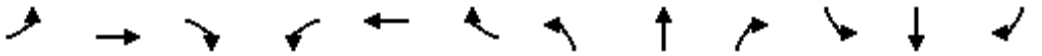
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	178	143	104	49	158	72	120	923	73	836	199
Future Volume (vph)	178	143	104	49	158	72	120	923	73	836	199
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.5	37.5	9.6	42.5	42.5	9.6	42.5	9.6	37.5	37.5
Total Split (s)	10.4	43.3	43.3	9.6	42.5	42.5	9.6	42.5	9.6	42.5	42.5
Total Split (%)	9.9%	41.2%	41.2%	9.1%	40.5%	40.5%	9.1%	40.5%	9.1%	40.5%	40.5%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	5.5	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	6.5	4.6	6.5	4.6	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	Max	Max

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 84.2
Natural Cycle: 105
Control Type: Actuated-Uncoordinated

Splits and Phases: 7: Cook St. & Frank Sinatra Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	143	104	49	158	72	120	923	52	73	836	199
Future Volume (veh/h)	178	143	104	49	158	72	120	923	52	73	836	199
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	189	152	110	52	168	24	128	982	41	78	889	168
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	255	560	250	149	452	201	206	1617	68	180	2336	725
Arrive On Green	0.07	0.16	0.16	0.04	0.13	0.13	0.06	0.47	0.47	0.05	0.46	0.46
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3476	145	3456	5106	1584
Grp Volume(v), veh/h	189	152	110	52	168	24	128	502	521	78	889	168
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1844	1728	1702	1584
Q Serve(g_s), s	4.2	3.0	4.9	1.2	3.4	1.1	2.8	16.6	16.6	1.7	9.0	5.1
Cycle Q Clear(g_c), s	4.2	3.0	4.9	1.2	3.4	1.1	2.8	16.6	16.6	1.7	9.0	5.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	255	560	250	149	452	201	206	826	858	180	2336	725
V/C Ratio(X)	0.74	0.27	0.44	0.35	0.37	0.12	0.62	0.61	0.61	0.43	0.38	0.23
Avail Cap(c_a), veh/h	255	1662	741	220	1626	725	220	826	858	220	2336	725
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.7	29.2	30.0	36.6	31.5	30.4	36.1	15.7	15.7	36.2	14.0	13.0
Incr Delay (d2), s/veh	9.8	0.3	1.2	0.5	0.5	0.3	3.3	3.3	3.2	0.6	0.5	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.2	1.8	0.5	1.4	0.4	1.2	6.1	6.3	0.7	2.9	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.6	29.4	31.2	37.1	32.0	30.7	39.4	19.0	18.9	36.8	14.5	13.7
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		451			244			1151			1135	
Approach Delay, s/veh		36.6			32.9			21.2			15.9	
Approach LOS		D			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	43.1	8.0	18.9	9.3	42.5	10.4	16.5
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5
Max Green Setting (Gmax), s	5.0	36.0	5.0	36.8	5.0	36.0	5.8	36.0
Max Q Clear Time (g_c+I1), s	3.7	18.6	3.2	6.9	4.8	11.0	6.2	5.4
Green Ext Time (p_c), s	0.0	5.3	0.0	1.1	0.0	6.3	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	22.5
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	62.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	245	57	25	780	843	113
Future Vol, veh/h	245	57	25	780	843	113
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	90	0	120	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	261	61	27	830	897	120

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1366	449	1017	0	-	0
Stage 1	897	-	-	-	-	-
Stage 2	469	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 138	557	678	-	-	-
Stage 1	358	-	-	-	-	-
Stage 2	596	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 132	557	678	-	-	-
Mov Cap-2 Maneuver	~ 132	-	-	-	-	-
Stage 1	344	-	-	-	-	-
Stage 2	596	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s$	424.6	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	678	-	132	557	-	-
HCM Lane V/C Ratio	0.039	-	1.975	0.109	-	-
HCM Control Delay (s)	10.5	-	$ 520.5	12.3	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	20.8	0.4	-	-

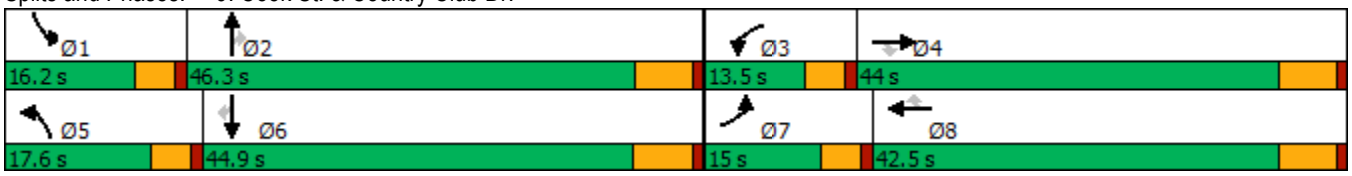
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

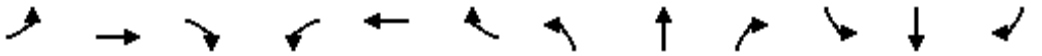
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	277	514	141	153	439	136	242	469	150	269	570	212
Future Volume (vph)	277	514	141	153	439	136	242	469	150	269	570	212
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.2	37.2	9.6	42.2	42.2	9.6	39.2	39.2	9.6	40.4	40.4
Total Split (s)	15.0	44.0	44.0	13.5	42.5	42.5	17.6	46.3	46.3	16.2	44.9	44.9
Total Split (%)	12.5%	36.7%	36.7%	11.3%	35.4%	35.4%	14.7%	38.6%	38.6%	13.5%	37.4%	37.4%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.4	5.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 104.7
Natural Cycle: 105
Control Type: Actuated-Uncoordinated

Splits and Phases: 9: Cook St. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	277	514	141	153	439	136	242	469	150	269	570	212
Future Volume (veh/h)	277	514	141	153	439	136	242	469	150	269	570	212
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	283	524	89	156	448	75	247	479	90	274	582	156
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	348	745	332	222	615	275	317	1444	636	342	1469	643
Arrive On Green	0.10	0.21	0.21	0.06	0.17	0.17	0.09	0.41	0.41	0.10	0.41	0.41
Sat Flow, veh/h	3456	3554	1581	3456	3554	1585	3456	3554	1565	3456	3554	1556
Grp Volume(v), veh/h	283	524	89	156	448	75	247	479	90	274	582	156
Grp Sat Flow(s),veh/h/ln	1728	1777	1581	1728	1777	1585	1728	1777	1565	1728	1777	1556
Q Serve(g_s), s	7.9	13.5	4.7	4.4	11.8	4.1	6.9	9.1	3.6	7.7	11.3	6.5
Cycle Q Clear(g_c), s	7.9	13.5	4.7	4.4	11.8	4.1	6.9	9.1	3.6	7.7	11.3	6.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	348	745	332	222	615	275	317	1444	636	342	1469	643
V/C Ratio(X)	0.81	0.70	0.27	0.70	0.73	0.27	0.78	0.33	0.14	0.80	0.40	0.24
Avail Cap(c_a), veh/h	364	1361	605	312	1307	583	455	1444	636	406	1469	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.5	36.1	32.7	45.3	38.6	35.4	43.8	20.1	18.5	43.5	20.3	18.9
Incr Delay (d2), s/veh	11.6	1.2	0.4	1.5	1.7	0.5	3.1	0.6	0.5	7.9	0.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	5.6	1.7	1.8	5.0	1.5	2.9	3.6	1.3	3.5	4.4	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	37.4	33.1	46.8	40.3	35.9	46.9	20.7	18.9	51.4	21.1	19.8
LnGrp LOS	E	D	C	D	D	D	D	C	B	D	C	B
Approach Vol, veh/h		896			679			816			1012	
Approach Delay, s/veh		42.5			41.3			28.4			29.1	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	46.5	10.9	26.9	13.7	47.2	14.5	23.3
Change Period (Y+Rc), s	4.6	* 6.4	4.6	6.2	4.6	6.4	4.6	6.2
Max Green Setting (Gmax), s	11.6	* 40	8.9	37.8	13.0	38.5	10.4	36.3
Max Q Clear Time (g_c+I1), s	9.7	11.1	6.4	15.5	8.9	13.3	9.9	13.8
Green Ext Time (p_c), s	0.1	3.2	0.1	3.3	0.2	4.0	0.0	2.8

Intersection Summary	
HCM 6th Ctrl Delay	34.9
HCM 6th LOS	C

Notes

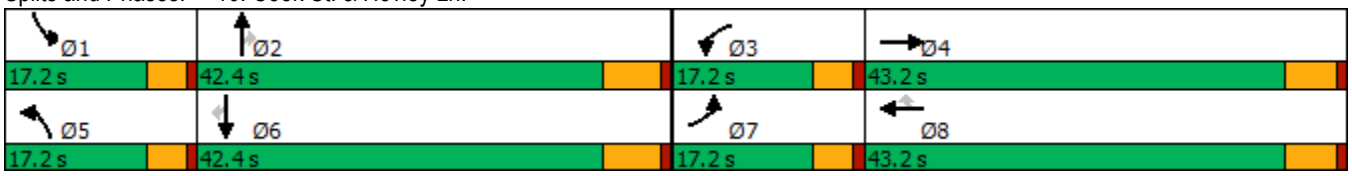
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

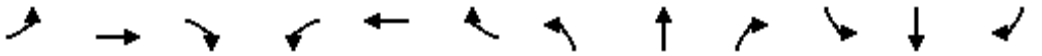
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	177	209	91	288	83	73	564	117	97	631	196
Future Volume (vph)	177	209	91	288	83	73	564	117	97	631	196
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	31.8	9.6	36.8	36.8	9.6	39.2	39.2	9.6	37.2	37.2
Total Split (s)	17.2	43.2	17.2	43.2	43.2	17.2	42.4	42.4	17.2	42.4	42.4
Total Split (%)	14.3%	36.0%	14.3%	36.0%	36.0%	14.3%	35.3%	35.3%	14.3%	35.3%	35.3%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	6.2	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 90.3
Natural Cycle: 100
Control Type: Actuated-Uncoordinated

Splits and Phases: 10: Cook St. & Hovley Ln.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	209	119	91	288	83	73	564	117	97	631	196
Future Volume (veh/h)	177	209	119	91	288	83	73	564	117	97	631	196
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	192	227	80	99	313	50	79	613	76	105	686	133
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	412	141	194	478	213	180	1632	728	197	1649	731
Arrive On Green	0.08	0.16	0.16	0.06	0.13	0.13	0.05	0.46	0.46	0.06	0.46	0.46
Sat Flow, veh/h	3456	2597	890	3456	3554	1585	3456	3554	1585	3456	3554	1576
Grp Volume(v), veh/h	192	153	154	99	313	50	79	613	76	105	686	133
Grp Sat Flow(s),veh/h/ln	1728	1777	1710	1728	1777	1585	1728	1777	1585	1728	1777	1576
Q Serve(g_s), s	4.3	6.3	6.6	2.2	6.6	2.2	1.7	8.9	2.1	2.3	10.1	3.9
Cycle Q Clear(g_c), s	4.3	6.3	6.6	2.2	6.6	2.2	1.7	8.9	2.1	2.3	10.1	3.9
Prop In Lane	1.00		0.52	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	278	282	271	194	478	213	180	1632	728	197	1649	731
V/C Ratio(X)	0.69	0.54	0.57	0.51	0.65	0.23	0.44	0.38	0.10	0.53	0.42	0.18
Avail Cap(c_a), veh/h	552	843	811	552	1686	752	552	1632	728	552	1649	731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	30.5	30.7	36.2	32.4	30.5	36.2	13.9	12.1	36.2	14.0	12.4
Incr Delay (d2), s/veh	1.2	1.6	1.9	0.8	1.5	0.6	0.6	0.7	0.3	0.8	0.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.6	2.6	0.9	2.7	0.8	0.7	3.1	0.7	0.9	3.6	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.5	32.2	32.5	36.9	33.9	31.0	36.9	14.6	12.4	37.0	14.8	12.9
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		499			462			768			924	
Approach Delay, s/veh		33.9			34.2			16.7			17.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	42.4	9.0	18.3	8.7	42.8	10.9	16.4
Change Period (Y+Rc), s	4.6	6.2	4.6	5.8	4.6	6.2	4.6	5.8
Max Green Setting (Gmax), s	12.6	36.2	12.6	37.4	12.6	36.2	12.6	37.4
Max Q Clear Time (g_c+I1), s	4.3	10.9	4.2	8.6	3.7	12.1	6.3	8.6
Green Ext Time (p_c), s	0.1	4.0	0.1	1.6	0.1	4.7	0.2	2.0

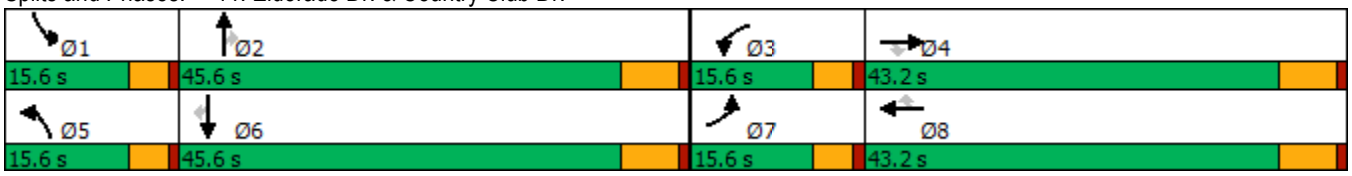
Intersection Summary	
HCM 6th Ctrl Delay	23.1
HCM 6th LOS	C

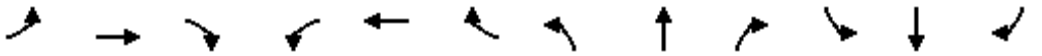
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	684	77	19	549	39	53	67	27	54	75	33
Future Volume (vph)	53	684	77	19	549	39	53	67	27	54	75	33
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.2	37.2	9.6	37.2	37.2	9.6	36.2	36.2	9.6	35.2	35.2
Total Split (s)	15.6	43.2	43.2	15.6	43.2	43.2	15.6	45.6	45.6	15.6	45.6	45.6
Total Split (%)	13.0%	36.0%	36.0%	13.0%	36.0%	36.0%	13.0%	38.0%	38.0%	13.0%	38.0%	38.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 83.7
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 11: Eldorado Dr. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	684	77	19	549	39	53	67	27	54	75	33
Future Volume (veh/h)	53	684	77	19	549	39	53	67	27	54	75	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	769	86	21	617	42	60	75	30	61	84	37
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	1820	801	42	1735	774	84	468	209	85	469	209
Arrive On Green	0.05	0.51	0.51	0.02	0.49	0.49	0.05	0.13	0.13	0.05	0.13	0.13
Sat Flow, veh/h	1781	3554	1564	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	60	769	86	21	617	42	60	75	30	61	84	37
Grp Sat Flow(s),veh/h/ln	1781	1777	1564	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.5	10.2	2.2	0.9	8.1	1.1	2.5	1.4	1.3	2.6	1.6	1.6
Cycle Q Clear(g_c), s	2.5	10.2	2.2	0.9	8.1	1.1	2.5	1.4	1.3	2.6	1.6	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	84	1820	801	42	1735	774	84	468	209	85	469	209
V/C Ratio(X)	0.71	0.42	0.11	0.50	0.36	0.05	0.71	0.16	0.14	0.72	0.18	0.18
Avail Cap(c_a), veh/h	259	1820	801	259	1735	774	259	1848	824	259	1848	824
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.6	11.5	9.5	36.6	12.0	10.2	35.6	29.2	29.1	35.6	29.2	29.2
Incr Delay (d2), s/veh	4.1	0.7	0.3	3.4	0.6	0.1	4.1	0.2	0.3	4.2	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.4	0.7	0.4	2.7	0.3	1.1	0.6	0.5	1.1	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.7	12.2	9.8	39.9	12.6	10.3	39.7	29.3	29.4	39.8	29.4	29.6
LnGrp LOS	D	B	A	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		915			680			165			182	
Approach Delay, s/veh		13.8			13.3			33.1			32.9	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	16.2	6.4	45.0	8.2	16.2	8.2	43.2
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	6.2	4.6	6.2
Max Green Setting (Gmax), s	11.0	39.4	11.0	37.0	11.0	39.4	11.0	37.0
Max Q Clear Time (g_c+I1), s	4.6	3.4	2.9	12.2	4.5	3.6	4.5	10.1
Green Ext Time (p_c), s	0.0	0.5	0.0	5.2	0.0	0.5	0.0	4.0

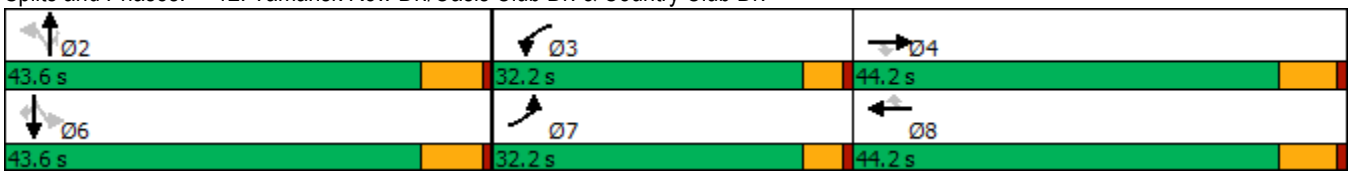
Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B

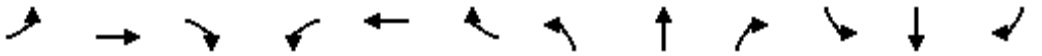
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	522	53	31	565	127	44	101	37	150	117	32
Future Volume (vph)	31	522	53	31	565	127	44	101	37	150	117	32
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases			4			8	2		2	6		6
Detector Phase	7	4	4	3	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.2	16.2	9.6	40.2	40.2	35.5	35.5	35.5	35.5	35.5	35.5
Total Split (s)	32.2	44.2	44.2	32.2	44.2	44.2	43.6	43.6	43.6	43.6	43.6	43.6
Total Split (%)	26.8%	36.8%	36.8%	26.8%	36.8%	36.8%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	5.5	5.5	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 71.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 12: Tamarisk Row Dr./Oasis Club Dr. & Country Club Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	522	53	31	565	127	44	101	37	150	117	32
Future Volume (veh/h)	31	522	53	31	565	127	44	101	37	150	117	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	538	43	32	582	96	45	104	24	155	121	27
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	1906	839	59	1906	839	297	662	295	306	662	295
Arrive On Green	0.03	0.54	0.54	0.03	0.54	0.54	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1781	3554	1564	1781	3554	1565	1240	3554	1585	1262	3554	1585
Grp Volume(v), veh/h	32	538	43	32	582	96	45	104	24	155	121	27
Grp Sat Flow(s),veh/h/ln	1781	1777	1564	1781	1777	1565	1240	1777	1585	1262	1777	1585
Q Serve(g_s), s	1.3	5.9	0.9	1.3	6.4	2.1	2.2	1.7	0.9	8.3	2.0	1.0
Cycle Q Clear(g_c), s	1.3	5.9	0.9	1.3	6.4	2.1	4.3	1.7	0.9	10.0	2.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	59	1906	839	59	1906	839	297	662	295	306	662	295
V/C Ratio(X)	0.54	0.28	0.05	0.54	0.31	0.11	0.15	0.16	0.08	0.51	0.18	0.09
Avail Cap(c_a), veh/h	694	1906	839	694	1906	839	715	1861	830	732	1861	830
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.7	9.0	7.8	33.7	9.1	8.1	26.1	24.2	23.8	28.4	24.3	23.9
Incr Delay (d2), s/veh	2.9	0.4	0.1	2.9	0.4	0.3	0.2	0.1	0.1	1.3	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.8	0.3	0.5	2.0	0.6	0.6	0.7	0.3	2.3	0.8	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.6	9.3	7.9	36.6	9.5	8.4	26.3	24.3	23.9	29.7	24.4	24.0
LnGrp LOS	D	A	A	D	A	A	C	C	C	C	C	C
Approach Vol, veh/h		613			710			173			303	
Approach Delay, s/veh		10.7			10.6			24.7			27.1	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		19.7	6.9	44.2		19.7	6.9	44.2				
Change Period (Y+Rc), s		6.5	4.6	6.2		6.5	4.6	6.2				
Max Green Setting (Gmax), s		37.1	27.6	38.0		37.1	27.6	38.0				
Max Q Clear Time (g_c+I1), s		6.3	3.3	7.9		12.0	3.3	8.4				
Green Ext Time (p_c), s		0.7	0.0	3.5		1.2	0.0	4.0				

Intersection Summary												
HCM 6th Ctrl Delay			14.7									
HCM 6th LOS			B									

APPENDIX 9.2:

EAPC (2022, SPECIAL EVENT) CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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Lane Group	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	552	96	332	429	488
v/c Ratio	0.84	0.15	0.19	0.28	0.19
Control Delay	42.3	5.2	9.0	0.9	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	42.3	5.2	9.0	0.9	14.4
Queue Length 50th (ft)	345	4	26	3	60
Queue Length 95th (ft)	425	32	36	26	95
Internal Link Dist (ft)	1825		267		517
Turn Bay Length (ft)		175			
Base Capacity (vph)	809	789	1721	1538	2539
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.68	0.12	0.19	0.28	0.19

Intersection Summary



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	108	345	344	1083	145	832
v/c Ratio	0.32	0.83	0.83	0.43	0.71	0.23
Control Delay	37.9	37.9	37.6	16.1	58.6	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.9	37.9	37.6	16.1	58.6	5.0
Queue Length 50th (ft)	66	131	131	136	89	60
Queue Length 95th (ft)	101	217	216	242	m147	118
Internal Link Dist (ft)		1207		1529		111
Turn Bay Length (ft)			105		280	
Base Capacity (vph)	547	571	570	2546	285	3545
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.60	0.60	0.43	0.51	0.23

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	461	96	350	555	470
v/c Ratio	0.80	0.16	0.19	0.36	0.17
Control Delay	43.9	4.7	6.9	1.6	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	43.9	4.7	6.9	1.6	11.6
Queue Length 50th (ft)	292	0	24	14	49
Queue Length 95th (ft)	360	30	31	52	84
Internal Link Dist (ft)	1825		267		517
Turn Bay Length (ft)		175			
Base Capacity (vph)	809	794	1885	1538	2775
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.57	0.12	0.19	0.36	0.17

Intersection Summary



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	108	280	278	1323	145	721
v/c Ratio	0.50	0.76	0.75	0.46	0.71	0.19
Control Delay	51.2	25.0	24.5	12.8	60.5	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.2	25.0	24.5	12.8	60.5	2.3
Queue Length 50th (ft)	73	45	43	151	85	13
Queue Length 95th (ft)	116	130	129	268	148	65
Internal Link Dist (ft)		1207		1529		111
Turn Bay Length (ft)			105		280	
Base Capacity (vph)	547	604	604	2856	285	3889
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.46	0.46	0.46	0.51	0.19

Intersection Summary

APPENDIX 9.3:

EAPC (2022, SPECIAL EVENT) CONDITIONS FREEWAY FACILITY WORKSHEETS

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HCS7 Freeway Facilities Report

Project Information

Analyst	RV	Date	1/18/2019
Agency	Urban Crossroads, Inc.	Analysis Year	EAPC 2022
Jurisdiction	Caltrans	Time Period Analyzed	Saturday Arrival Peak Hour
Project Description	Desert Wave TIA (JN 11825)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	7
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of Cook Street	5280	3
2	Diverge	Diverge	WB Off-Ramp	1500	3
3	Basic	Basic	Between	1000	3
4	Merge	Basic	WB Loop On-Ramp	1500	4
5	Basic	Basic	Between	1650	4
6	Merge	Merge	WB On-Ramp	1500	4
7	Basic	Basic	West of Cook Street	5280	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.971	2887	7200	0.40	70.0	13.7	B

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	1.000	2914	695	7200	1900	0.40	0.37	58.9	54.4	16.5	15.5	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	2192	7200	0.30	70.0	10.4	A

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	0.971	2667	475	9600	1900	0.23	0.25	70.0	-	7.8	-	A

Segment 5: Basic

Time	PHF	fHV	Flow Rate	Capacity	d/c	Speed	Density	LOS

Period			(pc/h)		(pc/h)		Ratio		(mi/h)		(pc/mi/ln)		
1	0.92	0.962	2671		9600		0.28		70.0		9.5		A

Segment 6: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	1.000	2757	86	9600	2100	0.29	0.04	66.1	62.7	10.4	9.6	A

Segment 7: Basic

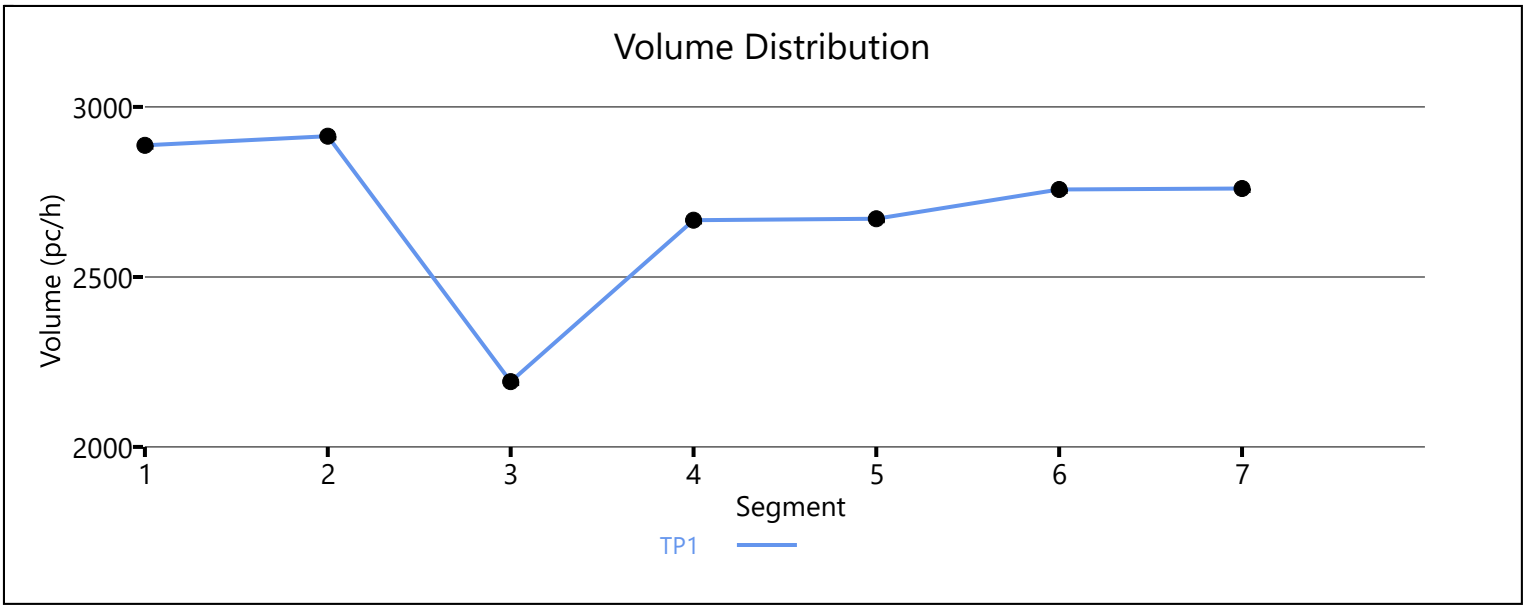
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	2760	7200	0.38	70.0	13.1	B

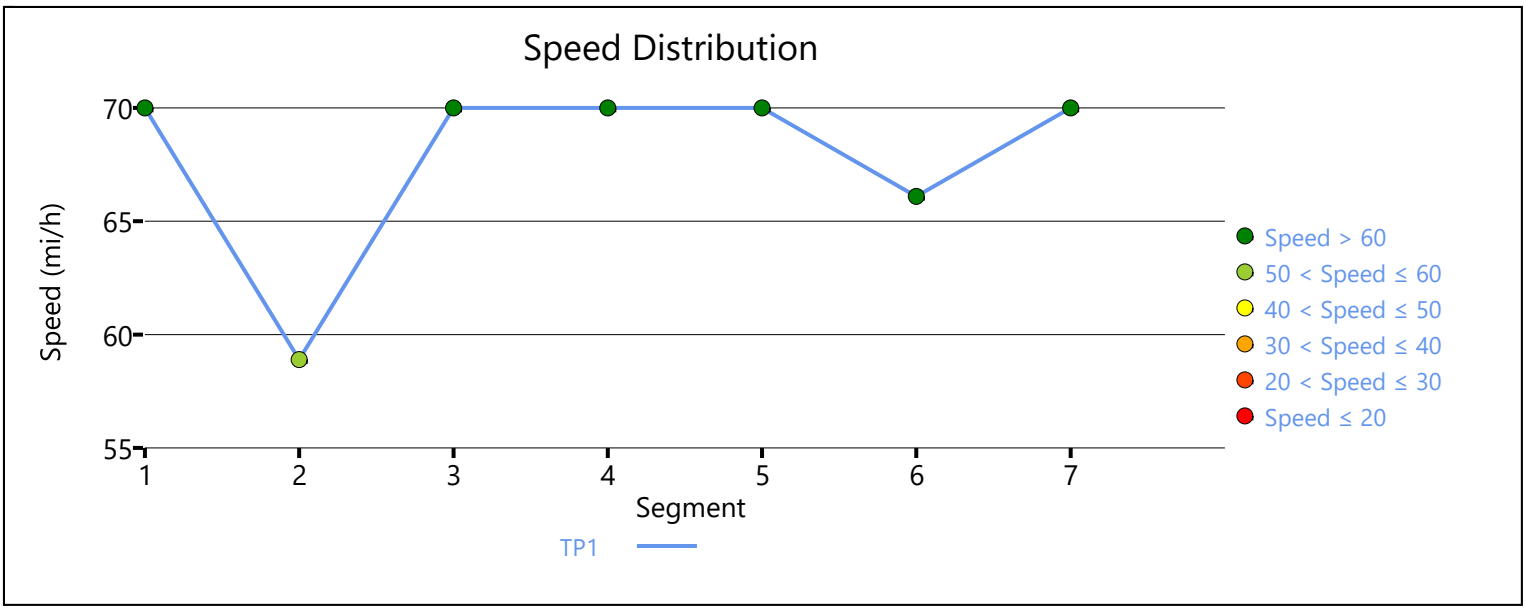
Facility Time Period Results

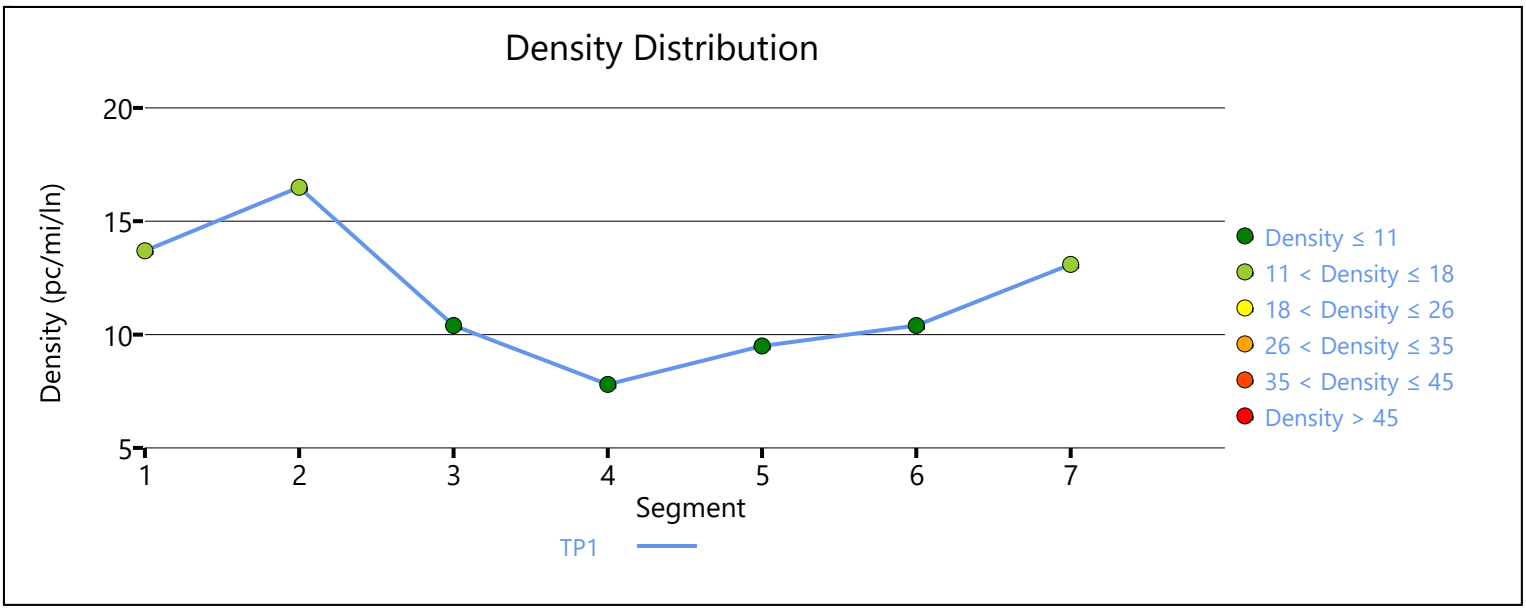
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	68.5	12.2	11.7	2.9	B

Facility Overall Results

Space Mean Speed, mi/h	68.5	Density, veh/mi/ln	11.7
Average Travel Time, min	2.9	Density, pc/mi/ln	12.2







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HCS7 Freeway Facilities Report

Project Information

Analyst	RV	Date	1/18/2019
Agency	Urban Crossroads, Inc.	Analysis Year	EAPC 2022
Jurisdiction	Caltrans	Time Period Analyzed	Saturday Arrival Peak Hour
Project Description	Desert Wave TIA (JN 11825)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	West of Cook Street	5280	4
2	Diverge	Diverge	EB Off-Ramp	1500	3
3	Basic	Basic	Between	2650	3
4	Merge	Merge	EB On-Ramp	1500	3
5	Basic	Basic	East of Cook Street	5280	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	3506	9600	0.37	70.0	12.5	B

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	0.962	3506	870	7200	2000	0.49	0.44	60.4	55.8	19.3	18.9	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	2636	7200	0.37	70.0	12.6	B

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	1.000	3225	589	7200	2100	0.45	0.28	63.9	62.1	16.8	17.2	B

Segment 5: Basic

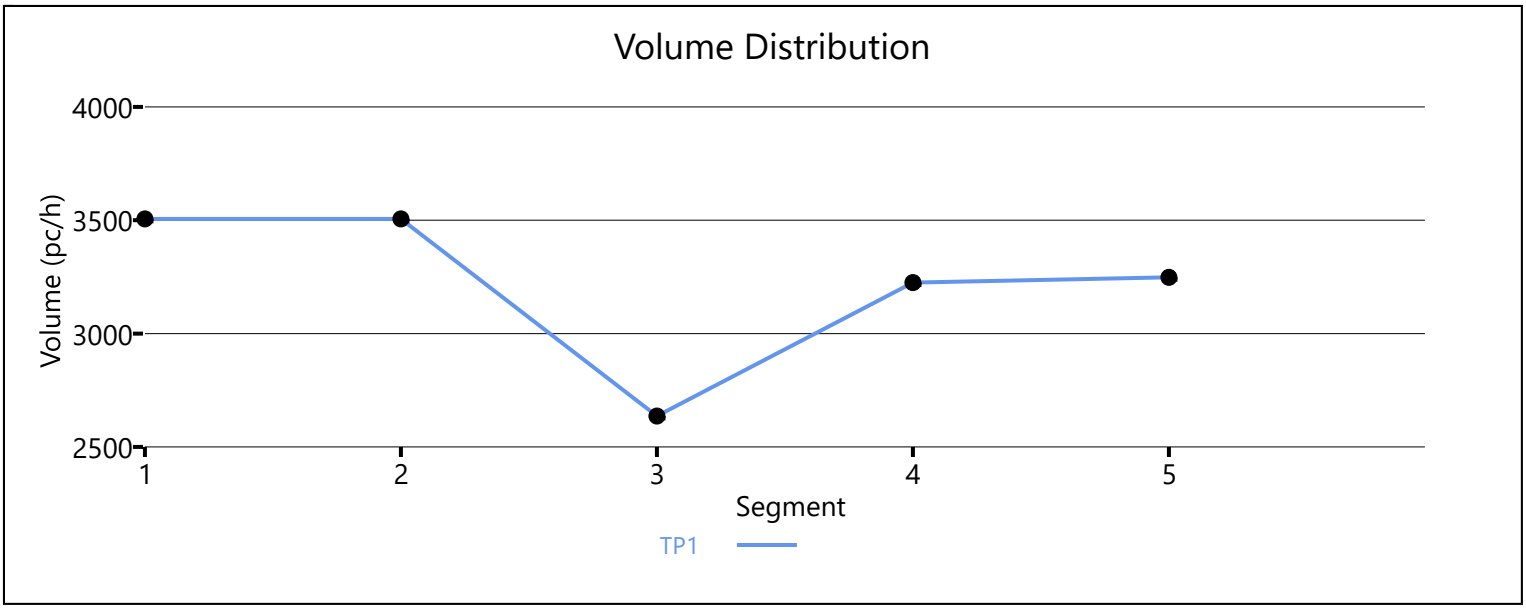
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	3248	7200	0.45	70.0	15.5	B

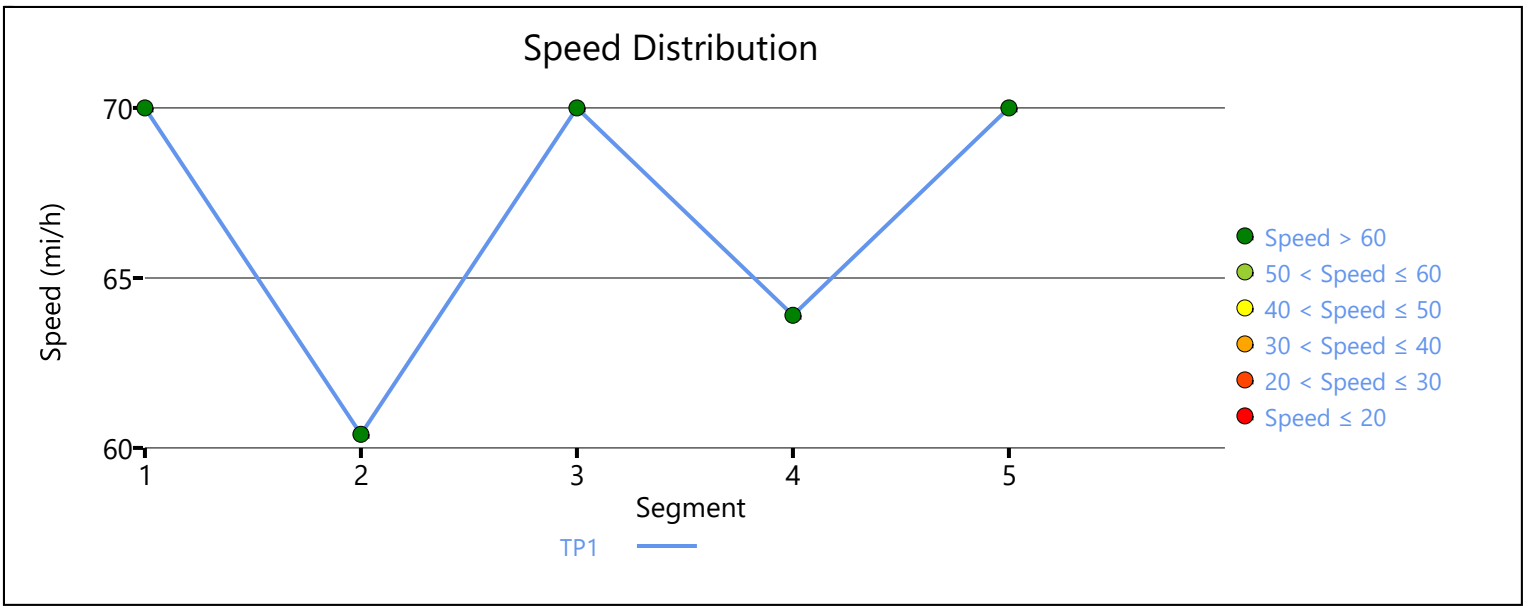
Facility Time Period Results

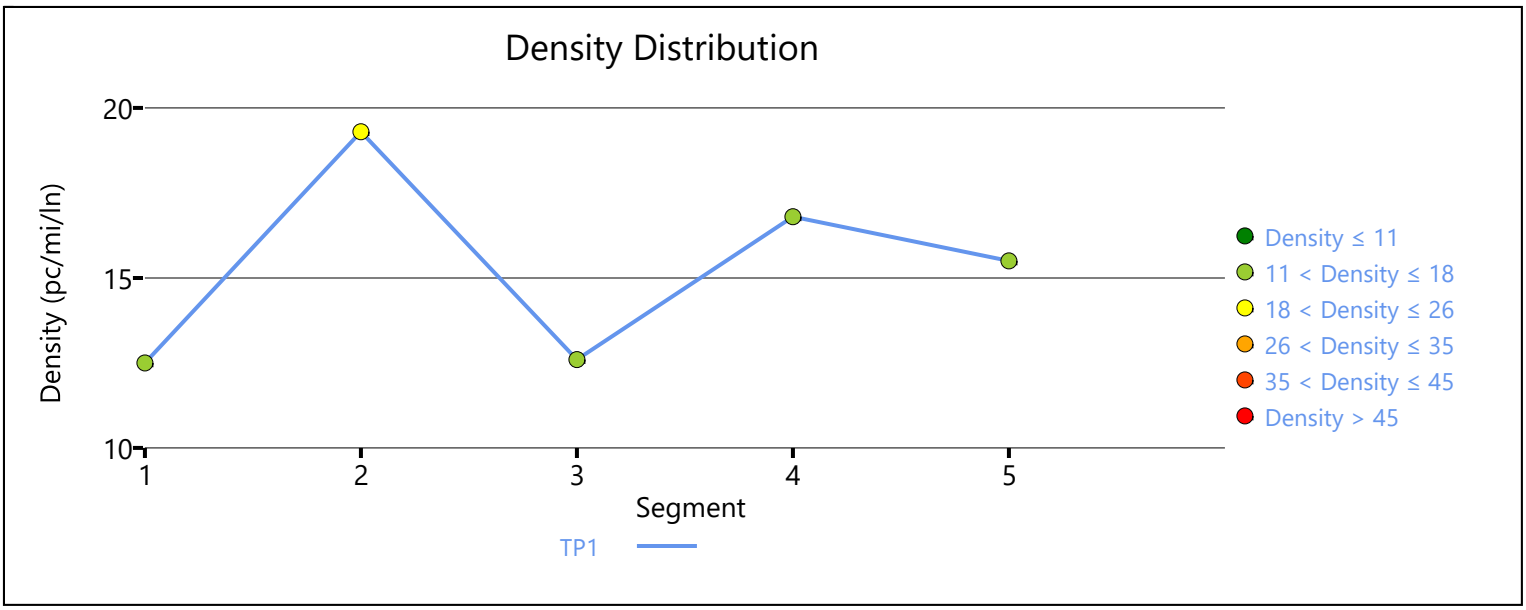
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	68.3	14.3	13.8	2.7	B

Facility Overall Results

Space Mean Speed, mi/h	68.3	Density, veh/mi/ln	13.8
Average Travel Time, min	2.7	Density, pc/mi/ln	14.3







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HCS7 Freeway Facilities Report

Project Information

Analyst	RV	Date	1/18/2019
Agency	Urban Crossroads, Inc.	Analysis Year	EAPC 2022
Jurisdiction	Caltrans	Time Period Analyzed	Saturday Departure Peak Hour
Project Description	Desert Wave TIA (JN 11825)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	7
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of Cook Street	5280	3
2	Diverge	Diverge	WB Off-Ramp	1500	3
3	Basic	Basic	Between	1000	3
4	Merge	Basic	WB Loop On-Ramp	1500	4
5	Basic	Basic	Between	1650	4
6	Merge	Merge	WB On-Ramp	1500	4
7	Basic	Basic	West of Cook Street	5280	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	2813	7200	0.39	70.0	13.4	B

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	1.000	2813	598	7200	1900	0.39	0.31	59.2	54.7	15.8	14.8	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	2192	7200	0.30	70.0	10.4	A

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	0.980	2800	608	9600	1900	0.23	0.32	70.0	-	7.8	-	A

Segment 5: Basic

Time	PHF	fHV	Flow Rate	Capacity	d/c	Speed	Density	LOS

Period			(pc/h)	(pc/h)	Ratio	(mi/h)	(pc/mi/ln)	
1	0.92	0.962	2811	9600	0.29	70.0	10.0	A

Segment 6: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	1.000	2897	86	9600	2100	0.30	0.04	66.1	62.7	11.0	10.0	A

Segment 7: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	2900	7200	0.40	70.0	13.8	B

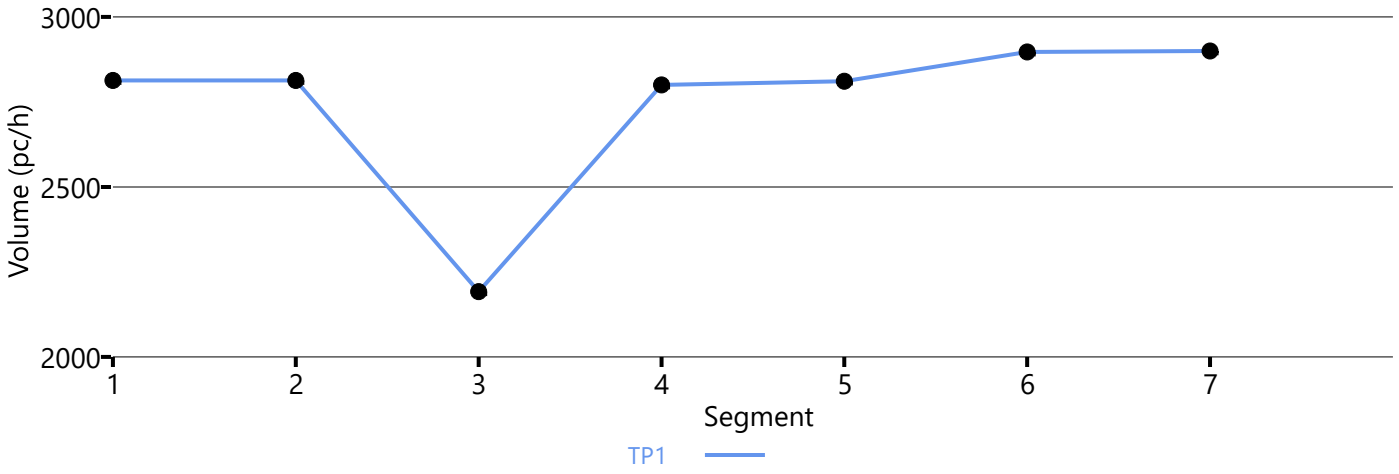
Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	68.6	12.3	11.9	2.9	B

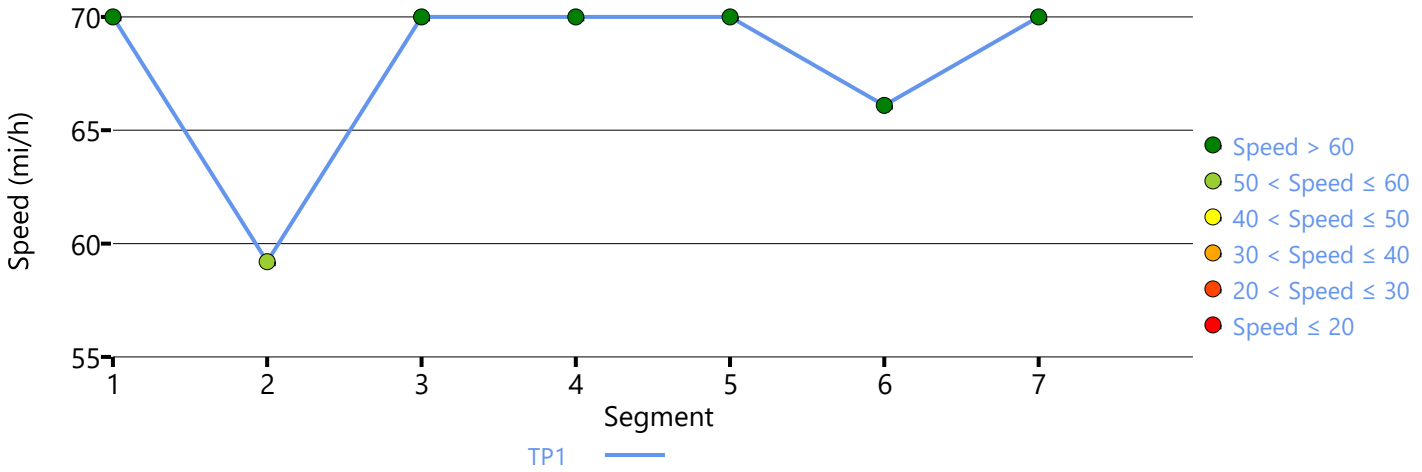
Facility Overall Results

Space Mean Speed, mi/h	68.6	Density, veh/mi/ln	11.9
Average Travel Time, min	2.9	Density, pc/mi/ln	12.3

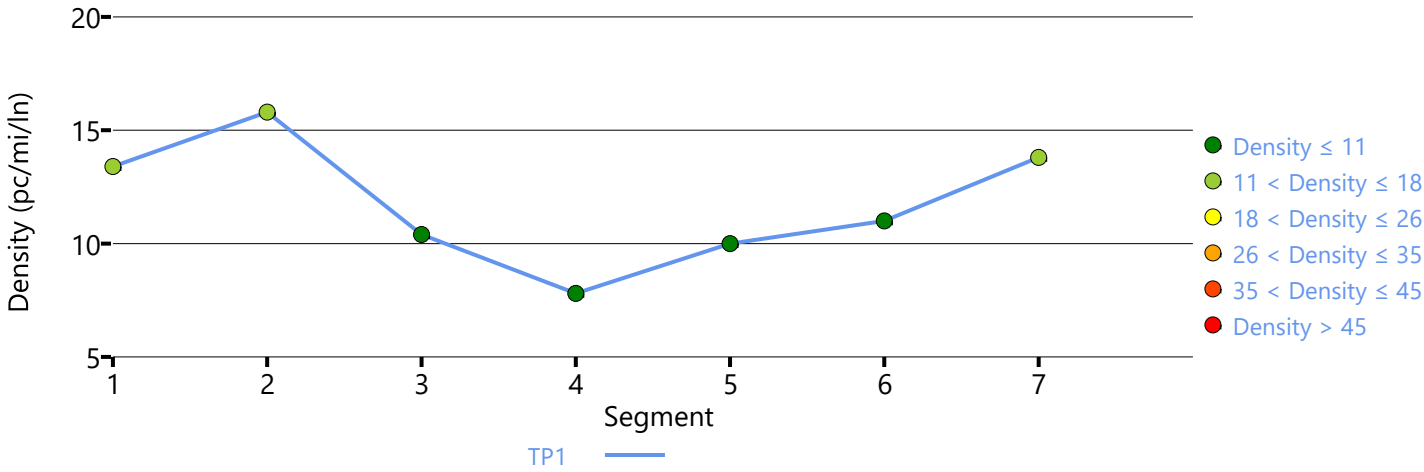
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	RV	Date	1/18/2019
Agency	Urban Crossroads, Inc.	Analysis Year	EAPC 2022
Jurisdiction	Caltrans	Time Period Analyzed	Saturday Departure Peak Hour
Project Description	Desert Wave TIA (JN 11825)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	West of Cook Street	5280	4
2	Diverge	Diverge	EB Off-Ramp	1500	3
3	Basic	Basic	Between	2650	3
4	Merge	Merge	EB On-Ramp	1500	3
5	Basic	Basic	East of Cook Street	5280	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	3365	9600	0.35	70.0	12.0	B

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	0.962	3365	729	7200	2000	0.47	0.36	60.8	56.2	18.4	17.9	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	2636	7200	0.37	70.0	12.6	B

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	1.000	3322	686	7200	2100	0.46	0.33	63.8	62.0	17.4	17.9	B

Segment 5: Basic

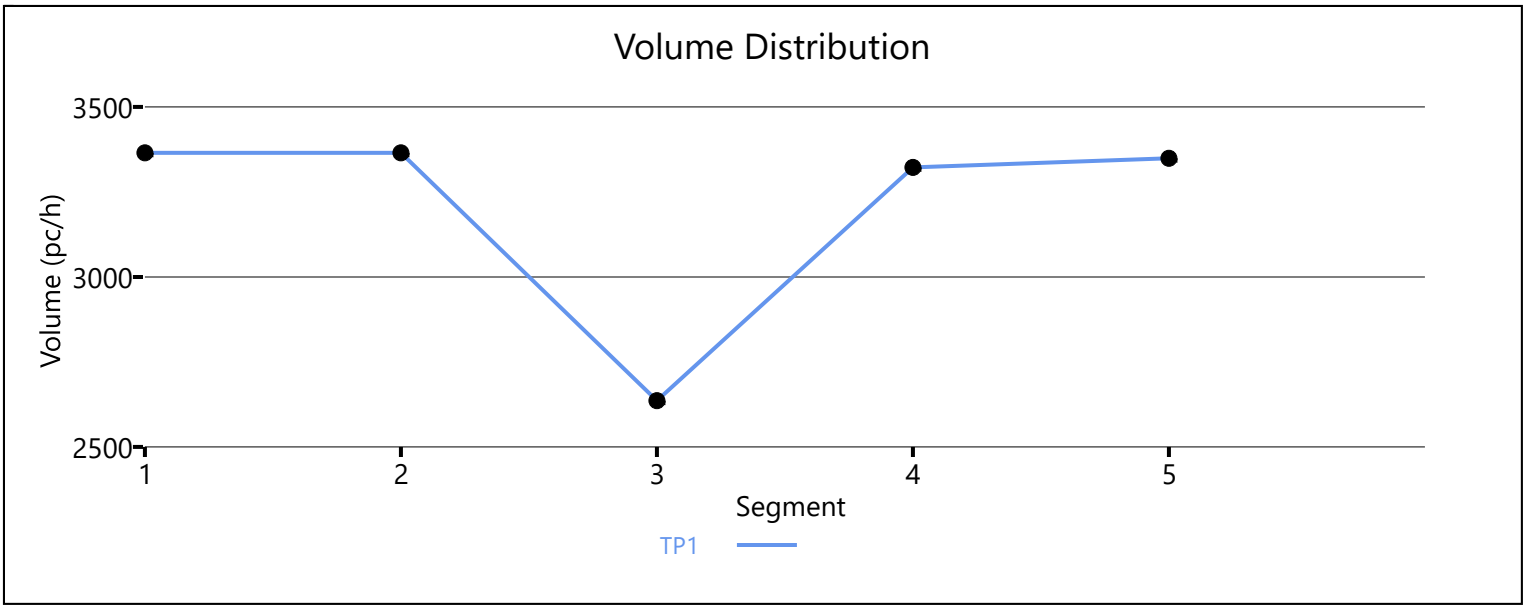
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	3349	7200	0.47	70.0	15.9	B

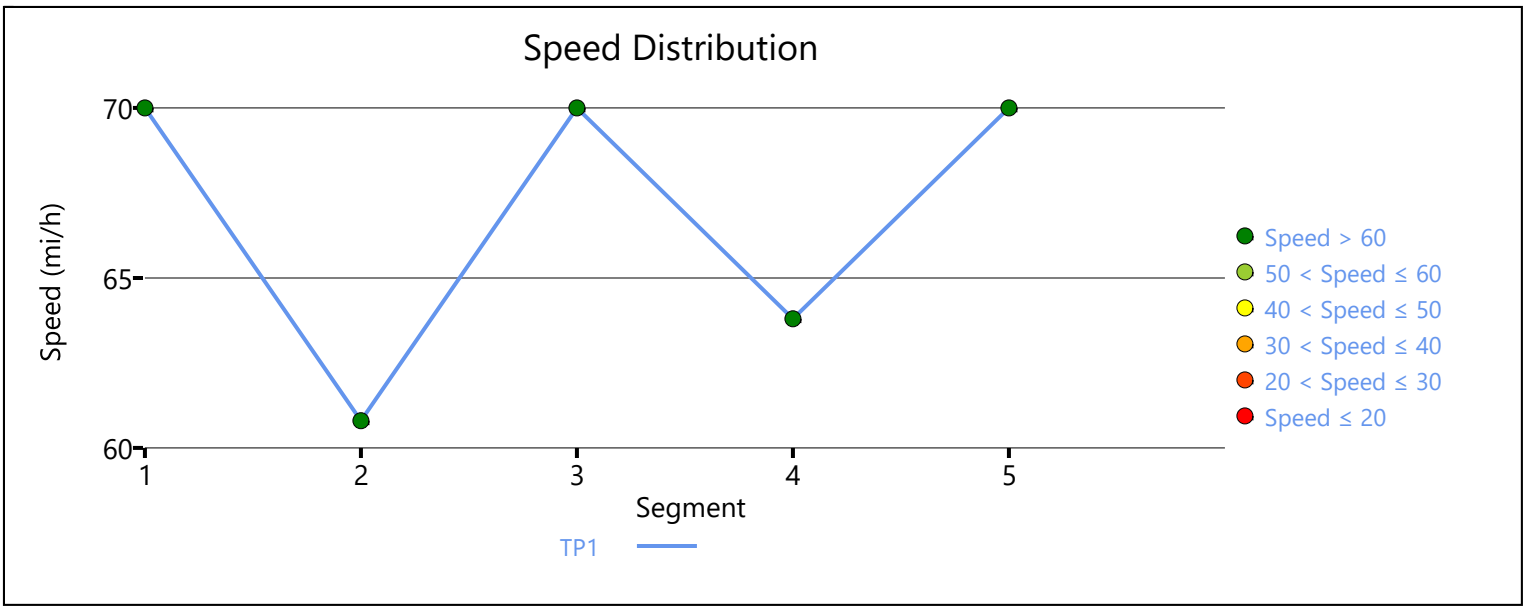
Facility Time Period Results

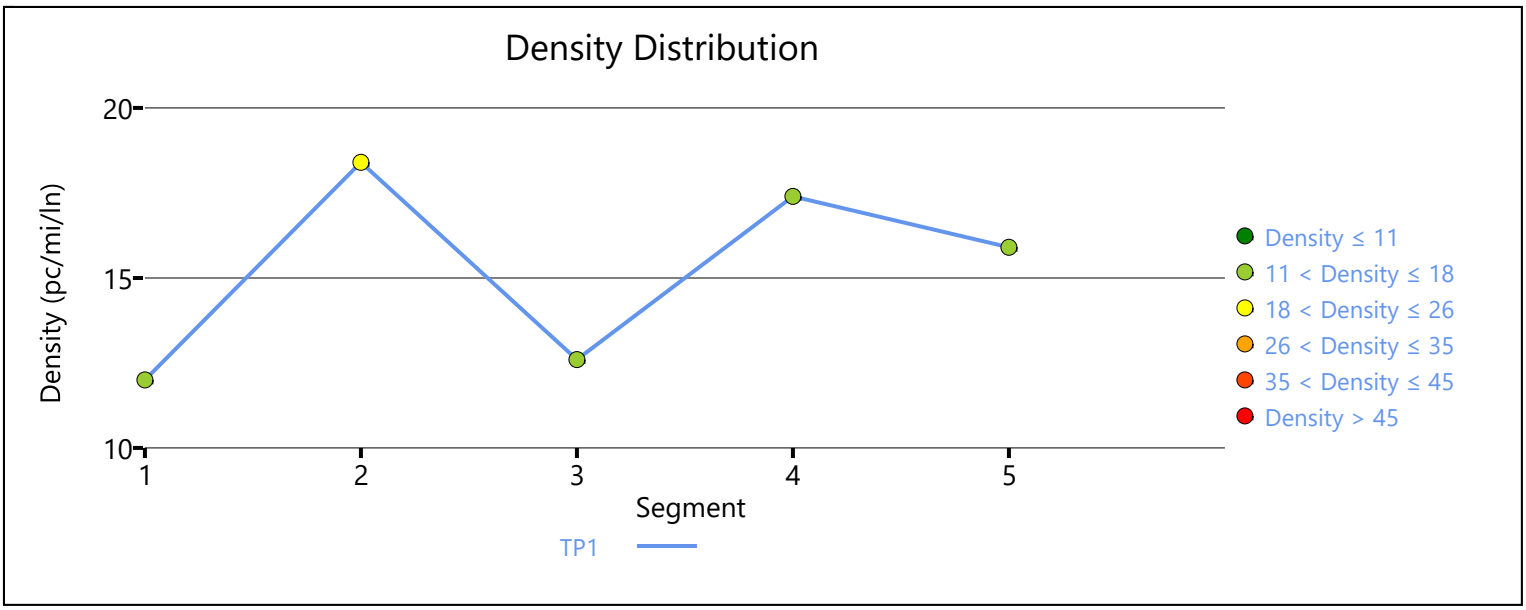
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	68.4	14.2	13.7	2.7	B

Facility Overall Results

Space Mean Speed, mi/h	68.4	Density, veh/mi/ln	13.7
Average Travel Time, min	2.7	Density, pc/mi/ln	14.2







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APPENDIX 9.4:

EAPC (2022, SPECIAL EVENT) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS

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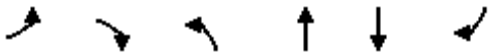
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	118	29	53	663	960	240
Future Volume (vph)	118	29	53	663	960	240
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	10.0
Minimum Split (s)	9.6	9.6	9.6	16.2	28.2	28.2
Total Split (s)	34.0	34.0	20.0	86.0	66.0	66.0
Total Split (%)	28.3%	28.3%	16.7%	71.7%	55.0%	55.0%
Yellow Time (s)	3.6	3.6	3.6	5.2	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	6.2	6.2	6.2
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 8: Cook St. & Market Place Dr.





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	118	29	53	663	960	240
Future Volume (veh/h)	118	29	53	663	960	240
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	126	31	56	705	1021	255
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	156	138	72	2923	2643	1179
Arrive On Green	0.09	0.09	0.04	0.82	0.74	0.74
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	126	31	56	705	1021	255
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	8.3	2.2	3.7	5.3	12.4	5.9
Cycle Q Clear(g_c), s	8.3	2.2	3.7	5.3	12.4	5.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	156	138	72	2923	2643	1179
V/C Ratio(X)	0.81	0.22	0.77	0.24	0.39	0.22
Avail Cap(c_a), veh/h	436	388	229	2923	2643	1179
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.93	0.93	0.87	0.87
Uniform Delay (d), s/veh	53.8	51.0	57.0	2.4	5.5	4.7
Incr Delay (d2), s/veh	3.8	0.3	6.0	0.2	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	2.0	1.7	0.9	3.4	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	57.6	51.3	63.0	2.5	5.9	5.1
LnGrp LOS	E	D	E	A	A	A
Approach Vol, veh/h	157			761	1276	
Approach Delay, s/veh	56.3			7.0	5.7	
Approach LOS	E			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		104.9		15.1	9.5	95.4
Change Period (Y+Rc), s		6.2		4.6	4.6	6.2
Max Green Setting (Gmax), s		79.8		29.4	15.4	59.8
Max Q Clear Time (g_c+I1), s		7.3		10.3	5.7	14.4
Green Ext Time (p_c), s		4.7		0.2	0.0	8.8

Intersection Summary	
HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

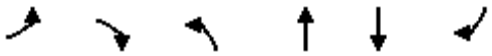
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	245	57	25	780	843	113
Future Volume (vph)	245	57	25	780	843	113
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	10.0
Minimum Split (s)	9.6	9.6	9.6	16.2	28.2	28.2
Total Split (s)	32.0	32.0	20.0	88.0	68.0	68.0
Total Split (%)	26.7%	26.7%	16.7%	73.3%	56.7%	56.7%
Yellow Time (s)	3.6	3.6	3.6	5.2	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	6.2	6.2	6.2
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 8: Cook St. & Market Place Dr.





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	245	57	25	780	843	113
Future Volume (veh/h)	245	57	25	780	843	113
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	261	61	27	830	897	120
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	291	259	44	2654	2430	1084
Arrive On Green	0.16	0.16	0.02	0.75	0.68	0.68
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	261	61	27	830	897	120
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	17.2	4.0	1.8	9.3	12.8	3.1
Cycle Q Clear(g_c), s	17.2	4.0	1.8	9.3	12.8	3.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	291	259	44	2654	2430	1084
V/C Ratio(X)	0.90	0.24	0.61	0.31	0.37	0.11
Avail Cap(c_a), veh/h	407	362	229	2654	2430	1084
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.86	0.86	0.93	0.93
Uniform Delay (d), s/veh	49.2	43.7	57.9	5.0	8.0	6.5
Incr Delay (d2), s/veh	14.2	0.2	4.4	0.3	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	3.7	0.8	2.5	4.1	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	63.4	43.9	62.3	5.3	8.4	6.7
LnGrp LOS	E	D	E	A	A	A
Approach Vol, veh/h	322			857	1017	
Approach Delay, s/veh	59.7			7.1	8.2	
Approach LOS	E			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		95.8		24.2	7.6	88.2
Change Period (Y+Rc), s		6.2		4.6	4.6	6.2
Max Green Setting (Gmax), s		81.8		27.4	15.4	61.8
Max Q Clear Time (g_c+I1), s		11.3		19.2	3.8	14.8
Green Ext Time (p_c), s		5.8		0.4	0.0	6.8

Intersection Summary		
HCM 6th Ctrl Delay		15.3
HCM 6th LOS		B

Project Alternative Trip Generation Tables

Table 1

Alternatives Trip Generation Summary

Land Use	ITE Code	Units[2]	Weekday PM Peak Hour In	Weekday PM Peak Hour Out	Weekday PM Peak Hour Total	Weekend Peak Hour[3] In	Weekend Peak Hour[3] Out	Weekend Peak Hour[3] Total	Weekday Daily
Project Trip Generation Rates[1]									
Single-Family Detached Housing	210	DU	0.62	0.37	0.99	0.50	0.43	0.93	9.44
Multifamily Housing (Low-Rise)	220	DU	0.35	0.21	0.56	0.35	0.35	0.70	7.32
Hotel	310	Rooms	0.31	0.29	0.60	0.40	0.32	0.72	8.36
Shopping Center[3]	820	TSF	2.79	3.02	5.81	3.40	3.14	6.54	65.34

Land Use	Quantity	Weekday PM Peak Hour In	Weekday PM Peak Hour Out	Weekday PM Peak Hour Total	Weekend Peak Hour In	Weekend Peak Hour Out	Weekend Peak Hour Total	Weekday Daily
Mixed Use Alternative								
Retail	77.100 TSF	215	233	448	262	242	504	5,038
Internal Capture[4]:		-29	-16	-45	-29	-26	-55	-506
Pass-by Reduction (Weekday PM/Daily: 34%; Weekend: 26%):		*-63*	*-63*	*-126*	*-56*	*-56*	*-112*	*-1,712*
Multifamily Housing (Low-Rise)	177 DU	62	37	99	62	62	124	1,296
Internal Capture[4]:		-16	-29	-45	-26	-29	-55	-506
TOTAL		**169**	**162**	**331**	**213**	**193**	**406**	**3,610**
Proposed Project		**147**	**157**	**304**	**242**	**206**	**448**	**5,496**
Variance		**-22**	**-5**	**-27**	**29**	**13**	**42**	**1,886**
Residential Alternative								
Single-Family Detached Housing	89 DU	56	33	89	45	38	83	840
Proposed Project		**147**	**157**	**304**	**242**	**206**	**448**	**5,496**
Variance		**91**	**124**	**215**	**197**	**168**	**365**	**4,656**
"No Project" Alternative: Northern Sphere Specific Plan								
Hotel	500 Rooms	153	147	300	200	160	360	4,180
Proposed Project		**147**	**157**	**304**	**242**	**206**	**448**	**5,496**
Variance		**-6**	**10**	**4**	**42**	**46**	**88**	**1,316**

[1] Source: ITE (Institute of Transportation Engineers) Trip Generation, 10th Edition, 2017.

[2] TSF = Thousand Square Feet

[3] Trips have been calculated based on a fitted curve equation per ITE Trip Generation, 10th Edition, 2017.

[4] Internal capture is based on the NCHRP 684 Internal Trip Capture Estimation Tool (ITE recommended methodology).