

**H-1**

**Traffic Study  
Appendices**

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## APPENDIX A

### TRAFFIC STUDY SCOPE OF WORK

## Exhibit B

### SCOPING AGREEMENT FOR TRAFFIC IMPACT STUDY

This letter acknowledges the Riverside County Transportation Department requirements for traffic impact analysis of the following project. The analysis must follow the Riverside County Transportation Department Traffic Study Guidelines dated December 2020.

Case No. \_\_\_\_\_  
 Related Cases - \_\_\_\_\_  
   SP No. \_\_\_\_\_  
   EIR No. \_\_\_\_\_  
   GPA No. \_\_\_\_\_  
   CZ No. \_\_\_\_\_  
 Project Name: \_\_\_\_\_  
 Project Address: \_\_\_\_\_  
 Project Description: \_\_\_\_\_

	<u>Consultant</u>	<u>Developer</u>
Name:	_____	_____
Address:	_____	_____
Telephone:	_____	_____
Fax:	_____	_____

**A. Trip Generation Source:** \_\_\_\_\_

Current GP Land Use	Proposed Land Use
Current Zoning _____	Proposed Zoning _____
Current Trip Generation	Proposed Trip Generation
In                      Out                      Total	In                      Out                      Total
AM Trips _____	_____
PM Trips _____	_____
Internal Trip Allowance <input type="checkbox"/> Yes <input type="checkbox"/> No      ( _____ % Trip Discount)	
Pass-By Trip Allowance <input type="checkbox"/> Yes <input type="checkbox"/> No      ( _____ % Trip Discount)	

See attached Table 1 - Project Trip Generation Rates and Forecast.

The passby trips at adjacent study area intersections and project driveways shall be indicated on a report figure.

**B. Trip Geographic Distribution:**      N        %        S        %        E        %        W        %    
 (attach exhibit for detailed assignment)

**C. Background Traffic**

Project Build-out Year: \_\_\_\_\_ Annual Ambient Growth Rate: \_\_\_\_\_ %  
 Phase Year(s) \_\_\_\_\_  
 Other area projects to be analyzed: \_\_\_\_\_

Model/Forecast methodology \_\_\_\_\_

Exhibit B – Scoping Agreement – Page 2

**D. Study intersections:** (NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies.)

See attached Figure 1-1 Vicinity Map.

- |          |           |
|----------|-----------|
| 1. _____ | 6. _____  |
| 2. _____ | 7. _____  |
| 3. _____ | 8. _____  |
| 4. _____ | 9. _____  |
| 5. _____ | 10. _____ |

**E. Study Roadway Segments:** (NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies.)

- |          |           |
|----------|-----------|
| 1. _____ | 6. _____  |
| 2. _____ | 7. _____  |
| 3. _____ | 8. _____  |
| 4. _____ | 9. _____  |
| 5. _____ | 10. _____ |

**E. Other Jurisdictional Impacts**

Is this project within a City’s Sphere of Influence or one-mile radius of City boundaries?  Yes  No

If so, name of City Jurisdiction: \_\_\_\_\_

**F. Site Plan** (please attach reduced copy) See attached Figure 2-2 - Proposed Site Plan.

**G. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline)** (To be filled out by Transportation Department)

(NOTE: If the traffic study states that “a traffic signal is warranted” (or “a traffic signal appears to be warranted,” or similar statement) at an existing unsignalized intersection under existing conditions, 8-hour approach traffic volume information must be submitted in addition to the peak hourly turning movement counts for that intersection.)

**H. Existing Conditions**

Traffic count data must be new or recent. Provide traffic count dates if using other than new counts.  
Date of counts \_\_\_\_\_

**\*NOTE\* Traffic Study Submittal Form and appropriate fee must be submitted with, or prior to submittal of this form. Transportation Department staff will not process the Scoping Agreement prior to receipt of the fee.**

**Recommended by:**

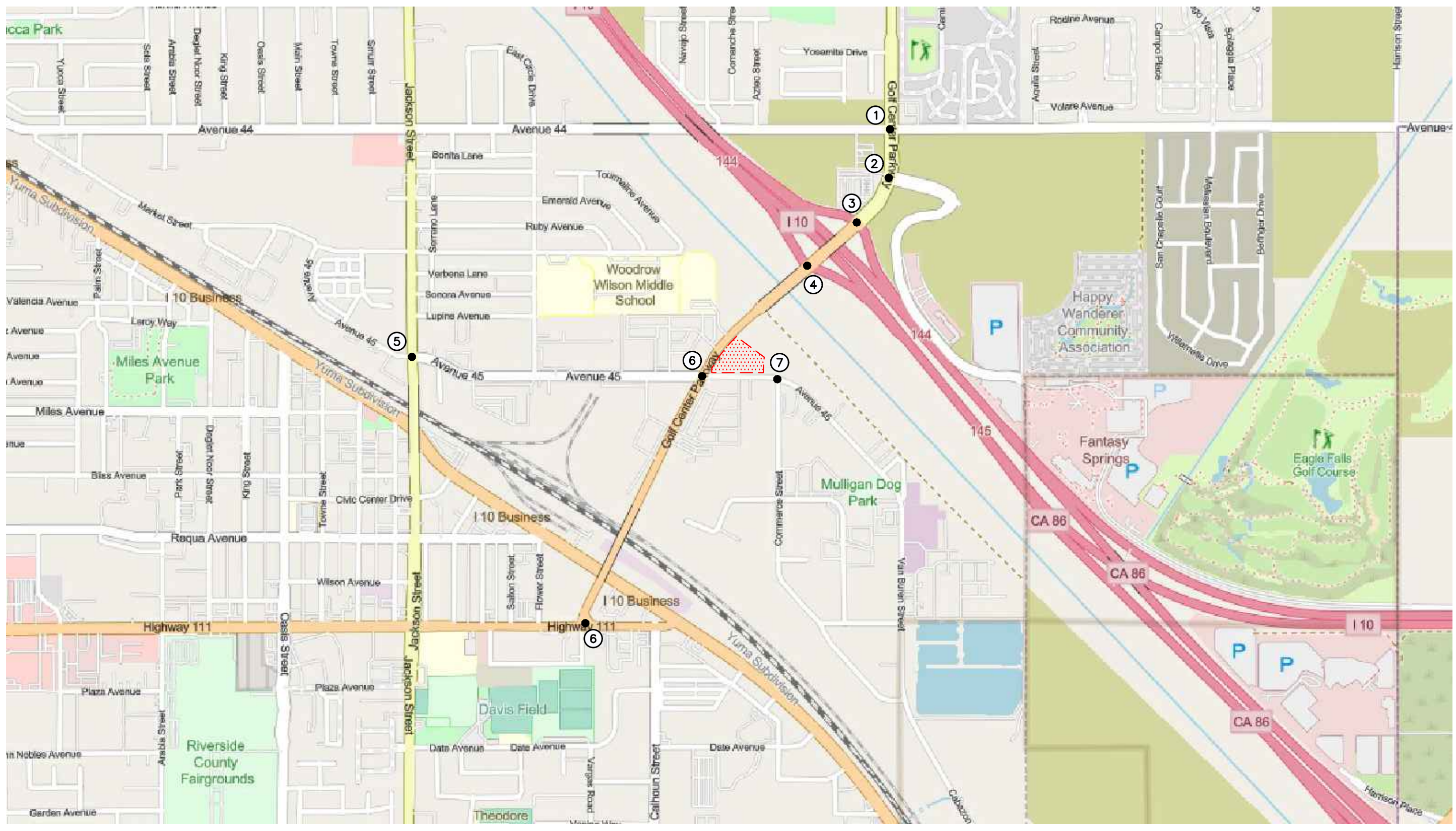
        *Daniel A. Oles*          
Consultant’s Representative                      Date

**Approved Scoping Agreement:**

        Mark Greenwood                              7/8/24  
City of Indio    Date  
Consultant Transportation Engineer

Scoping Agreement Submitted on \_\_\_\_\_

Revised on \_\_\_\_\_



SOURCE: OPEN STREETS

KEY

- ① = STUDY INTERSECTION
- ▨ = PROJECT SITE



FIGURE 1-1

VICINITY MAP  
MAVERIK FUELING STATION, INDIO



n:\4800\2244810 - maverik gas station and c-store project, indio\dwg\4810 f2-1.dwg LDP 08:51:23 06-19-2024 aguilar

SOURCE: GOOGLE

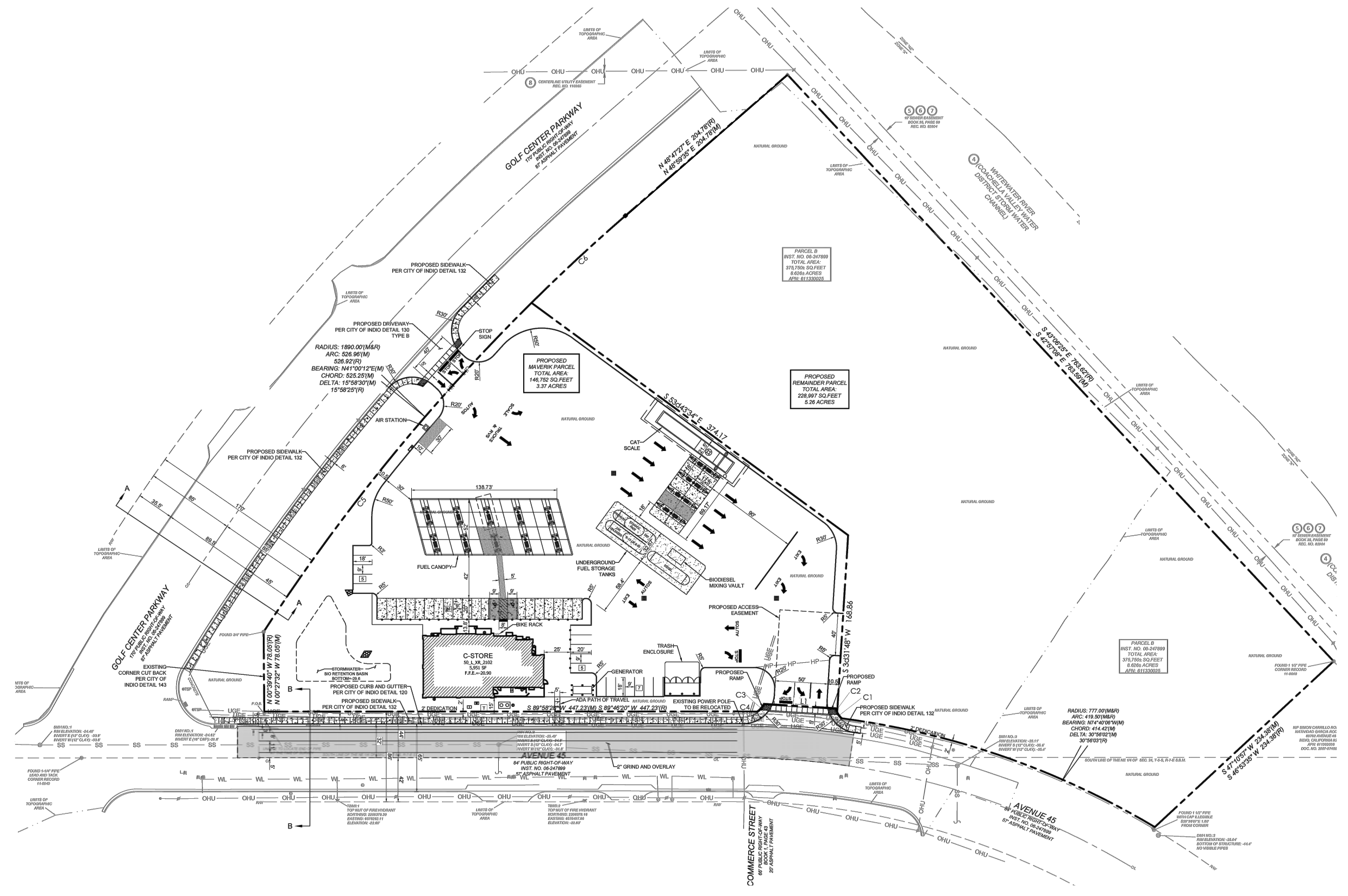
KEY

 = PROJECT SITE



FIGURE 2-1

EXISTING SITE AERIAL  
MAVERIK FUELING STATION, INDIO



STUDY INTERSECTION

FIGURE 2-2



PROPOSED SITE PLAN  
MAVERIK FUELING STATION, INIO



**TABLE 1**  
**PROJECT TRIP GENERATION RATES AND FORECAST<sup>1</sup>**  
**MAVERIK FUELING STATION, INDIO**

ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<b><u>Generation Rates:</u></b>							
▪ 945: Gasoline Service Station with Convenience Store (5.5 – 10k SF) (TE/VFP)	345.75	50%	50%	31.60	50%	50%	26.90
<b><u>Proposed Project Generation Forecast:</u></b>							
▪ Maverik Fueling Station (24 VFP)	8,298	379	379	758	323	323	646
Pass-By (Daily: 25%, AM: 76%, PM: 75%) <sup>2</sup>	<u>-2,075</u>	<u>-288</u>	<u>-288</u>	<u>-576</u>	<u>-242</u>	<u>-243</u>	<u>-485</u>
<b>Total Net Proposed Project Trip Generation</b>	<b>6,223</b>	<b>91</b>	<b>91</b>	<b>182</b>	<b>81</b>	<b>80</b>	<b>161</b>

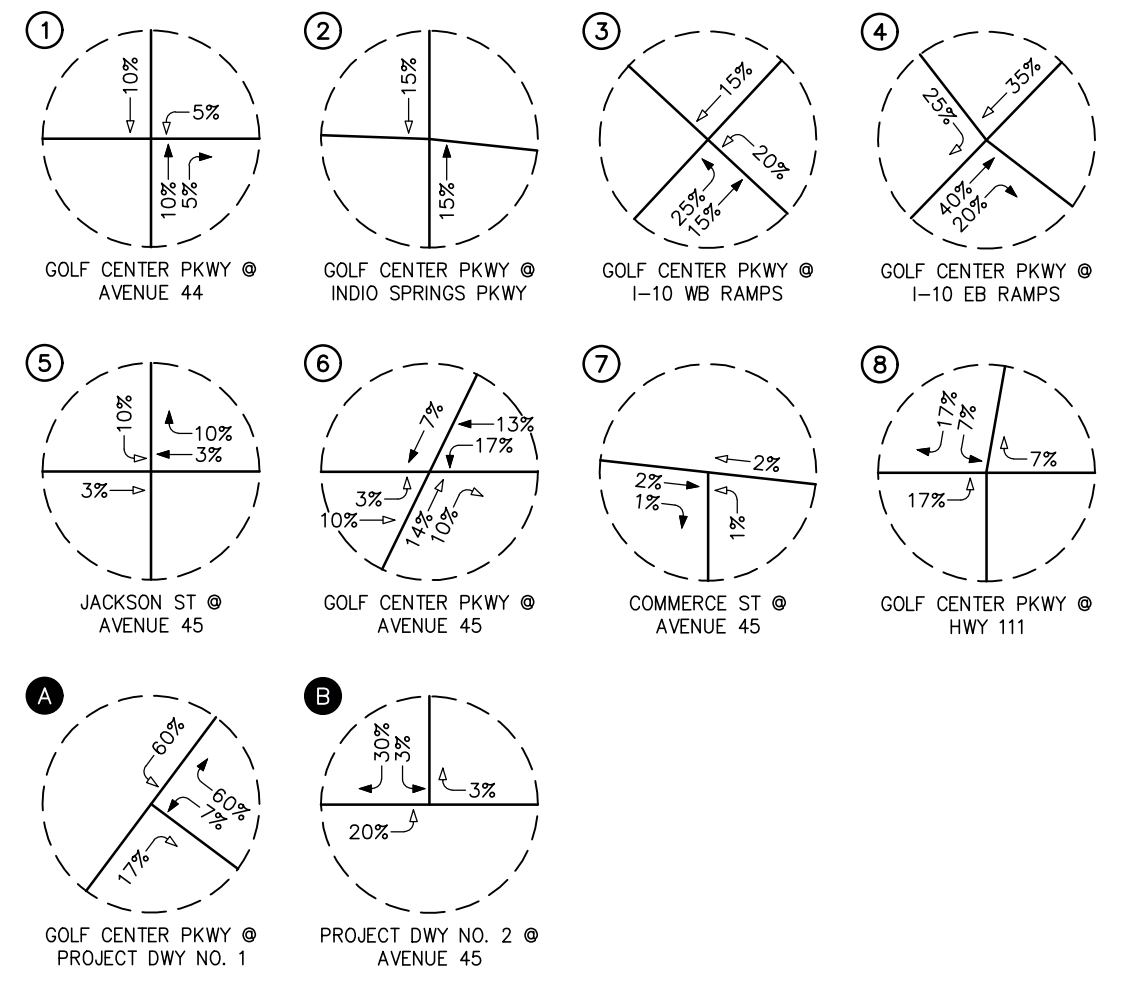
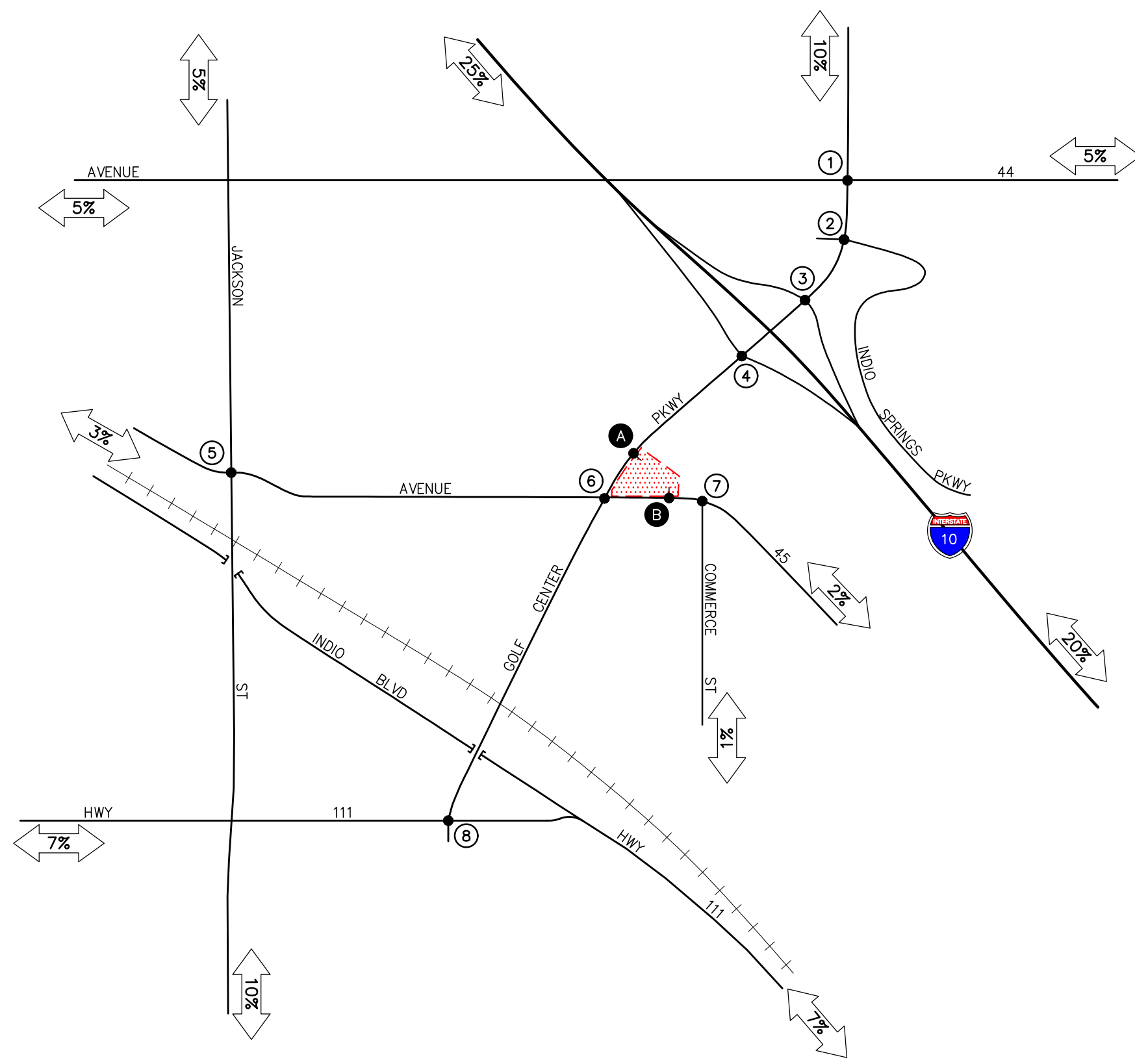
Note:

- TE/VFP = Trip End per Vehicle Fueling Position

<sup>1</sup> Source: *Trip Generation, 11th Edition*, Institute of Transportation Engineers, (ITE) [Washington, D.C. (2021)].

<sup>2</sup> Pass-By Trips are trips made as intermediate stops on the way from an origin to a primary trip destination. Pass-by trips are attracted from traffic passing the site on adjacent streets, which contain direct access to the generator. For this analysis, the following pass-by reduction factors were used (Source: *Trip Generation Manual, 11th Edition*, ITE 2021):

- 945: Gasoline Service Station with Convenience Store: Daily/AM peak hour/PM peak hour = 25% (assumed) / 76% / 75%



**KEY**

- ① = STUDY INTERSECTION
- ← = INBOUND PERCENTAGE
- = OUTBOUND PERCENTAGE
- ▨ = PROJECT SITE



**FIGURE 5-1**

**PROJECT TRAFFIC DISTRIBUTION PATTERN**  
MAVERIK FUELING STATION, INDIO

# APPENDIX B

## EXISTING TRAFFIC COUNT DATA

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Avenue 44  
 Weather: Clear

File Name : 01\_IND\_GCP\_A44 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

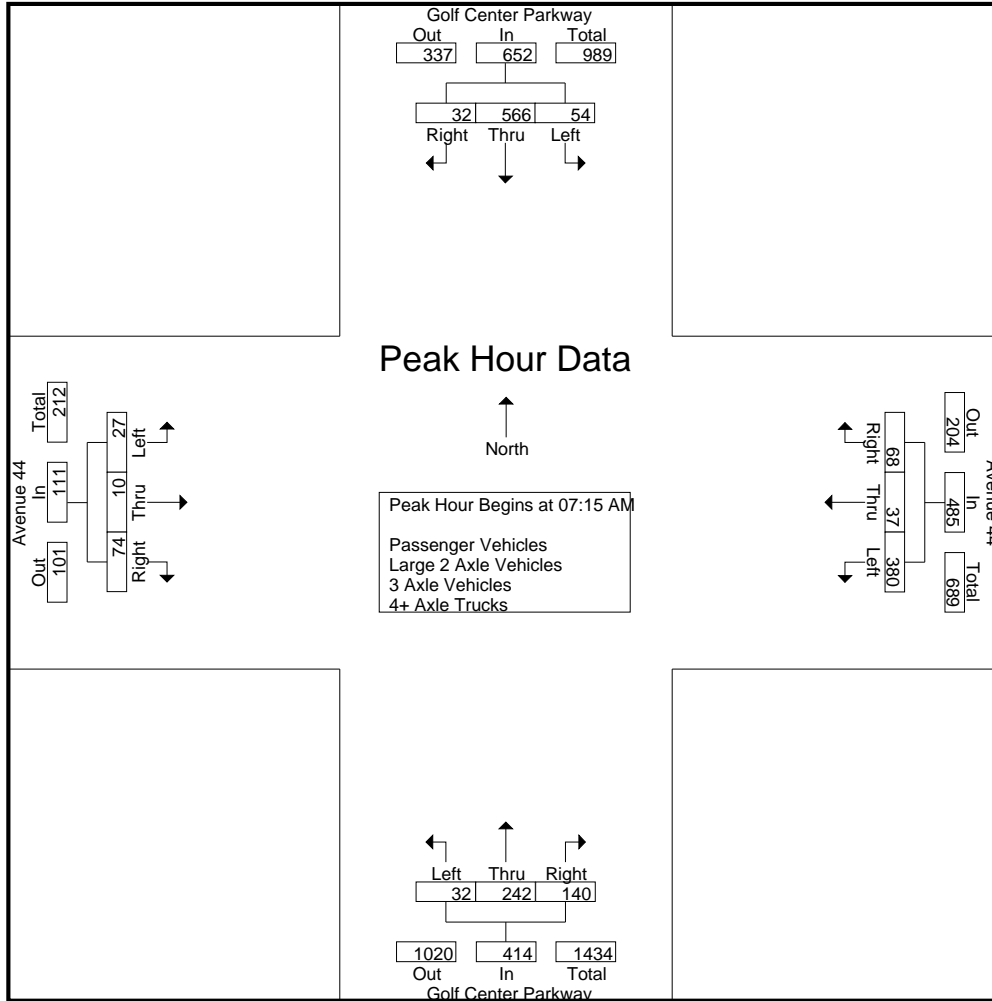
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	11	114	6	131	63	4	14	81	6	52	33	91	1	1	20	22	325
07:15 AM	13	136	7	156	92	9	14	115	3	55	32	90	3	0	20	23	384
07:30 AM	14	148	9	171	128	15	9	152	6	48	31	85	10	3	18	31	439
07:45 AM	10	147	11	168	99	10	28	137	13	60	35	108	8	4	23	35	448
Total	48	545	33	626	382	38	65	485	28	215	131	374	22	8	81	111	1596
08:00 AM	17	135	5	157	61	3	17	81	10	79	42	131	6	3	13	22	391
08:15 AM	18	98	12	128	53	7	14	74	3	54	37	94	6	4	13	23	319
08:30 AM	8	79	2	89	53	2	15	70	9	67	31	107	5	3	8	16	282
08:45 AM	15	75	4	94	45	4	14	63	10	48	29	87	4	4	10	18	262
Total	58	387	23	468	212	16	60	288	32	248	139	419	21	14	44	79	1254
Grand Total	106	932	56	1094	594	54	125	773	60	463	270	793	43	22	125	190	2850
Apprch %	9.7	85.2	5.1		76.8	7	16.2		7.6	58.4	34		22.6	11.6	65.8		
Total %	3.7	32.7	2	38.4	20.8	1.9	4.4	27.1	2.1	16.2	9.5	27.8	1.5	0.8	4.4	6.7	
Passenger Vehicles	95	910	54	1059	573	53	110	736	54	432	247	733	41	22	118	181	2709
% Passenger Vehicles	89.6	97.6	96.4	96.8	96.5	98.1	88	95.2	90	93.3	91.5	92.4	95.3	100	94.4	95.3	95.1
Large 2 Axle Vehicles	8	21	2	31	17	0	12	29	3	28	19	50	1	0	4	5	115
% Large 2 Axle Vehicles	7.5	2.3	3.6	2.8	2.9	0	9.6	3.8	5	6	7	6.3	2.3	0	3.2	2.6	4
3 Axle Vehicles	3	0	0	3	1	0	3	4	1	1	2	4	1	0	2	3	14
% 3 Axle Vehicles	2.8	0	0	0.3	0.2	0	2.4	0.5	1.7	0.2	0.7	0.5	2.3	0	1.6	1.6	0.5
4+ Axle Trucks	0	1	0	1	3	1	0	4	2	2	2	6	0	0	1	1	12
% 4+ Axle Trucks	0	0.1	0	0.1	0.5	1.9	0	0.5	3.3	0.4	0.7	0.8	0	0	0.8	0.5	0.4

Start Time	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	13	136	7	156	92	9	14	115	3	55	32	90	3	0	20	23	384
07:30 AM	14	<b>148</b>	9	<b>171</b>	<b>128</b>	<b>15</b>	9	<b>152</b>	6	48	31	85	<b>10</b>	3	18	31	439
07:45 AM	10	147	<b>11</b>	168	99	10	<b>28</b>	137	<b>13</b>	60	35	108	8	<b>4</b>	<b>23</b>	<b>35</b>	<b>448</b>
08:00 AM	<b>17</b>	135	5	157	61	3	17	81	10	<b>79</b>	<b>42</b>	<b>131</b>	6	3	13	22	391
Total Volume	54	566	32	652	380	37	68	485	32	242	140	414	27	10	74	111	1662
% App. Total	8.3	86.8	4.9		78.4	7.6	14		7.7	58.5	33.8		24.3	9	66.7		
PHF	.794	.956	.727	.953	.742	.617	.607	.798	.615	.766	.833	.790	.675	.625	.804	.793	.927

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Avenue 44  
 Weather: Clear

File Name : 01\_IND\_GCP\_A44 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:45 AM				07:00 AM			
+0 mins.	13	136	7	156	63	4	14	81	<b>13</b>	60	35	108	1	1	20	22
+15 mins.	14	<b>148</b>	9	<b>171</b>	92	9	14	115	10	<b>79</b>	<b>42</b>	<b>131</b>	3	0	20	23
+30 mins.	10	147	<b>11</b>	168	<b>128</b>	<b>15</b>	9	<b>152</b>	3	54	37	94	<b>10</b>	3	18	31
+45 mins.	<b>17</b>	135	5	157	99	10	<b>28</b>	137	9	67	31	107	8	<b>4</b>	<b>23</b>	<b>35</b>
Total Volume	54	566	32	652	382	38	65	485	35	260	145	440	22	8	81	111
% App. Total	8.3	86.8	4.9		78.8	7.8	13.4		8	59.1	33		19.8	7.2	73	
PHF	.794	.956	.727	.953	.746	.633	.580	.798	.673	.823	.863	.840	.550	.500	.880	.793

City of Indio  
 N/S: Golf Center Parkway  
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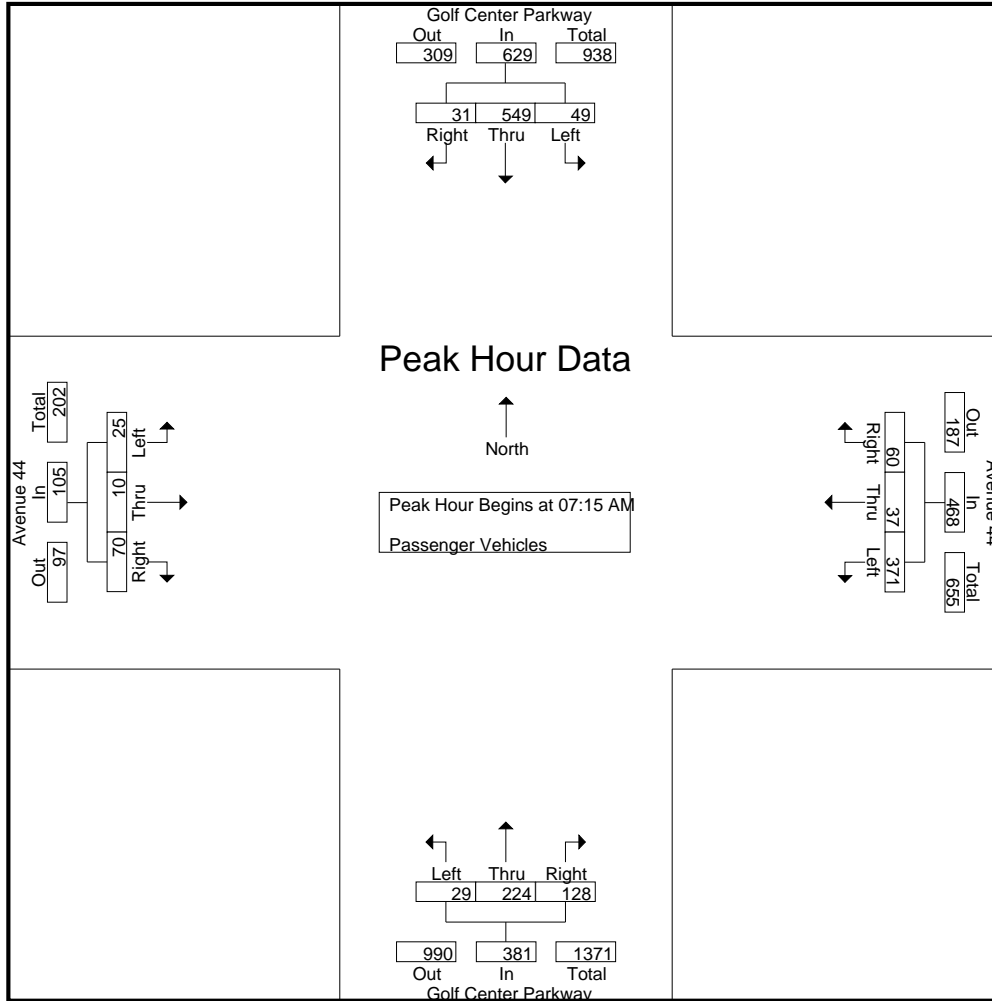
Groups Printed- Passenger Vehicles

Start Time	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	9	113	5	127	62	4	12	78	4	44	26	74	1	1	18	20	299
07:15 AM	10	132	7	149	91	9	11	111	3	48	27	78	2	0	20	22	360
07:30 AM	14	148	9	171	125	15	8	148	6	44	29	79	10	3	18	31	429
07:45 AM	10	142	11	163	96	10	25	131	10	55	32	97	8	4	19	31	422
Total	43	535	32	610	374	38	56	468	23	191	114	328	21	8	75	104	1510
08:00 AM	15	127	4	146	59	3	16	78	10	77	40	127	5	3	13	21	372
08:15 AM	15	97	12	124	48	6	13	67	3	53	35	91	6	4	12	22	304
08:30 AM	8	78	2	88	49	2	14	65	8	64	30	102	5	3	8	16	271
08:45 AM	14	73	4	91	43	4	11	58	10	47	28	85	4	4	10	18	252
Total	52	375	22	449	199	15	54	268	31	241	133	405	20	14	43	77	1199
Grand Total	95	910	54	1059	573	53	110	736	54	432	247	733	41	22	118	181	2709
Apprch %	9	85.9	5.1		77.9	7.2	14.9		7.4	58.9	33.7		22.7	12.2	65.2		
Total %	3.5	33.6	2	39.1	21.2	2	4.1	27.2	2	15.9	9.1	27.1	1.5	0.8	4.4	6.7	

Start Time	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	10	132	7	149	91	9	11	111	3	48	27	78	2	0	<b>20</b>	22	360
07:30 AM	14	<b>148</b>	9	<b>171</b>	<b>125</b>	<b>15</b>	8	<b>148</b>	6	44	29	79	<b>10</b>	3	18	<b>31</b>	<b>429</b>
07:45 AM	10	142	<b>11</b>	163	96	10	<b>25</b>	131	<b>10</b>	55	32	97	8	<b>4</b>	19	31	422
08:00 AM	<b>15</b>	127	4	146	59	3	16	78	10	<b>77</b>	<b>40</b>	<b>127</b>	5	3	13	21	372
Total Volume	49	549	31	629	371	37	60	468	29	224	128	381	25	10	70	105	1583
% App. Total	7.8	87.3	4.9		79.3	7.9	12.8		7.6	58.8	33.6		23.8	9.5	66.7		
PHF	.817	.927	.705	.920	.742	.617	.600	.791	.725	.727	.800	.750	.625	.625	.875	.847	.922

City of Indio  
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 E/W: Avenue 44  
 Weather: Clear

File Name : 01\_IND\_GCP\_A44 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	10	132	7	149	91	9	11	111	3	48	27	78	2	0	<b>20</b>	22
+15 mins.	14	<b>148</b>	9	<b>171</b>	<b>125</b>	<b>15</b>	8	<b>148</b>	6	44	29	79	<b>10</b>	3	18	<b>31</b>
+30 mins.	10	142	<b>11</b>	163	96	10	<b>25</b>	131	<b>10</b>	55	32	97	8	<b>4</b>	19	31
+45 mins.	<b>15</b>	127	4	146	59	3	16	78	10	<b>77</b>	<b>40</b>	<b>127</b>	5	3	13	21
Total Volume	49	549	31	629	371	37	60	468	29	224	128	381	25	10	70	105
% App. Total	7.8	87.3	4.9		79.3	7.9	12.8		7.6	58.8	33.6		23.8	9.5	66.7	
PHF	.817	.927	.705	.920	.742	.617	.600	.791	.725	.727	.800	.750	.625	.625	.875	.847

City of Indio  
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Groups Printed- Large 2 Axle Vehicles

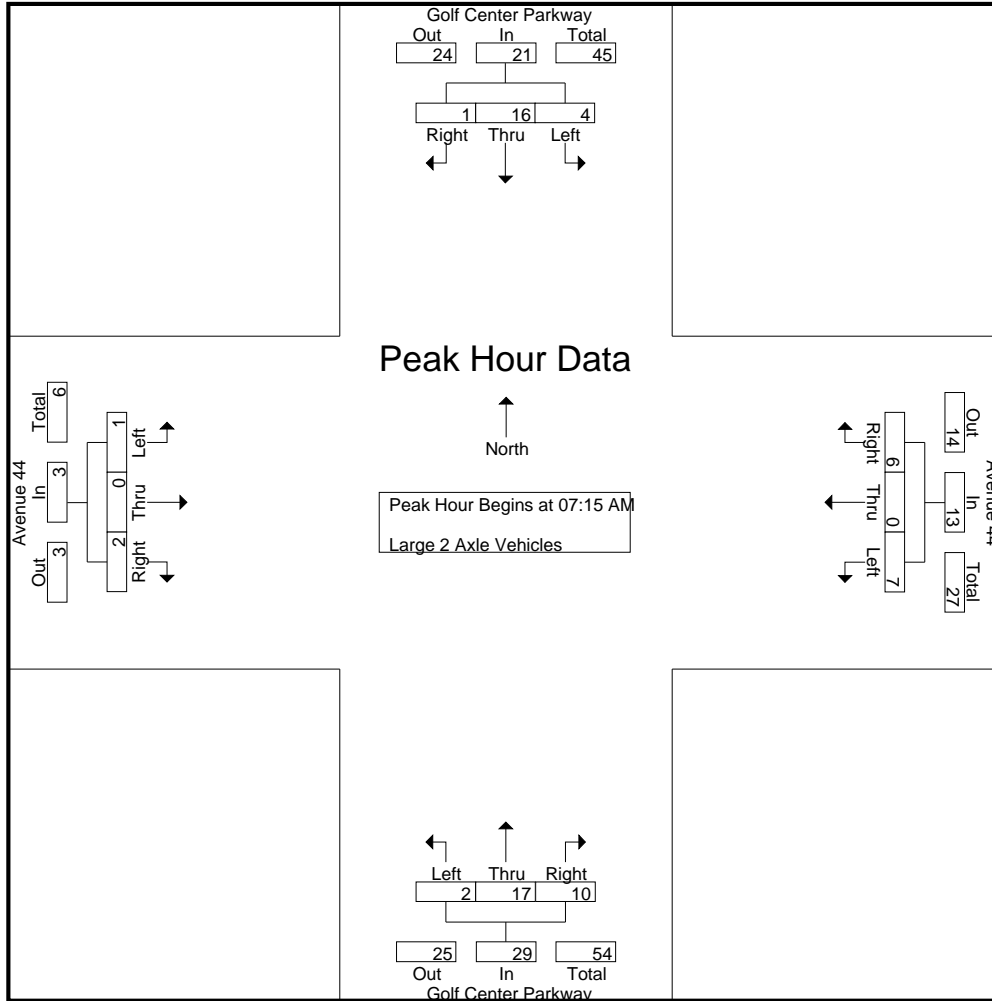
Start Time	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	1	1	4	1	0	2	3	1	7	5	13	0	0	1	1	21
07:15 AM	3	4	0	7	1	0	3	4	0	7	4	11	0	0	0	0	22
07:30 AM	0	0	0	0	3	0	0	3	0	4	2	6	0	0	0	0	9
07:45 AM	0	5	0	5	1	0	3	4	2	4	2	8	0	0	2	2	19
Total	5	10	1	16	6	0	8	14	3	22	13	38	0	0	3	3	71
08:00 AM	1	7	1	9	2	0	0	2	0	2	2	4	1	0	0	1	16
08:15 AM	2	1	0	3	5	0	1	6	0	1	2	3	0	0	1	1	13
08:30 AM	0	1	0	1	3	0	1	4	0	2	1	3	0	0	0	0	8
08:45 AM	0	2	0	2	1	0	2	3	0	1	1	2	0	0	0	0	7
Total	3	11	1	15	11	0	4	15	0	6	6	12	1	0	1	2	44
Grand Total	8	21	2	31	17	0	12	29	3	28	19	50	1	0	4	5	115
Apprch %	25.8	67.7	6.5		58.6	0	41.4		6	56	38		20	0	80		
Total %	7	18.3	1.7	27	14.8	0	10.4	25.2	2.6	24.3	16.5	43.5	0.9	0	3.5	4.3	

Start Time	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	4	0	7	1	0	3	4	0	7	4	11	0	0	0	0	22
07:30 AM	0	0	0	0	3	0	0	3	0	4	2	6	0	0	0	0	9
07:45 AM	0	5	0	5	1	0	3	4	2	4	2	8	0	0	2	2	19
08:00 AM	1	7	1	9	2	0	0	2	0	2	2	4	1	0	0	1	16
Total Volume	4	16	1	21	7	0	6	13	2	17	10	29	1	0	2	3	66
% App. Total	19	76.2	4.8		53.8	0	46.2		6.9	58.6	34.5		33.3	0	66.7		
PHF	.333	.571	.250	.583	.583	.000	.500	.813	.250	.607	.625	.659	.250	.000	.250	.375	.750



City of Indio  
 N/S: Golf Center Parkway  
 E/W: Avenue 44  
 Weather: Clear

File Name : 01\_IND\_GCP\_A44 AM  
 Site Code : 05724493  
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	3	4	0	7	1	0	3	4	0	7	4	11	0	0	0	0
+15 mins.	0	0	0	0	3	0	0	3	0	4	2	6	0	0	0	0
+30 mins.	0	5	0	5	1	0	3	4	2	4	2	8	0	0	2	2
+45 mins.	1	7	1	9	2	0	0	2	0	2	2	4	1	0	0	1
Total Volume	4	16	1	21	7	0	6	13	2	17	10	29	1	0	2	3
% App. Total	19	76.2	4.8		53.8	0	46.2		6.9	58.6	34.5		33.3	0	66.7	
PHF	.333	.571	.250	.583	.583	.000	.500	.813	.250	.607	.625	.659	.250	.000	.250	.375

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Avenue 44  
 Weather: Clear

File Name : 01\_IND\_GCP\_A44 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

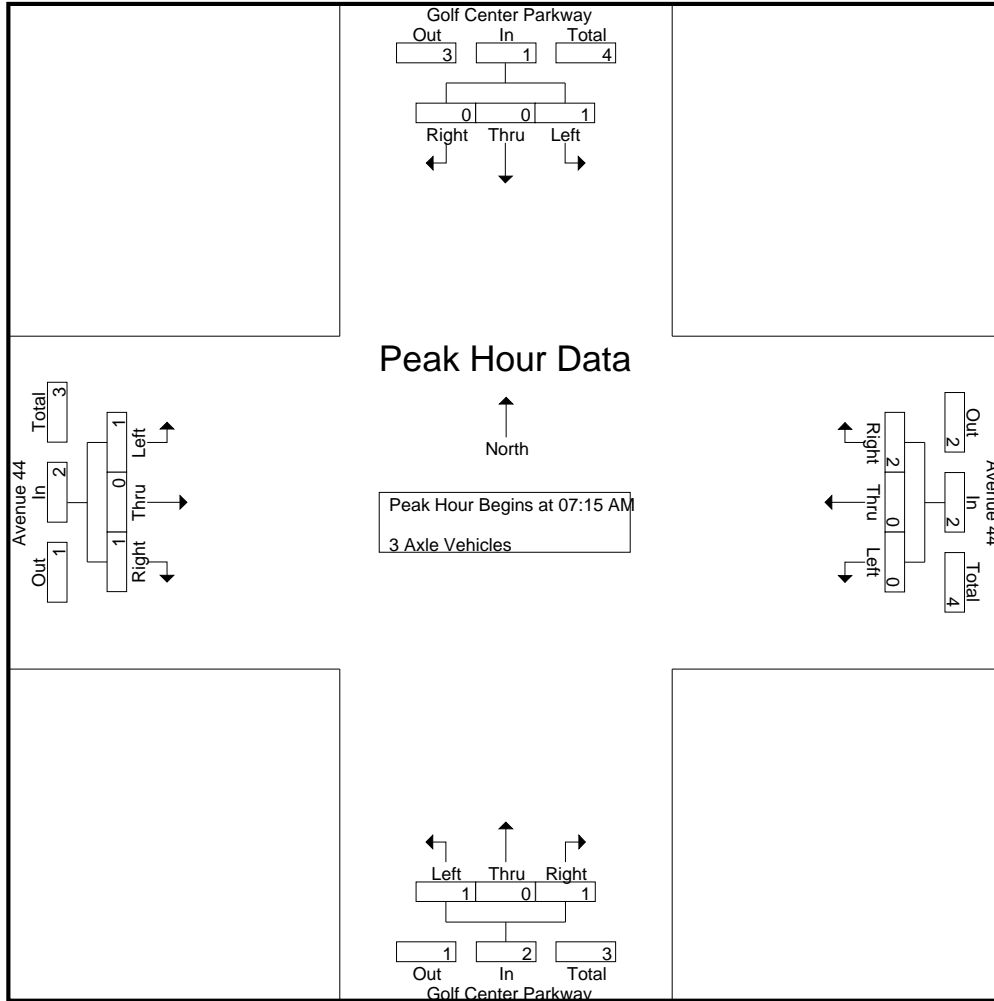
Groups Printed- 3 Axle Vehicles

Start Time	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	1	1	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	1	0	1	2	0	0	1	1	3
Total	0	0	0	0	0	0	1	1	1	1	2	4	1	0	2	3	8
08:00 AM	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	1	0	0	1	1	0	1	2	0	0	0	0	0	0	0	0	3
Total	3	0	0	3	1	0	2	3	0	0	0	0	0	0	0	0	6
Grand Total	3	0	0	3	1	0	3	4	1	1	2	4	1	0	2	3	14
Apprch %	100	0	0		25	0	75		25	25	50		33.3	0	66.7		
Total %	21.4	0	0	21.4	7.1	0	21.4	28.6	7.1	7.1	14.3	28.6	7.1	0	14.3	21.4	

Start Time	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	1	0	1	2	0	0	1	1	3
08:00 AM	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
Total Volume	1	0	0	1	0	0	2	2	1	0	1	2	1	0	1	2	7
% App. Total	100	0	0		0	0	100		50	0	50		50	0	50		
PHF	.250	.000	.000	.250	.000	.000	.500	.500	.250	.000	.250	.250	.250	.000	.250	.500	.583

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Avenue 44  
 Weather: Clear

File Name : 01\_IND\_GCP\_A44 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+15 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	1	0	1	2	0	0	1	1
+45 mins.	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	2	2	1	0	1	2	1	0	1	2
% App. Total	100	0	0	0	0	0	100	100	50	0	50	50	50	0	50	50
PHF	.250	.000	.000	.250	.000	.000	.500	.500	.250	.000	.250	.250	.250	.000	.250	.500

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Avenue 44  
 Weather: Clear

File Name : 01\_IND\_GCP\_A44 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

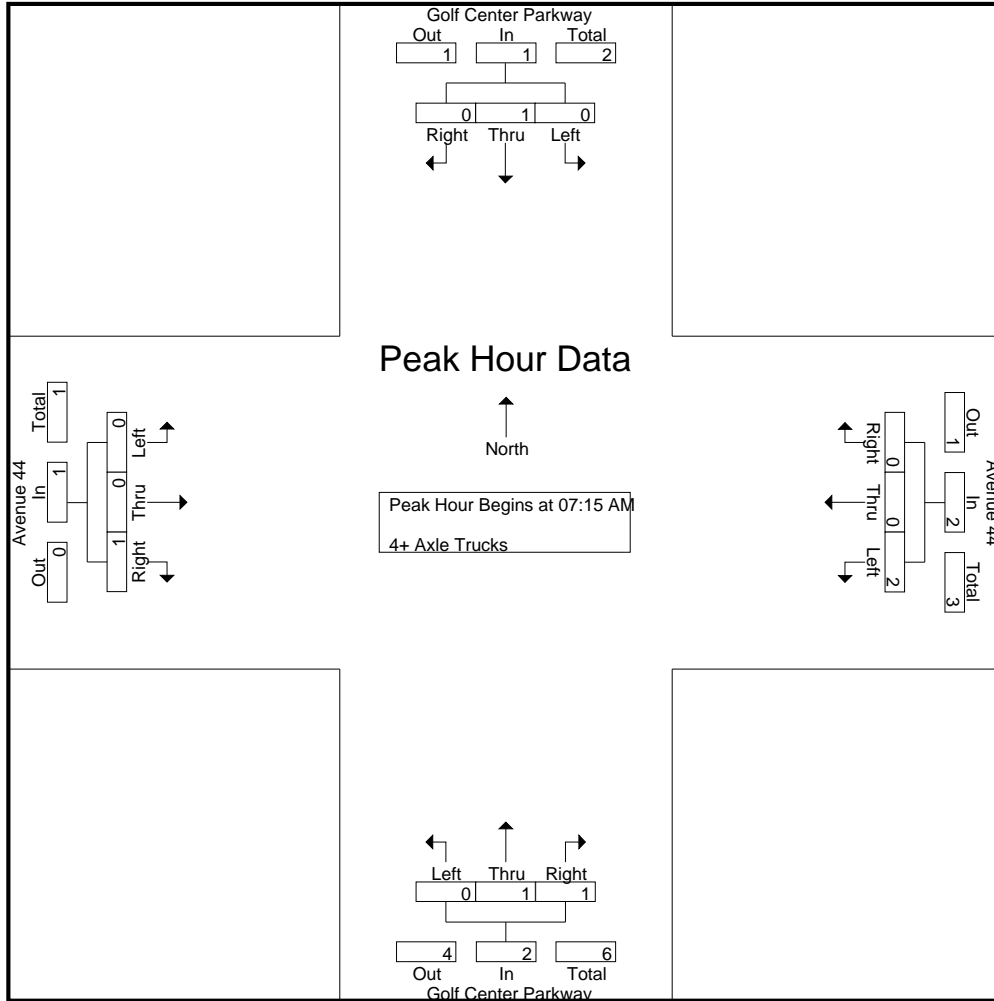
Groups Printed- 4+ Axle Trucks

Start Time	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	2	0	0	2	2	0	1	0	1	0	0	1	1	4
Total	0	0	0	0	2	0	0	2	2	1	1	2	4	0	0	1	1	7
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	1	0	0	1	1	1	0	2	2	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	1	1	0	2	2	1	1	0	2	0	0	0	0	5
Grand Total	0	1	0	1	3	1	0	4	4	2	2	2	6	0	0	1	1	12
Apprch %	0	100	0		75	25	0			33.3	33.3	33.3		0	0	100		
Total %	0	8.3	0	8.3	25	8.3	0	33.3	33.3	16.7	16.7	16.7	50	0	0	8.3	8.3	

Start Time	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:15 AM																		
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	2	0	0	2	2	0	1	0	1	0	0	1	1	4
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	2	0	0	2	2	0	1	1	2	0	0	1	1	6
% App. Total	0	100	0		100	0	0			0	50	50		0	0	100		
PHF	.000	.250	.000	.250	.250	.000	.000	.250	.250	.000	.250	.250	.500	.000	.000	.250	.250	.375

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Avenue 44  
 Weather: Clear

File Name : 01\_IND\_GCP\_A44 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM							
+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	2	0	0	2	0	1	0	1	0	0	1	1
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	2	0	0	2	0	1	1	2	0	0	1	1
% App. Total	0	100	0	0	100	0	0	0	0	50	50	0	0	0	100	0
PHF	.000	.250	.000	.250	.250	.000	.000	.250	.000	.250	.250	.500	.000	.000	.250	.250

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Avenue 44  
 Weather: Clear

File Name : 01\_IND\_GCP\_A44 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

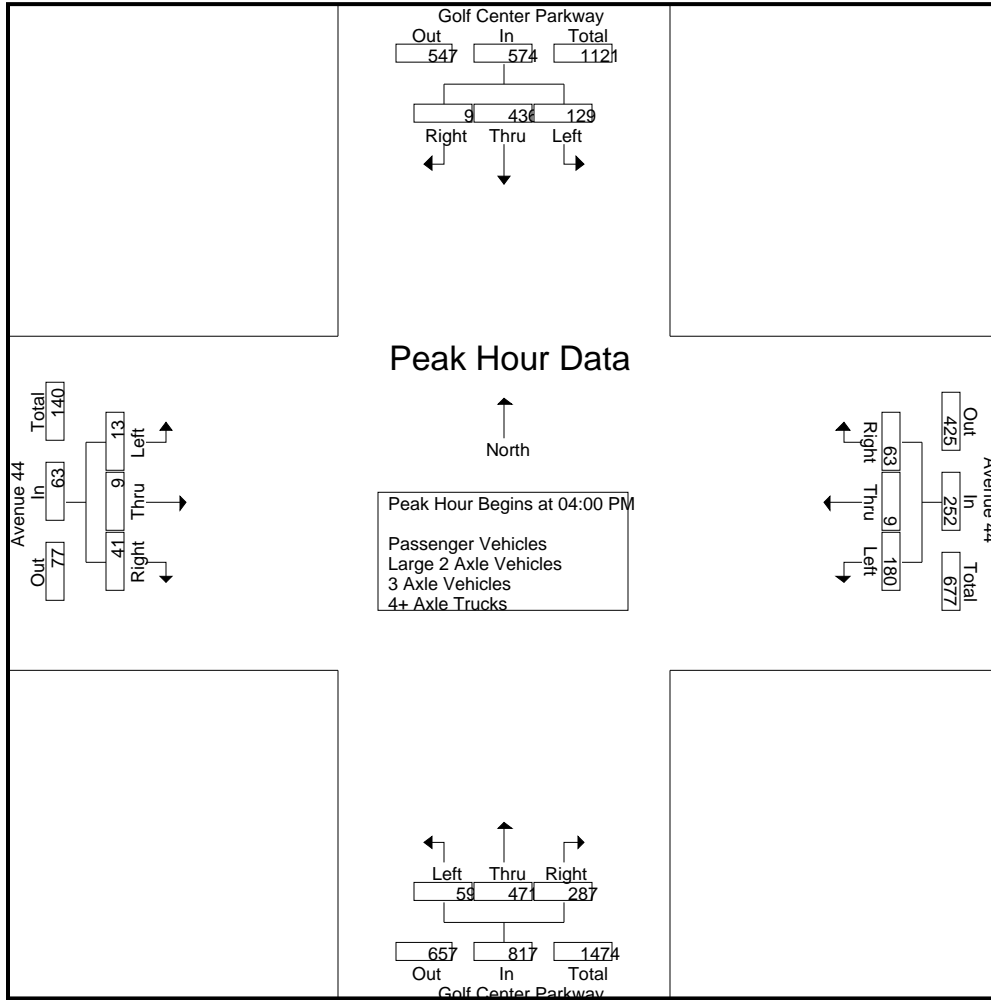
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	35	111	1	147	46	2	13	61	20	117	80	217	5	1	17	23	448
04:15 PM	29	119	1	149	56	3	11	70	14	117	63	194	2	2	2	6	419
04:30 PM	32	95	2	129	38	1	19	58	10	114	66	190	4	1	11	16	393
04:45 PM	33	111	5	149	40	3	20	63	15	123	78	216	2	5	11	18	446
<b>Total</b>	<b>129</b>	<b>436</b>	<b>9</b>	<b>574</b>	<b>180</b>	<b>9</b>	<b>63</b>	<b>252</b>	<b>59</b>	<b>471</b>	<b>287</b>	<b>817</b>	<b>13</b>	<b>9</b>	<b>41</b>	<b>63</b>	<b>1706</b>
05:00 PM	16	90	3	109	48	2	12	62	19	123	61	203	1	3	7	11	385
05:15 PM	28	109	0	137	50	2	13	65	19	138	60	217	5	2	9	16	435
05:30 PM	28	102	1	131	57	3	16	76	12	90	62	164	7	1	14	22	393
05:45 PM	25	86	1	112	41	1	11	53	13	109	65	187	3	1	7	11	363
<b>Total</b>	<b>97</b>	<b>387</b>	<b>5</b>	<b>489</b>	<b>196</b>	<b>8</b>	<b>52</b>	<b>256</b>	<b>63</b>	<b>460</b>	<b>248</b>	<b>771</b>	<b>16</b>	<b>7</b>	<b>37</b>	<b>60</b>	<b>1576</b>
<b>Grand Total</b>	<b>226</b>	<b>823</b>	<b>14</b>	<b>1063</b>	<b>376</b>	<b>17</b>	<b>115</b>	<b>508</b>	<b>122</b>	<b>931</b>	<b>535</b>	<b>1588</b>	<b>29</b>	<b>16</b>	<b>78</b>	<b>123</b>	<b>3282</b>
Apprch %	21.3	77.4	1.3		74	3.3	22.6		7.7	58.6	33.7		23.6	13	63.4		
Total %	6.9	25.1	0.4	32.4	11.5	0.5	3.5	15.5	3.7	28.4	16.3	48.4	0.9	0.5	2.4	3.7	
Passenger Vehicles	218	807	12	1037	363	17	110	490	117	927	521	1565	29	15	78	122	3214
% Passenger Vehicles	96.5	98.1	85.7	97.6	96.5	100	95.7	96.5	95.9	99.6	97.4	98.6	100	93.8	100	99.2	97.9
Large 2 Axle Vehicles	8	16	2	26	12	0	4	16	2	4	12	18	0	1	0	1	61
% Large 2 Axle Vehicles	3.5	1.9	14.3	2.4	3.2	0	3.5	3.1	1.6	0.4	2.2	1.1	0	6.2	0	0.8	1.9
3 Axle Vehicles	0	0	0	0	0	0	1	1	0	0	2	2	0	0	0	0	3
% 3 Axle Vehicles	0	0	0	0	0	0	0.9	0.2	0	0	0.4	0.1	0	0	0	0	0.1
4+ Axle Trucks	0	0	0	0	1	0	0	1	3	0	0	3	0	0	0	0	4
% 4+ Axle Trucks	0	0	0	0	0.3	0	0	0.2	2.5	0	0	0.2	0	0	0	0	0.1

Start Time	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	<b>35</b>	111	1	147	46	2	13	61	<b>20</b>	117	<b>80</b>	<b>217</b>	<b>5</b>	1	<b>17</b>	<b>23</b>	<b>448</b>
04:15 PM	29	<b>119</b>	1	<b>149</b>	<b>56</b>	<b>3</b>	11	<b>70</b>	14	117	63	194	2	2	2	6	419
04:30 PM	32	95	2	129	38	1	19	58	10	114	66	190	4	1	11	16	393
04:45 PM	33	111	<b>5</b>	149	40	3	<b>20</b>	63	15	<b>123</b>	78	216	2	<b>5</b>	11	18	446
Total Volume	129	436	9	574	180	9	63	252	59	471	287	817	13	9	41	63	1706
% App. Total	22.5	76	1.6		71.4	3.6	25		7.2	57.6	35.1		20.6	14.3	65.1		
PHF	.921	.916	.450	.963	.804	.750	.788	.900	.738	.957	.897	.941	.650	.450	.603	.685	.952

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Avenue 44  
 Weather: Clear

File Name : 01\_IND\_GCP\_A44 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				04:30 PM				04:45 PM			
+0 mins.	<b>35</b>	111	1	147	40	<b>3</b>	<b>20</b>	63	10	114	66	190	2	<b>5</b>	11	18
+15 mins.	29	<b>119</b>	1	<b>149</b>	48	2	12	62	15	123	<b>78</b>	216	1	3	7	11
+30 mins.	32	95	2	129	50	2	13	65	<b>19</b>	123	61	203	5	2	9	16
+45 mins.	33	111	<b>5</b>	149	<b>57</b>	3	16	<b>76</b>	19	<b>138</b>	60	<b>217</b>	<b>7</b>	1	<b>14</b>	<b>22</b>
Total Volume	129	436	9	574	195	10	61	266	63	498	265	826	15	11	41	67
% App. Total	22.5	76	1.6		73.3	3.8	22.9		7.6	60.3	32.1		22.4	16.4	61.2	
PHF	.921	.916	.450	.963	.855	.833	.763	.875	.829	.902	.849	.952	.536	.550	.732	.761

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Avenue 44  
 Weather: Clear

File Name : 01\_IND\_GCP\_A44 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

Groups Printed- Passenger Vehicles

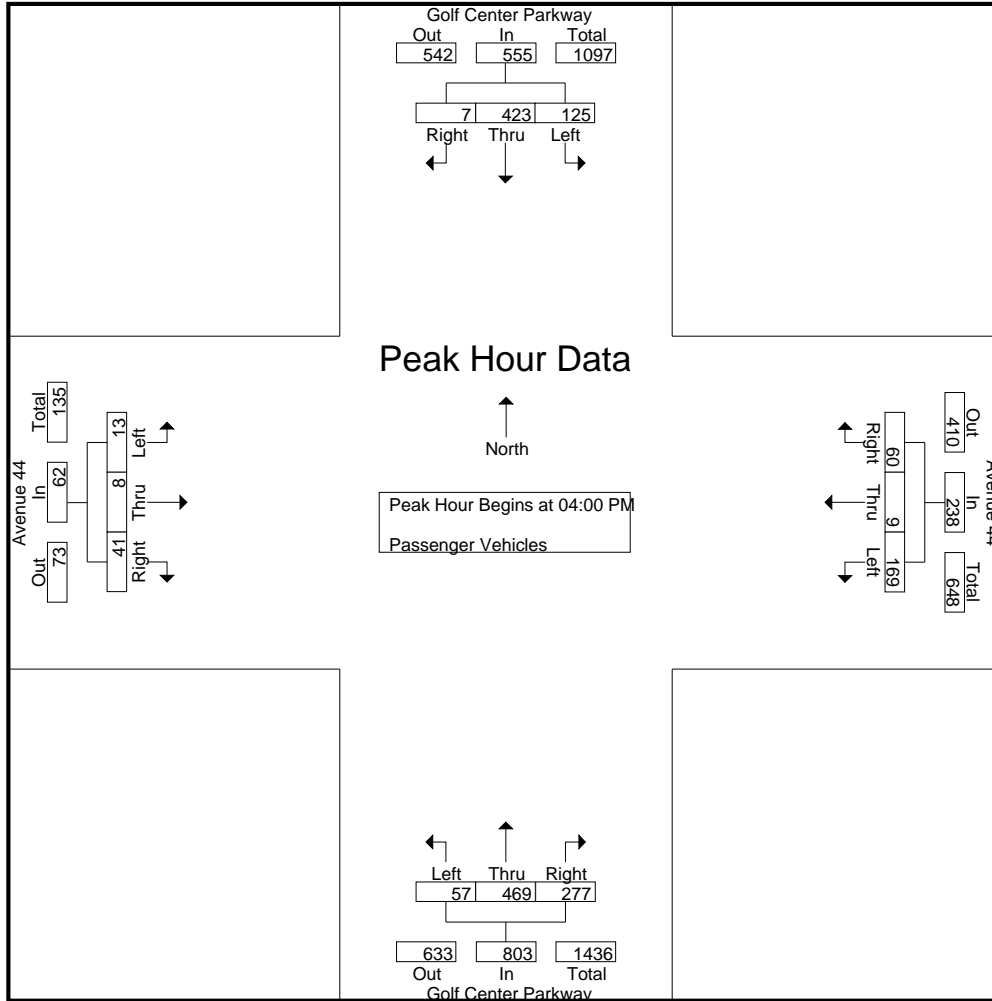
Start Time	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	34	105	1	140	43	2	11	56	20	117	74	211	5	0	17	22	429
04:15 PM	28	116	0	144	50	3	11	64	13	116	62	191	2	2	2	6	405
04:30 PM	31	93	2	126	37	1	18	56	10	113	64	187	4	1	11	16	385
04:45 PM	32	109	4	145	39	3	20	62	14	123	77	214	2	5	11	18	439
Total	125	423	7	555	169	9	60	238	57	469	277	803	13	8	41	62	1658
05:00 PM	16	89	3	108	48	2	11	61	19	122	60	201	1	3	7	11	381
05:15 PM	26	109	0	135	49	2	12	63	17	138	59	214	5	2	9	16	428
05:30 PM	26	101	1	128	56	3	16	75	12	90	61	163	7	1	14	22	388
05:45 PM	25	85	1	111	41	1	11	53	12	108	64	184	3	1	7	11	359
Total	93	384	5	482	194	8	50	252	60	458	244	762	16	7	37	60	1556
Grand Total	218	807	12	1037	363	17	110	490	117	927	521	1565	29	15	78	122	3214
Apprch %	21	77.8	1.2		74.1	3.5	22.4		7.5	59.2	33.3		23.8	12.3	63.9		
Total %	6.8	25.1	0.4	32.3	11.3	0.5	3.4	15.2	3.6	28.8	16.2	48.7	0.9	0.5	2.4	3.8	

Start Time	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	<b>34</b>	105	1	140	43	2	11	56	<b>20</b>	117	74	211	<b>5</b>	0	<b>17</b>	<b>22</b>	429
04:15 PM	28	<b>116</b>	0	144	<b>50</b>	<b>3</b>	11	<b>64</b>	13	116	62	191	2	2	2	6	405
04:30 PM	31	93	2	126	37	1	18	56	10	113	64	187	4	1	11	16	385
04:45 PM	32	109	<b>4</b>	<b>145</b>	39	3	<b>20</b>	62	14	<b>123</b>	<b>77</b>	<b>214</b>	2	<b>5</b>	11	18	<b>439</b>
Total Volume	125	423	7	555	169	9	60	238	57	469	277	803	13	8	41	62	1658
% App. Total	22.5	76.2	1.3		71	3.8	25.2		7.1	58.4	34.5		21	12.9	66.1		
PHF	.919	.912	.438	.957	.845	.750	.750	.930	.713	.953	.899	.938	.650	.400	.603	.705	.944



City of Indio  
 N/S: Golf Center Parkway  
 E/W: Avenue 44  
 Weather: Clear

File Name : 01\_IND\_GCP\_A44 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	<b>34</b>	105	1	140	43	2	11	56	<b>20</b>	117	74	211	<b>5</b>	0	<b>17</b>	<b>22</b>
+15 mins.	28	<b>116</b>	0	144	<b>50</b>	<b>3</b>	11	<b>64</b>	13	116	62	191	2	2	2	6
+30 mins.	31	93	2	126	37	1	18	56	10	113	64	187	4	1	11	16
+45 mins.	32	109	<b>4</b>	<b>145</b>	39	3	<b>20</b>	62	14	<b>123</b>	<b>77</b>	<b>214</b>	2	<b>5</b>	11	18
Total Volume	125	423	7	555	169	9	60	238	57	469	277	803	13	8	41	62
% App. Total	22.5	76.2	1.3		71	3.8	25.2		7.1	58.4	34.5		21	12.9	66.1	
PHF	.919	.912	.438	.957	.845	.750	.750	.930	.713	.953	.899	.938	.650	.400	.603	.705

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Avenue 44  
 Weather: Clear

File Name : 01\_IND\_GCP\_A44 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	6	0	7	2	0	1	3	0	0	5	5	0	1	0	1	16
04:15 PM	1	3	1	5	6	0	0	6	1	1	0	2	0	0	0	0	13
04:30 PM	1	2	0	3	1	0	1	2	0	1	2	3	0	0	0	0	8
04:45 PM	1	2	1	4	1	0	0	1	0	0	1	1	0	0	0	0	6
Total	4	13	2	19	10	0	2	12	1	2	8	11	0	1	0	1	43
05:00 PM	0	1	0	1	0	0	1	1	0	1	1	2	0	0	0	0	4
05:15 PM	2	0	0	2	1	0	1	2	0	0	1	1	0	0	0	0	5
05:30 PM	2	1	0	3	1	0	0	1	0	0	1	1	0	0	0	0	5
05:45 PM	0	1	0	1	0	0	0	0	1	1	1	3	0	0	0	0	4
Total	4	3	0	7	2	0	2	4	1	2	4	7	0	0	0	0	18
Grand Total	8	16	2	26	12	0	4	16	2	4	12	18	0	1	0	1	61
Apprch %	30.8	61.5	7.7		75	0	25		11.1	22.2	66.7		0	100	0		
Total %	13.1	26.2	3.3	42.6	19.7	0	6.6	26.2	3.3	6.6	19.7	29.5	0	1.6	0	1.6	

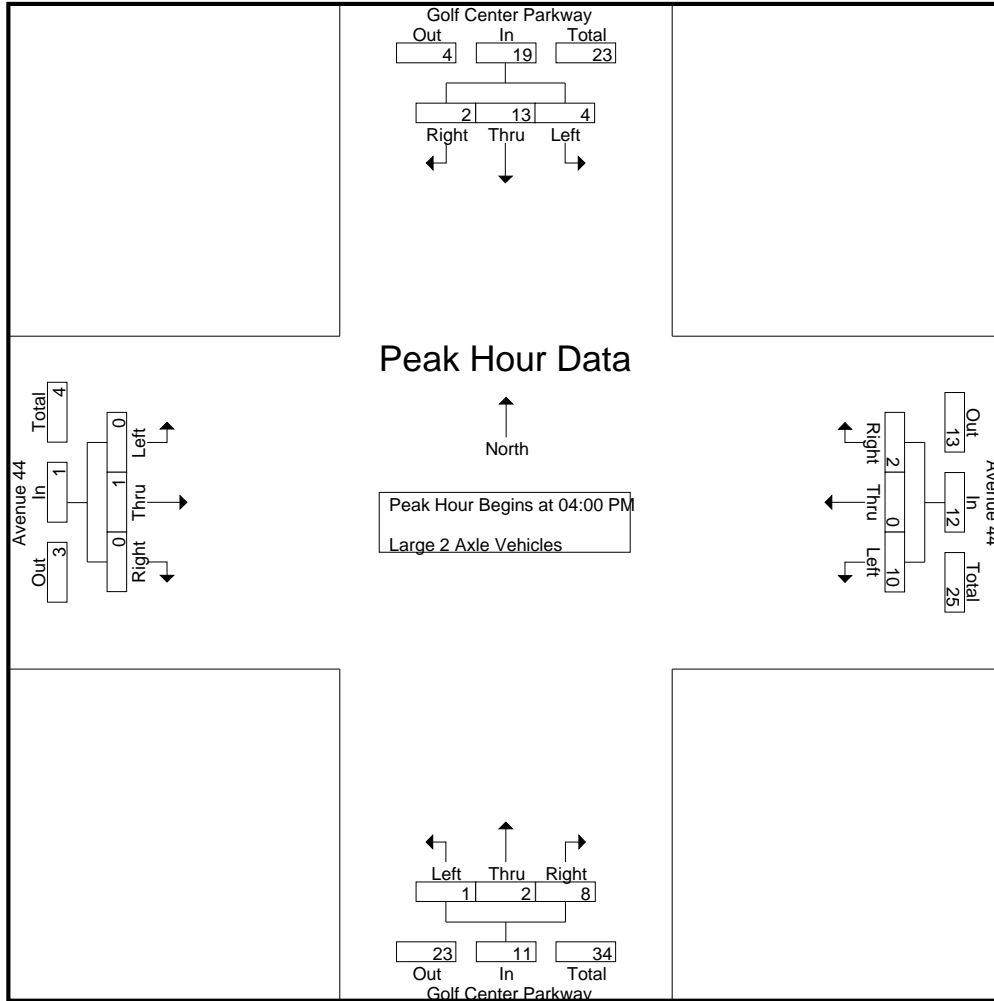
Start Time	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	6	0	7	2	0	1	3	0	0	5	5	0	1	0	1	16
04:15 PM	1	3	1	5	6	0	0	6	1	1	0	2	0	0	0	0	13
04:30 PM	1	2	0	3	1	0	1	2	0	1	2	3	0	0	0	0	8
04:45 PM	1	2	1	4	1	0	0	1	0	0	1	1	0	0	0	0	6
Total Volume	4	13	2	19	10	0	2	12	1	2	8	11	0	1	0	1	43
% App. Total	21.1	68.4	10.5		83.3	0	16.7		9.1	18.2	72.7		0	100	0		
PHF	1.00	.542	.500	.679	.417	.000	.500	.500	.250	.500	.400	.550	.000	.250	.000	.250	.672

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Avenue 44  
 Weather: Clear

File Name : 01\_IND\_GCP\_A44 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	6	0	7	2	0	1	3	0	0	5	5	0	1	0	1
+15 mins.	1	3	1	5	6	0	0	6	1	1	0	2	0	0	0	0
+30 mins.	1	2	0	3	1	0	1	2	0	1	2	3	0	0	0	0
+45 mins.	1	2	1	4	1	0	0	1	0	0	1	1	0	0	0	0
Total Volume	4	13	2	19	10	0	2	12	1	2	8	11	0	1	0	1
% App. Total	21.1	68.4	10.5		83.3	0	16.7		9.1	18.2	72.7		0	100	0	
PHF	1.000	.542	.500	.679	.417	.000	.500	.500	.250	.500	.400	.550	.000	.250	.000	.250

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Avenue 44  
 Weather: Clear

File Name : 01\_IND\_GCP\_A44 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

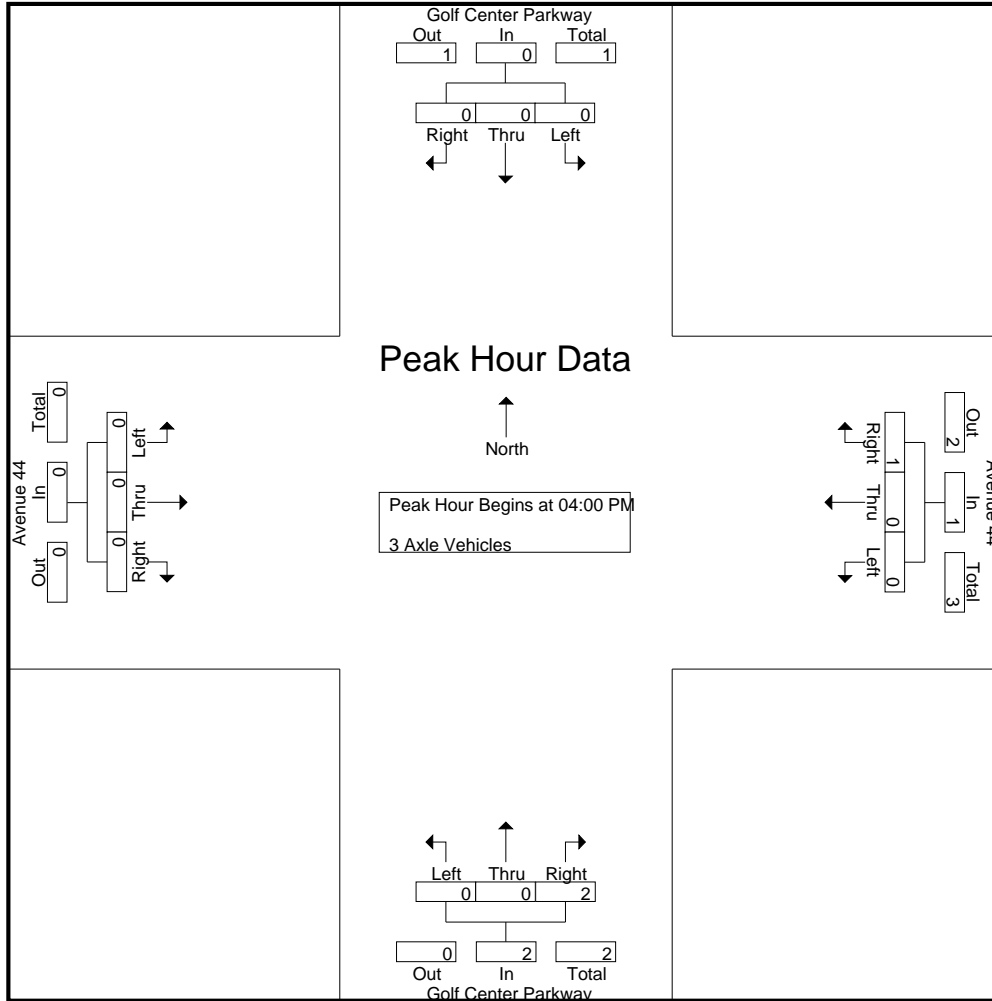
Groups Printed- 3 Axle Vehicles

Start Time	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	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
04:45 PM	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	1	0	0	2	2	0	0	0	0	3
05:00 PM	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
05:30 PM	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
Total	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	0	0	2	2	0	0	0	0	3
Apprch %	0	0	0		0	0	100		0	0	100		0	0	0		
Total %	0	0	0	0	0	0	33.3	33.3	0	0	66.7	66.7	0	0	0	0	

Start Time	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:30 PM	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
Total Volume	0	0	0	0	0	0	1	1	0	0	2	2	0	0	0	0	3
% App. Total	0	0	0		0	0	100		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.500	.500	.000	.000	.000	.000	.375

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Avenue 44  
 Weather: Clear

File Name : 01\_IND\_GCP\_A44 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	1	1	0	0	1	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	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	1	1	0	0	2	2	0	0	0	0
% App. Total	0	0	0	0	0	0	100	100	0	0	100	100	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.500	.500	.000	.000	.000	.000

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Avenue 44  
 Weather: Clear

File Name : 01\_IND\_GCP\_A44 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

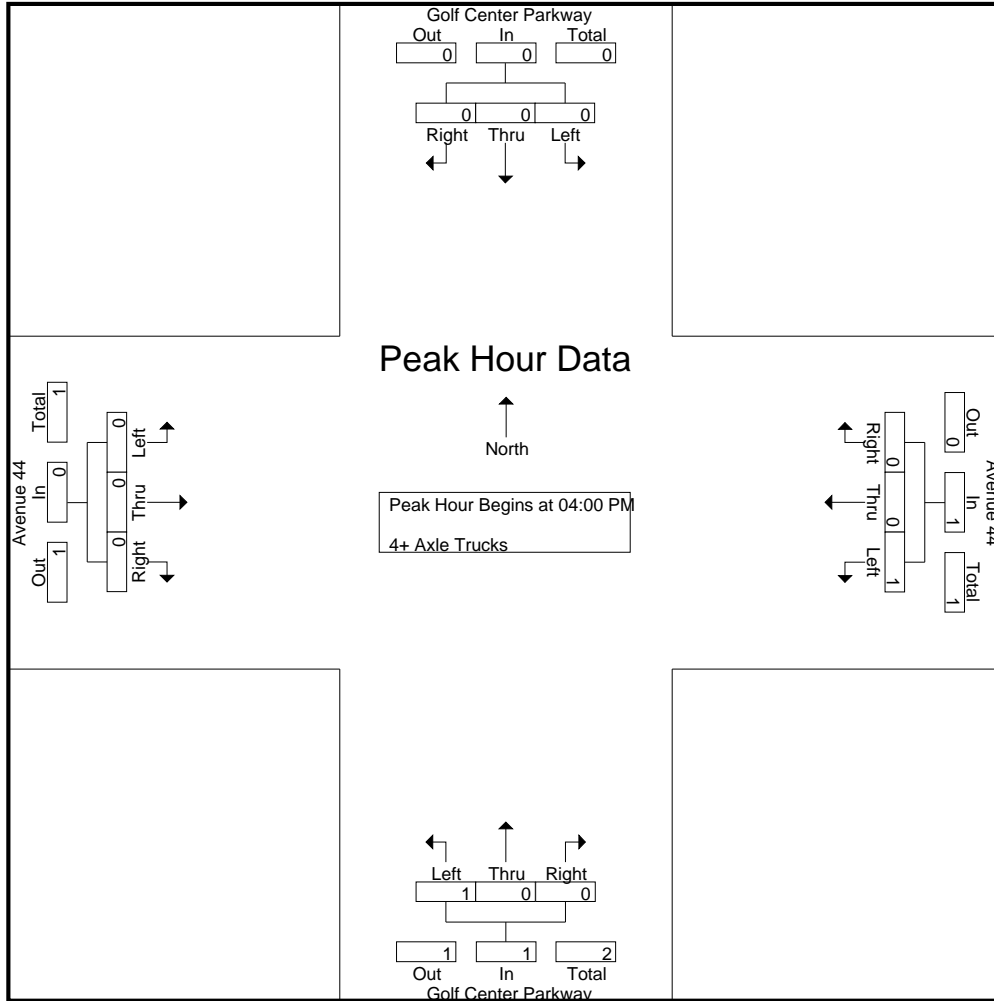
Groups Printed- 4+ Axle Trucks

Start Time	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	1	0	0	1	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
04:30 PM	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	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	2
05:00 PM	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	2	0	0	2	0	0	0	0	2
05:30 PM	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
Total	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
Grand Total	0	0	0	0	1	0	0	1	3	0	0	3	0	0	0	0	4
Apprch %	0	0	0		100	0	0		100	0	0		0	0	0		
Total %	0	0	0	0	25	0	0	25	75	0	0	75	0	0	0	0	

Start Time	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	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
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	2
% App. Total	0	0	0		100	0	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.250	.000	.000	.250	.000	.000	.000	.000	.500

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Avenue 44  
 Weather: Clear

File Name : 01\_IND\_GCP\_A44 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	1	0	0	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	1	0	0	1	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0
% App. Total	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.250	.000	.000	.250	.000	.000	.000	.000

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Indian Springs Parkway  
 Weather: Clear

File Name : 02\_IND\_GCP\_ISP AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

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

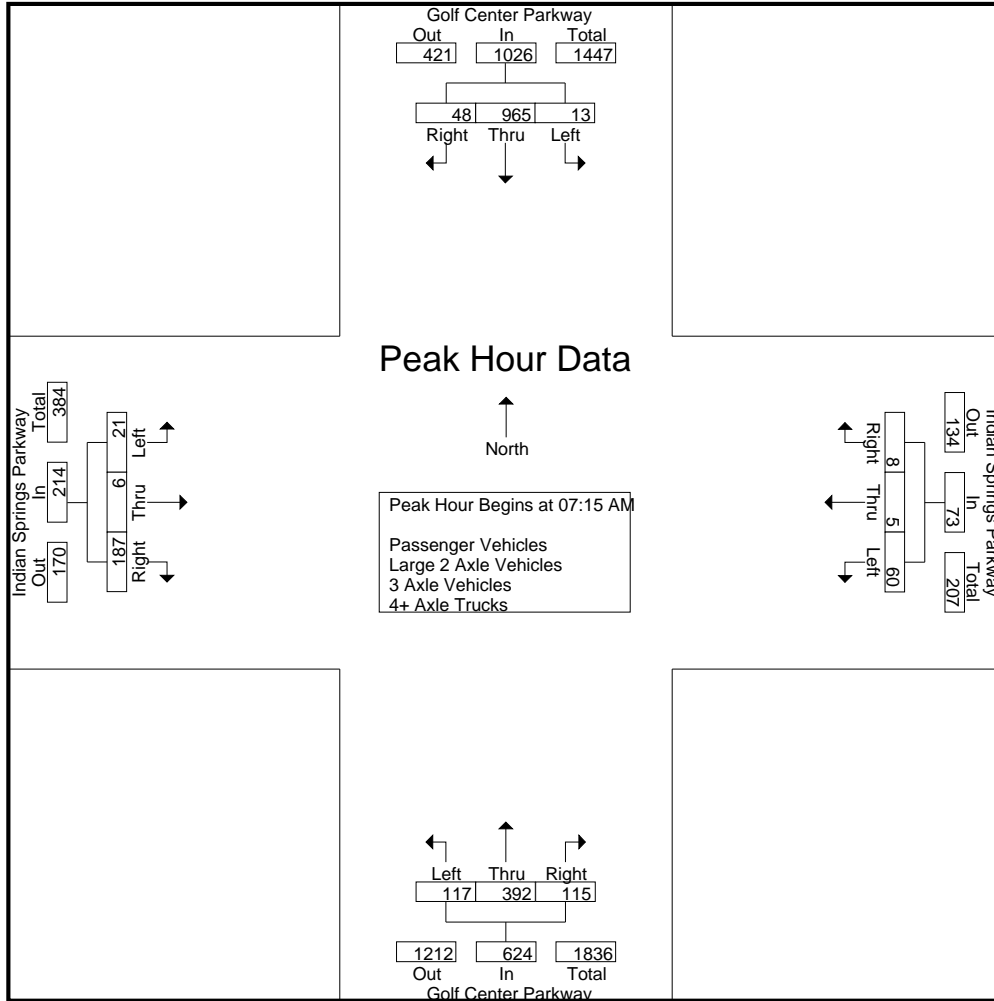
Start Time	Golf Center Parkway Southbound				Indian Springs Parkway Westbound				Golf Center Parkway Northbound				Indian Springs Parkway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	177	14	193	18	5	3	26	17	86	17	120	1	1	32	34	373
07:15 AM	1	232	14	247	17	0	3	20	30	80	17	127	6	0	52	58	452
07:30 AM	4	256	13	273	9	2	2	13	38	84	32	154	6	2	54	62	502
07:45 AM	5	283	10	298	11	3	2	16	23	110	39	172	5	1	49	55	541
Total	12	948	51	1011	55	10	10	75	108	360	105	573	18	4	187	209	1868
08:00 AM	3	194	11	208	23	0	1	24	26	118	27	171	4	3	32	39	442
08:15 AM	2	154	12	168	18	3	1	22	23	92	15	130	3	1	30	34	354
08:30 AM	7	125	7	139	12	4	6	22	20	97	19	136	6	1	33	40	337
08:45 AM	5	124	7	136	30	2	2	34	16	84	32	132	2	1	24	27	329
Total	17	597	37	651	83	9	10	102	85	391	93	569	15	6	119	140	1462
Grand Total	29	1545	88	1662	138	19	20	177	193	751	198	1142	33	10	306	349	3330
Apprch %	1.7	93	5.3		78	10.7	11.3		16.9	65.8	17.3		9.5	2.9	87.7		
Total %	0.9	46.4	2.6	49.9	4.1	0.6	0.6	5.3	5.8	22.6	5.9	34.3	1	0.3	9.2	10.5	
Passenger Vehicles	29	1514	85	1628	121	18	20	159	184	710	186	1080	33	10	293	336	3203
% Passenger Vehicles	100	98	96.6	98	87.7	94.7	100	89.8	95.3	94.5	93.9	94.6	100	100	95.8	96.3	96.2
Large 2 Axle Vehicles	0	24	3	27	12	1	0	13	4	31	9	44	0	0	9	9	93
% Large 2 Axle Vehicles	0	1.6	3.4	1.6	8.7	5.3	0	7.3	2.1	4.1	4.5	3.9	0	0	2.9	2.6	2.8
3 Axle Vehicles	0	2	0	2	1	0	0	1	2	4	2	8	0	0	2	2	13
% 3 Axle Vehicles	0	0.1	0	0.1	0.7	0	0	0.6	1	0.5	1	0.7	0	0	0.7	0.6	0.4
4+ Axle Trucks	0	5	0	5	4	0	0	4	3	6	1	10	0	0	2	2	21
% 4+ Axle Trucks	0	0.3	0	0.3	2.9	0	0	2.3	1.6	0.8	0.5	0.9	0	0	0.7	0.6	0.6

Start Time	Golf Center Parkway Southbound				Indian Springs Parkway Westbound				Golf Center Parkway Northbound				Indian Springs Parkway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	232	14	247	17	0	3	20	30	80	17	127	6	0	52	58	452
07:30 AM	4	256	13	273	9	2	2	13	38	84	32	154	6	2	54	62	502
07:45 AM	5	283	10	298	11	3	2	16	23	110	39	172	5	1	49	55	541
08:00 AM	3	194	11	208	23	0	1	24	26	118	27	171	4	3	32	39	442
Total Volume	13	965	48	1026	60	5	8	73	117	392	115	624	21	6	187	214	1937
% App. Total	1.3	94.1	4.7		82.2	6.8	11		18.8	62.8	18.4		9.8	2.8	87.4		
PHF	.650	.852	.857	.861	.652	.417	.667	.760	.770	.831	.737	.907	.875	.500	.866	.863	.895



City of Indio  
 N/S: Golf Center Parkway  
 E/W: Indian Springs Parkway  
 Weather: Clear

File Name : 02\_IND\_GCP\_ISP AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				08:00 AM				07:30 AM				07:15 AM			
+0 mins.	1	232	14	247	23	0	1	24	38	84	32	154	6	0	52	58
+15 mins.	4	256	13	273	18	3	1	22	23	110	39	172	6	2	54	62
+30 mins.	5	283	10	298	12	4	6	22	26	118	27	171	5	1	49	55
+45 mins.	3	194	11	208	30	2	2	34	23	92	15	130	4	3	32	39
Total Volume	13	965	48	1026	83	9	10	102	110	404	113	627	21	6	187	214
% App. Total	1.3	94.1	4.7		81.4	8.8	9.8		17.5	64.4	18		9.8	2.8	87.4	
PHF	.650	.852	.857	.861	.692	.563	.417	.750	.724	.856	.724	.911	.875	.500	.866	.863

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Indian Springs Parkway  
 Weather: Clear

File Name : 02\_IND\_GCP\_ISP AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

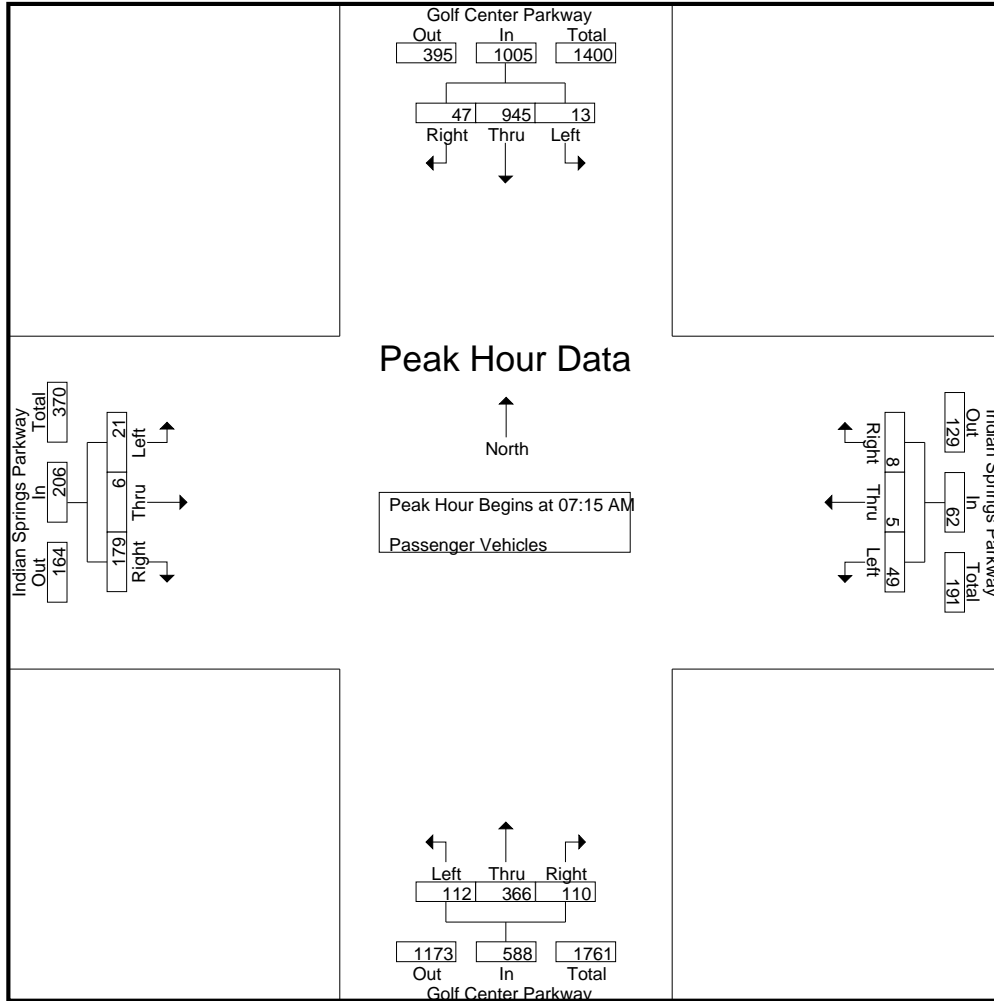
Groups Printed- Passenger Vehicles

Start Time	Golf Center Parkway Southbound				Indian Springs Parkway Westbound				Golf Center Parkway Northbound				Indian Springs Parkway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	175	14	191	18	4	3	25	15	75	16	106	1	1	30	32	354
07:15 AM	1	229	14	244	12	0	3	15	28	73	17	118	6	0	48	54	431
07:30 AM	4	256	13	273	8	2	2	12	37	77	32	146	6	2	51	59	490
07:45 AM	5	272	10	287	10	3	2	15	22	100	36	158	5	1	48	54	514
Total	12	932	51	995	48	9	10	67	102	325	101	528	18	4	177	199	1789
08:00 AM	3	188	10	201	19	0	1	20	25	116	25	166	4	3	32	39	426
08:15 AM	2	150	11	163	17	3	1	21	22	91	14	127	3	1	28	32	343
08:30 AM	7	123	6	136	11	4	6	21	19	95	16	130	6	1	33	40	327
08:45 AM	5	121	7	133	26	2	2	30	16	83	30	129	2	1	23	26	318
Total	17	582	34	633	73	9	10	92	82	385	85	552	15	6	116	137	1414
Grand Total	29	1514	85	1628	121	18	20	159	184	710	186	1080	33	10	293	336	3203
Apprch %	1.8	93	5.2		76.1	11.3	12.6		17	65.7	17.2		9.8	3	87.2		
Total %	0.9	47.3	2.7	50.8	3.8	0.6	0.6	5	5.7	22.2	5.8	33.7	1	0.3	9.1	10.5	

Start Time	Golf Center Parkway Southbound				Indian Springs Parkway Westbound				Golf Center Parkway Northbound				Indian Springs Parkway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	1	229	<b>14</b>	244	12	0	<b>3</b>	15	28	73	17	118	<b>6</b>	0	48	54	431
07:30 AM	4	256	13	273	8	2	2	12	<b>37</b>	77	32	146	6	2	<b>51</b>	<b>59</b>	490
07:45 AM	<b>5</b>	<b>272</b>	10	<b>287</b>	10	<b>3</b>	2	15	22	100	<b>36</b>	158	5	1	48	54	<b>514</b>
08:00 AM	3	188	10	201	<b>19</b>	0	1	<b>20</b>	25	<b>116</b>	25	<b>166</b>	4	<b>3</b>	32	39	426
Total Volume	13	945	47	1005	49	5	8	62	112	366	110	588	21	6	179	206	1861
% App. Total	1.3	94	4.7		79	8.1	12.9		19	62.2	18.7		10.2	2.9	86.9		
PHF	.650	.869	.839	.875	.645	.417	.667	.775	.757	.789	.764	.886	.875	.500	.877	.873	.905

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Indian Springs Parkway  
 Weather: Clear

File Name : 02\_IND\_GCP\_ISP AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM							
+0 mins.	1	229	14	244	12	0	3	15	28	73	17	118	6	0	48	54
+15 mins.	4	256	13	273	8	2	2	12	37	77	32	146	6	2	51	59
+30 mins.	5	272	10	287	10	3	2	15	22	100	36	158	5	1	48	54
+45 mins.	3	188	10	201	19	0	1	20	25	116	25	166	4	3	32	39
Total Volume	13	945	47	1005	49	5	8	62	112	366	110	588	21	6	179	206
% App. Total	1.3	94	4.7		79	8.1	12.9		19	62.2	18.7		10.2	2.9	86.9	
PHF	.650	.869	.839	.875	.645	.417	.667	.775	.757	.789	.764	.886	.875	.500	.877	.873

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Indian Springs Parkway  
 Weather: Clear

File Name : 02\_IND\_GCP\_ISP AM  
 Site Code : 05724493  
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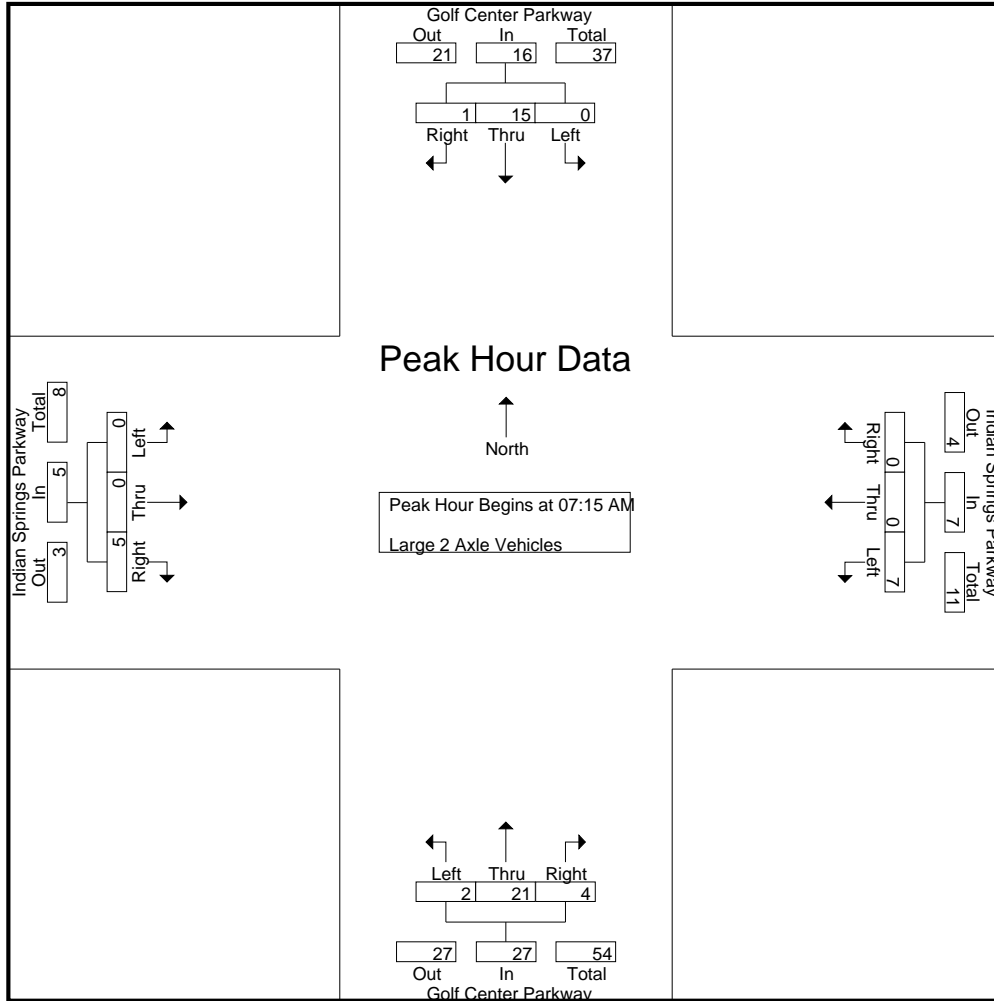
Groups Printed- Large 2 Axle Vehicles

Start Time	Golf Center Parkway Southbound				Indian Springs Parkway Westbound				Golf Center Parkway Northbound				Indian Springs Parkway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	0	1	0	1	1	8	1	10	0	0	2	2	14
07:15 AM	0	3	0	3	4	0	0	4	1	6	0	7	0	0	3	3	17
07:30 AM	0	0	0	0	1	0	0	1	0	6	0	6	0	0	1	1	8
07:45 AM	0	8	0	8	1	0	0	1	1	7	2	10	0	0	1	1	20
Total	0	12	0	12	6	1	0	7	3	27	3	33	0	0	7	7	59
08:00 AM	0	4	1	5	1	0	0	1	0	2	2	4	0	0	0	0	10
08:15 AM	0	4	1	5	1	0	0	1	0	1	1	2	0	0	1	1	9
08:30 AM	0	2	1	3	1	0	0	1	1	0	2	3	0	0	0	0	7
08:45 AM	0	2	0	2	3	0	0	3	0	1	1	2	0	0	1	1	8
Total	0	12	3	15	6	0	0	6	1	4	6	11	0	0	2	2	34
Grand Total	0	24	3	27	12	1	0	13	4	31	9	44	0	0	9	9	93
Apprch %	0	88.9	11.1		92.3	7.7	0		9.1	70.5	20.5		0	0	100		
Total %	0	25.8	3.2	29	12.9	1.1	0	14	4.3	33.3	9.7	47.3	0	0	9.7	9.7	

Start Time	Golf Center Parkway Southbound				Indian Springs Parkway Westbound				Golf Center Parkway Northbound				Indian Springs Parkway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	3	0	3	4	0	0	4	1	6	0	7	0	0	3	3	17
07:30 AM	0	0	0	0	1	0	0	1	0	6	0	6	0	0	1	1	8
07:45 AM	0	8	0	8	1	0	0	1	1	7	2	10	0	0	1	1	20
08:00 AM	0	4	1	5	1	0	0	1	0	2	2	4	0	0	0	0	10
Total Volume	0	15	1	16	7	0	0	7	2	21	4	27	0	0	5	5	55
% App. Total	0	93.8	6.2		100	0	0		7.4	77.8	14.8		0	0	100		
PHF	.000	.469	.250	.500	.438	.000	.000	.438	.500	.750	.500	.675	.000	.000	.417	.417	.688

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Indian Springs Parkway  
 Weather: Clear

File Name : 02\_IND\_GCP\_ISP AM  
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM							
+0 mins.	0	3	0	3	4	0	0	4	1	6	0	7	0	0	3	3
+15 mins.	0	0	0	0	1	0	0	1	0	6	0	6	0	0	1	1
+30 mins.	0	8	0	8	1	0	0	1	1	7	2	10	0	0	1	1
+45 mins.	0	4	1	5	1	0	0	1	0	2	2	4	0	0	0	0
Total Volume	0	15	1	16	7	0	0	7	2	21	4	27	0	0	5	5
% App. Total	0	93.8	6.2		100	0	0		7.4	77.8	14.8		0	0	100	
PHF	.000	.469	.250	.500	.438	.000	.000	.438	.500	.750	.500	.675	.000	.000	.417	.417

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Indian Springs Parkway  
 Weather: Clear

File Name : 02\_IND\_GCP\_ISP AM  
 Site Code : 05724493  
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Groups Printed- 3 Axle Vehicles

Start Time	Golf Center Parkway Southbound				Indian Springs Parkway Westbound				Golf Center Parkway Northbound				Indian Springs Parkway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	0	0	0	0	1	1	0	2	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
07:45 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Total	0	2	0	2	0	0	0	0	2	4	0	6	0	0	2	2	10
08:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	0	2	2	0	0	0	0	3
Grand Total	0	2	0	2	1	0	0	1	2	4	2	8	0	0	2	2	13
Apprch %	0	100	0		100	0	0		25	50	25		0	0	100		
Total %	0	15.4	0	15.4	7.7	0	0	7.7	15.4	30.8	15.4	61.5	0	0	15.4	15.4	

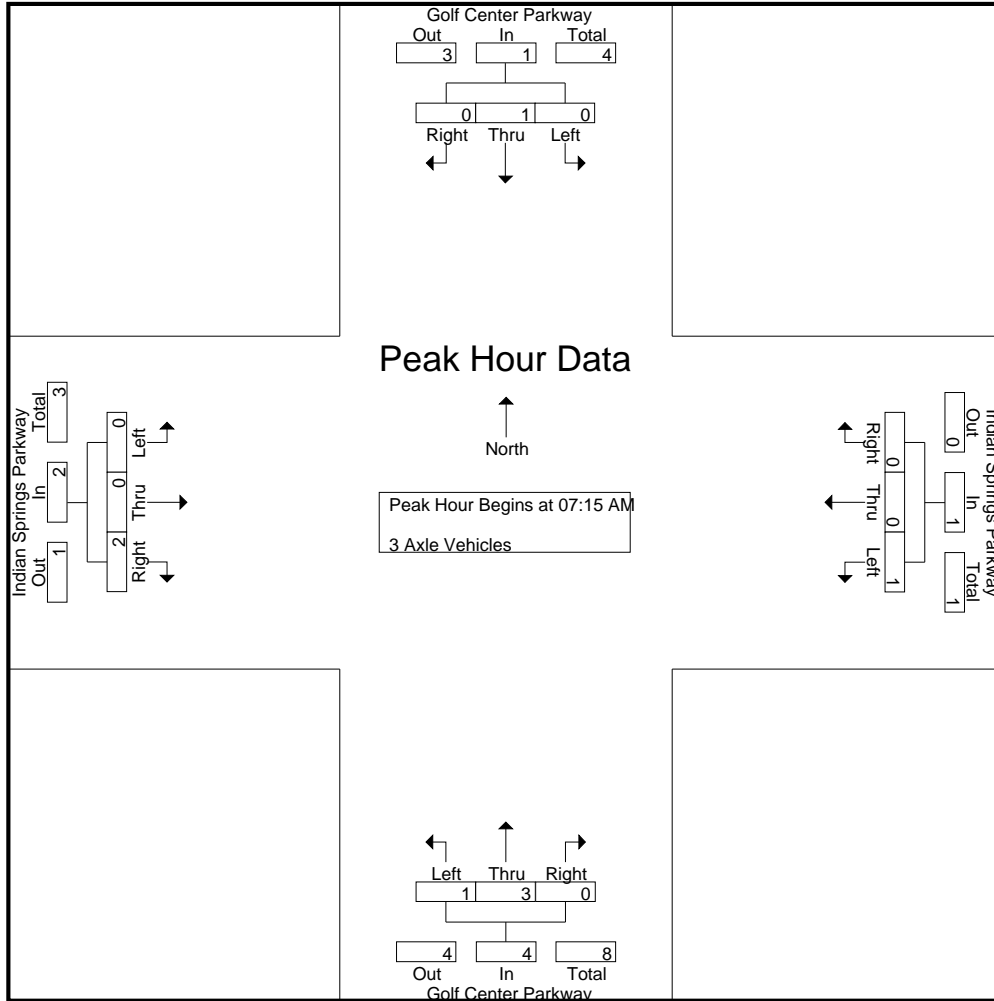
Start Time	Golf Center Parkway Southbound				Indian Springs Parkway Westbound				Golf Center Parkway Northbound				Indian Springs Parkway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
07:45 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
08:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	1	0	0	1	1	3	0	4	0	0	2	2	8
% App. Total	0	100	0		100	0	0		25	75	0		0	0	100		
PHF	.000	.250	.000	.250	.250	.000	.000	.250	.250	.250	.000	.333	.000	.000	.500	.500	.500

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Indian Springs Parkway  
 Weather: Clear

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	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	1	0	0	1	0	0	0	1	1
+30 mins.	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	1	0	0	1	1	3	0	4	0	0	2	2	2
% App. Total	0	100	0	0	100	0	0	0	25	75	0	0	0	0	100	0	0
PHF	.000	.250	.000	.250	.250	.000	.000	.250	.250	.250	.000	.333	.000	.000	.500	.500	.500

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Indian Springs Parkway  
 Weather: Clear

File Name : 02\_IND\_GCP\_ISP AM  
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Groups Printed- 4+ Axle Trucks

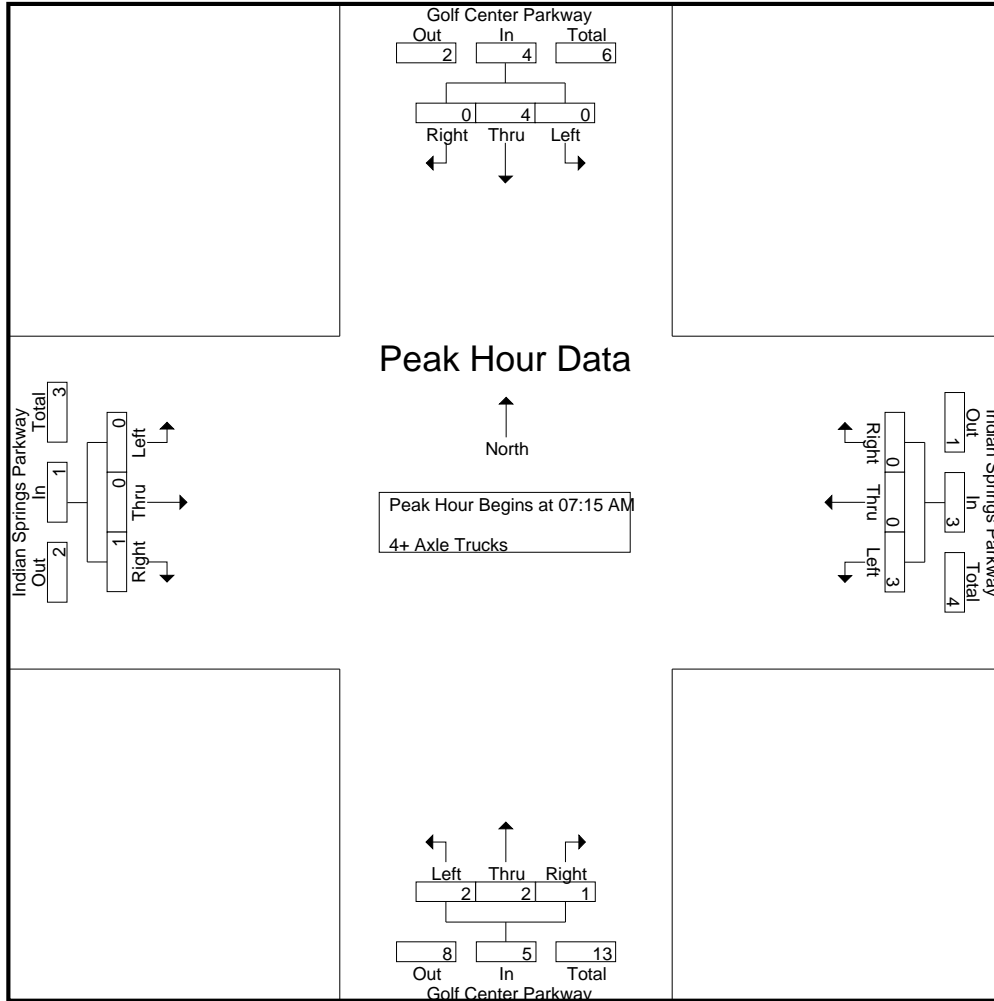
Start Time	Golf Center Parkway Southbound				Indian Springs Parkway Westbound				Golf Center Parkway Northbound				Indian Springs Parkway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
07:15 AM	0	0	0	0	1	0	0	1	1	1	0	2	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
07:45 AM	0	2	0	2	0	0	0	0	0	0	1	1	0	0	0	0	3
Total	0	2	0	2	1	0	0	1	1	4	1	6	0	0	1	1	10
08:00 AM	0	2	0	2	2	0	0	2	1	0	0	1	0	0	0	0	5
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:45 AM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
Total	0	3	0	3	3	0	0	3	2	2	0	4	0	0	1	1	11
Grand Total	0	5	0	5	4	0	0	4	3	6	1	10	0	0	2	2	21
Apprch %	0	100	0		100	0	0		30	60	10		0	0	100		
Total %	0	23.8	0	23.8	19	0	0	19	14.3	28.6	4.8	47.6	0	0	9.5	9.5	

Start Time	Golf Center Parkway Southbound				Indian Springs Parkway Westbound				Golf Center Parkway Northbound				Indian Springs Parkway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	1	0	0	1	1	1	0	2	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
07:45 AM	0	2	0	2	0	0	0	0	0	0	1	1	0	0	0	0	3
08:00 AM	0	2	0	2	2	0	0	2	1	0	0	1	0	0	0	0	5
Total Volume	0	4	0	4	3	0	0	3	2	2	1	5	0	0	1	1	13
% App. Total	0	100	0		100	0	0		40	40	20		0	0	100		
PHF	.000	.500	.000	.500	.375	.000	.000	.375	.500	.500	.250	.625	.000	.000	.250	.250	.650



City of Indio  
 N/S: Golf Center Parkway  
 E/W: Indian Springs Parkway  
 Weather: Clear

File Name : 02\_IND\_GCP\_ISP AM  
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM							
+0 mins.	0	0	0	0	1	0	0	1	1	1	0	2	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1
+30 mins.	0	2	0	2	0	0	0	0	0	0	1	1	0	0	0	0
+45 mins.	0	2	0	2	2	0	0	2	1	0	0	1	0	0	0	0
Total Volume	0	4	0	4	3	0	0	3	2	2	1	5	0	0	1	1
% App. Total	0	100	0	0	100	0	0	0	40	40	20	100	0	0	100	0
PHF	.000	.500	.000	.500	.375	.000	.000	.375	.500	.500	.250	.625	.000	.000	.250	.250

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Indian Springs Parkway  
 Weather: Clear

File Name : 02\_IND\_GCP\_ISP PM  
 Site Code : 05724493  
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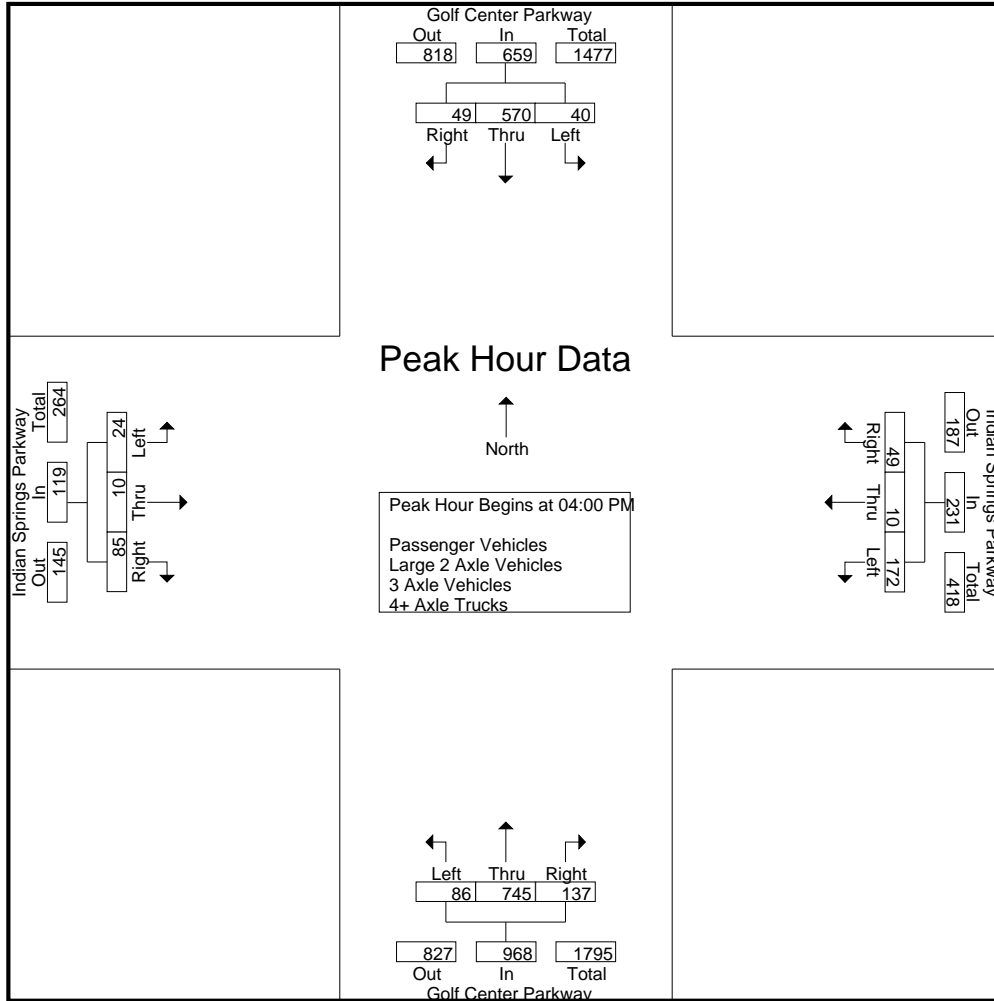
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Golf Center Parkway Southbound				Indian Springs Parkway Westbound				Golf Center Parkway Northbound				Indian Springs Parkway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	4	146	21	171	58	6	17	81	29	193	29	251	5	5	28	38	541
04:15 PM	10	160	10	180	44	2	9	55	19	182	33	234	6	1	23	30	499
04:30 PM	12	123	8	143	33	1	12	46	21	182	34	237	9	3	18	30	456
04:45 PM	14	141	10	165	37	1	11	49	17	188	41	246	4	1	16	21	481
<b>Total</b>	<b>40</b>	<b>570</b>	<b>49</b>	<b>659</b>	<b>172</b>	<b>10</b>	<b>49</b>	<b>231</b>	<b>86</b>	<b>745</b>	<b>137</b>	<b>968</b>	<b>24</b>	<b>10</b>	<b>85</b>	<b>119</b>	<b>1977</b>
05:00 PM	11	127	5	143	37	4	10	51	20	201	40	261	1	3	18	22	477
05:15 PM	20	146	15	181	29	1	11	41	21	221	52	294	6	1	16	23	539
05:30 PM	11	138	8	157	32	2	6	40	14	162	65	241	3	2	20	25	463
05:45 PM	14	119	10	143	22	1	6	29	17	183	49	249	5	3	17	25	446
<b>Total</b>	<b>56</b>	<b>530</b>	<b>38</b>	<b>624</b>	<b>120</b>	<b>8</b>	<b>33</b>	<b>161</b>	<b>72</b>	<b>767</b>	<b>206</b>	<b>1045</b>	<b>15</b>	<b>9</b>	<b>71</b>	<b>95</b>	<b>1925</b>
<b>Grand Total</b>	<b>96</b>	<b>1100</b>	<b>87</b>	<b>1283</b>	<b>292</b>	<b>18</b>	<b>82</b>	<b>392</b>	<b>158</b>	<b>1512</b>	<b>343</b>	<b>2013</b>	<b>39</b>	<b>19</b>	<b>156</b>	<b>214</b>	<b>3902</b>
Apprch %	7.5	85.7	6.8		74.5	4.6	20.9		7.8	75.1	17		18.2	8.9	72.9		
Total %	2.5	28.2	2.2	32.9	7.5	0.5	2.1	10	4	38.7	8.8	51.6	1	0.5	4	5.5	
Passenger Vehicles	95	1085	83	1263	287	17	81	385	152	1498	332	1982	38	17	147	202	3832
% Passenger Vehicles	99	98.6	95.4	98.4	98.3	94.4	98.8	98.2	96.2	99.1	96.8	98.5	97.4	89.5	94.2	94.4	98.2
Large 2 Axle Vehicles	1	14	4	19	2	1	1	4	3	8	4	15	1	1	7	9	47
% Large 2 Axle Vehicles	1	1.3	4.6	1.5	0.7	5.6	1.2	1	1.9	0.5	1.2	0.7	2.6	5.3	4.5	4.2	1.2
3 Axle Vehicles	0	0	0	0	2	0	0	2	0	3	3	6	0	0	0	0	8
% 3 Axle Vehicles	0	0	0	0	0.7	0	0	0.5	0	0.2	0.9	0.3	0	0	0	0	0.2
4+ Axle Trucks	0	1	0	1	1	0	0	1	3	3	4	10	0	1	2	3	15
% 4+ Axle Trucks	0	0.1	0	0.1	0.3	0	0	0.3	1.9	0.2	1.2	0.5	0	5.3	1.3	1.4	0.4

Start Time	Golf Center Parkway Southbound				Indian Springs Parkway Westbound				Golf Center Parkway Northbound				Indian Springs Parkway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	4	146	21	171	58	6	17	81	29	193	29	251	5	5	28	38	541
04:15 PM	10	160	10	180	44	2	9	55	19	182	33	234	6	1	23	30	499
04:30 PM	12	123	8	143	33	1	12	46	21	182	34	237	9	3	18	30	456
04:45 PM	14	141	10	165	37	1	11	49	17	188	41	246	4	1	16	21	481
Total Volume	40	570	49	659	172	10	49	231	86	745	137	968	24	10	85	119	1977
% App. Total	6.1	86.5	7.4		74.5	4.3	21.2		8.9	77	14.2		20.2	8.4	71.4		
PHF	.714	.891	.583	.915	.741	.417	.721	.713	.741	.965	.835	.964	.667	.500	.759	.783	.914

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Indian Springs Parkway  
 Weather: Clear

File Name : 02\_IND\_GCP\_ISP PM  
 Site Code : 05724493  
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				05:00 PM				04:00 PM			
+0 mins.	4	146	21	171	<b>58</b>	<b>6</b>	<b>17</b>	<b>81</b>	20	201	40	261	5	<b>5</b>	<b>28</b>	<b>38</b>
+15 mins.	10	<b>160</b>	10	<b>180</b>	44	2	9	55	<b>21</b>	<b>221</b>	52	<b>294</b>	6	1	23	30
+30 mins.	12	123	8	143	33	1	12	46	14	162	<b>65</b>	241	<b>9</b>	3	18	30
+45 mins.	<b>14</b>	141	10	165	37	1	11	49	17	183	49	249	4	1	16	21
Total Volume	40	570	49	659	172	10	49	231	72	767	206	1045	24	10	85	119
% App. Total	6.1	86.5	7.4		74.5	4.3	21.2		6.9	73.4	19.7		20.2	8.4	71.4	
PHF	.714	.891	.583	.915	.741	.417	.721	.713	.857	.868	.792	.889	.667	.500	.759	.783

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Indian Springs Parkway  
 Weather: Clear

File Name : 02\_IND\_GCP\_ISP PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

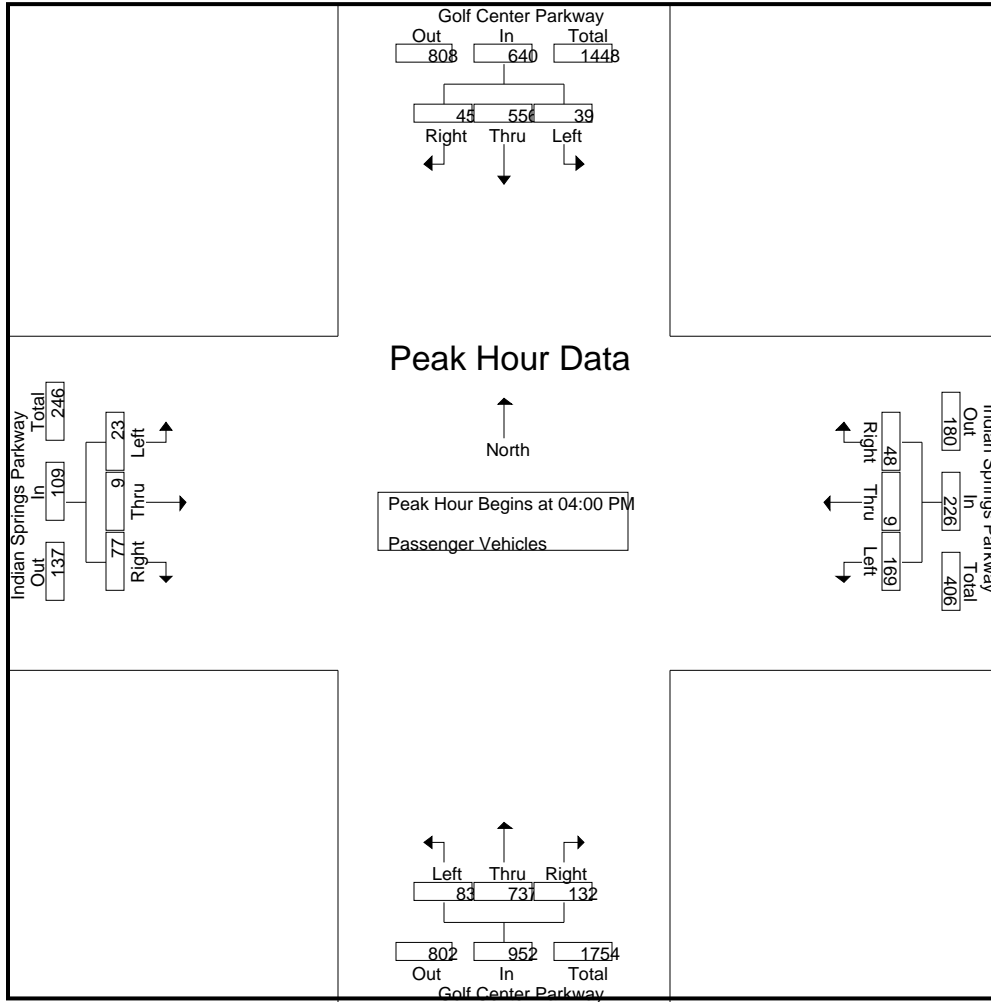
Groups Printed- Passenger Vehicles

Start Time	Golf Center Parkway Southbound				Indian Springs Parkway Westbound				Golf Center Parkway Northbound				Indian Springs Parkway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	4	139	20	163	57	5	16	78	27	191	29	247	5	4	26	35	523
04:15 PM	9	157	9	175	44	2	9	55	18	179	30	227	6	1	21	28	485
04:30 PM	12	121	6	139	32	1	12	45	21	180	33	234	8	3	16	27	445
04:45 PM	14	139	10	163	36	1	11	48	17	187	40	244	4	1	14	19	474
Total	39	556	45	640	169	9	48	226	83	737	132	952	23	9	77	109	1927
05:00 PM	11	127	5	143	37	4	10	51	20	201	37	258	1	3	18	22	474
05:15 PM	20	145	15	180	29	1	11	41	20	218	52	290	6	1	15	22	533
05:30 PM	11	138	8	157	32	2	6	40	14	161	63	238	3	2	20	25	460
05:45 PM	14	119	10	143	20	1	6	27	15	181	48	244	5	2	17	24	438
Total	56	529	38	623	118	8	33	159	69	761	200	1030	15	8	70	93	1905
Grand Total	95	1085	83	1263	287	17	81	385	152	1498	332	1982	38	17	147	202	3832
Apprch %	7.5	85.9	6.6		74.5	4.4	21		7.7	75.6	16.8		18.8	8.4	72.8		
Total %	2.5	28.3	2.2	33	7.5	0.4	2.1	10	4	39.1	8.7	51.7	1	0.4	3.8	5.3	

Start Time	Golf Center Parkway Southbound				Indian Springs Parkway Westbound				Golf Center Parkway Northbound				Indian Springs Parkway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	4	139	<b>20</b>	163	<b>57</b>	<b>5</b>	<b>16</b>	<b>78</b>	<b>27</b>	<b>191</b>	29	<b>247</b>	5	<b>4</b>	<b>26</b>	<b>35</b>	<b>523</b>
04:15 PM	9	<b>157</b>	9	<b>175</b>	44	2	9	55	18	179	30	227	6	1	21	28	485
04:30 PM	12	121	6	139	32	1	12	45	21	180	33	234	<b>8</b>	3	16	27	445
04:45 PM	<b>14</b>	139	10	163	36	1	11	48	17	187	<b>40</b>	244	4	1	14	19	474
Total Volume	39	556	45	640	169	9	48	226	83	737	132	952	23	9	77	109	1927
% App. Total	6.1	86.9	7		74.8	4	21.2		8.7	77.4	13.9		21.1	8.3	70.6		
PHF	.696	.885	.563	.914	.741	.450	.750	.724	.769	.965	.825	.964	.719	.563	.740	.779	.921

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Indian Springs Parkway  
 Weather: Clear

File Name : 02\_IND\_GCP\_ISP PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	4	139	20	163	57	5	16	78	27	191	29	247	5	4	26	35
+15 mins.	9	157	9	175	44	2	9	55	18	179	30	227	6	1	21	28
+30 mins.	12	121	6	139	32	1	12	45	21	180	33	234	8	3	16	27
+45 mins.	14	139	10	163	36	1	11	48	17	187	40	244	4	1	14	19
Total Volume	39	556	45	640	169	9	48	226	83	737	132	952	23	9	77	109
% App. Total	6.1	86.9	7		74.8	4	21.2		8.7	77.4	13.9		21.1	8.3	70.6	
PHF	.696	.885	.563	.914	.741	.450	.750	.724	.769	.965	.825	.964	.719	.563	.740	.779

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Indian Springs Parkway  
 Weather: Clear

File Name : 02\_IND\_GCP\_ISP PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

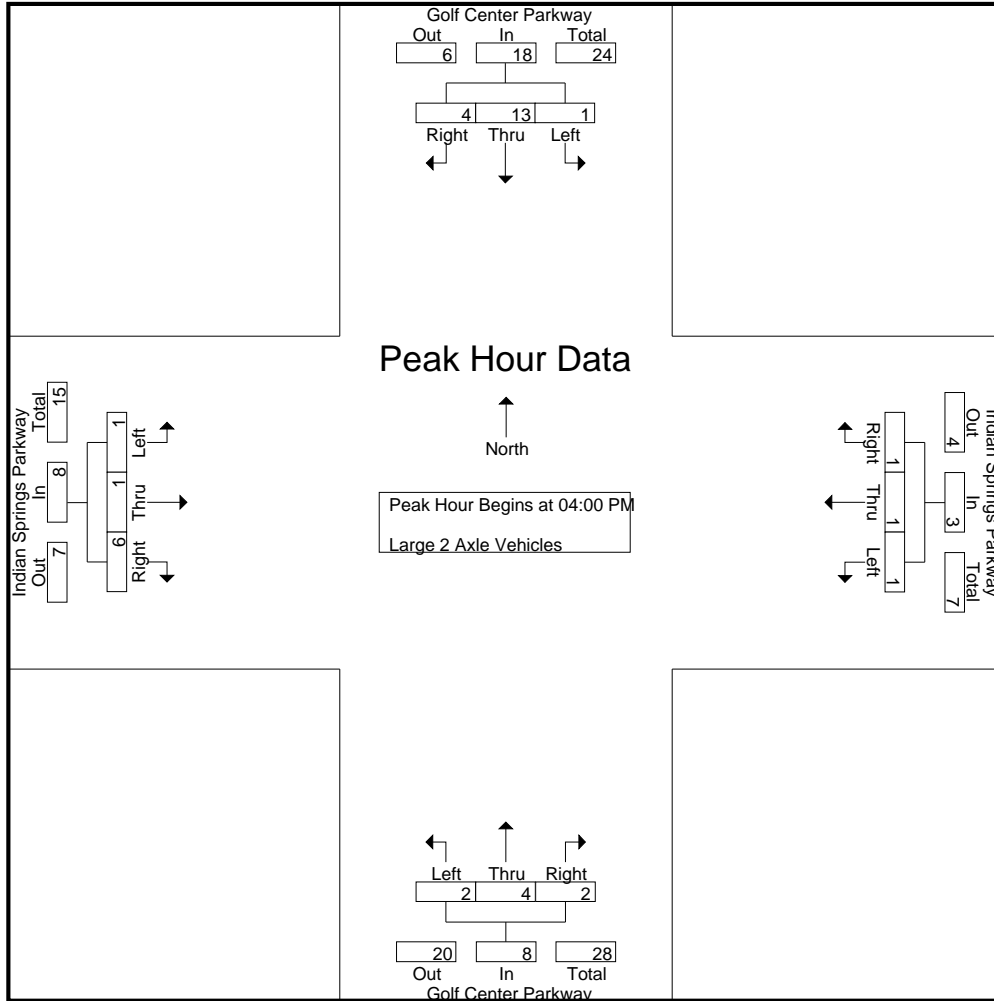
Groups Printed- Large 2 Axle Vehicles

Start Time	Golf Center Parkway Southbound				Indian Springs Parkway Westbound				Golf Center Parkway Northbound				Indian Springs Parkway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	6	1	7	0	1	1	2	2	1	0	3	0	1	1	2	14
04:15 PM	1	3	1	5	0	0	0	0	0	1	2	3	0	0	2	2	10
04:30 PM	0	2	2	4	0	0	0	0	0	2	0	2	1	0	1	2	8
04:45 PM	0	2	0	2	1	0	0	1	0	0	0	0	0	0	2	2	5
<b>Total</b>	<b>1</b>	<b>13</b>	<b>4</b>	<b>18</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>8</b>	<b>37</b>
05:00 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
05:15 PM	0	1	0	1	0	0	0	0	1	1	0	2	0	0	1	1	4
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	1	0	0	1	0	2	0	2	0	0	0	0	3
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>10</b>
<b>Grand Total</b>	<b>1</b>	<b>14</b>	<b>4</b>	<b>19</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>8</b>	<b>4</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>9</b>	<b>47</b>
Apprch %	5.3	73.7	21.1		50	25	25		20	53.3	26.7		11.1	11.1	77.8		
Total %	2.1	29.8	8.5	40.4	4.3	2.1	2.1	8.5	6.4	17	8.5	31.9	2.1	2.1	14.9	19.1	

Start Time	Golf Center Parkway Southbound				Indian Springs Parkway Westbound				Golf Center Parkway Northbound				Indian Springs Parkway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	6	1	7	0	1	1	2	2	1	0	3	0	1	1	2	14
04:15 PM	1	3	1	5	0	0	0	0	0	1	2	3	0	0	2	2	10
04:30 PM	0	2	2	4	0	0	0	0	0	2	0	2	1	0	1	2	8
04:45 PM	0	2	0	2	1	0	0	1	0	0	0	0	0	0	2	2	5
<b>Total Volume</b>	<b>1</b>	<b>13</b>	<b>4</b>	<b>18</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>8</b>	<b>37</b>
% App. Total	5.6	72.2	22.2		33.3	33.3	33.3		25	50	25		12.5	12.5	75		
PHF	.250	.542	.500	.643	.250	.250	.250	.375	.250	.500	.250	.667	.250	.250	.750	1.00	.661

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Indian Springs Parkway  
 Weather: Clear

File Name : 02\_IND\_GCP\_ISP PM  
 Site Code : 05724493  
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	6	1	7	0	1	1	2	2	1	0	3	0	1	1	2
+15 mins.	1	3	1	5	0	0	0	0	0	1	2	3	0	0	2	2
+30 mins.	0	2	2	4	0	0	0	0	0	2	0	2	1	0	1	2
+45 mins.	0	2	0	2	1	0	0	1	0	0	0	0	0	0	2	2
Total Volume	1	13	4	18	1	1	1	3	2	4	2	8	1	1	6	8
% App. Total	5.6	72.2	22.2		33.3	33.3	33.3		25	50	25		12.5	12.5	75	
PHF	.250	.542	.500	.643	.250	.250	.250	.375	.250	.500	.250	.667	.250	.250	.750	1.000

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Indian Springs Parkway  
 Weather: Clear

File Name : 02\_IND\_GCP\_ISP PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
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Groups Printed- 3 Axle Vehicles

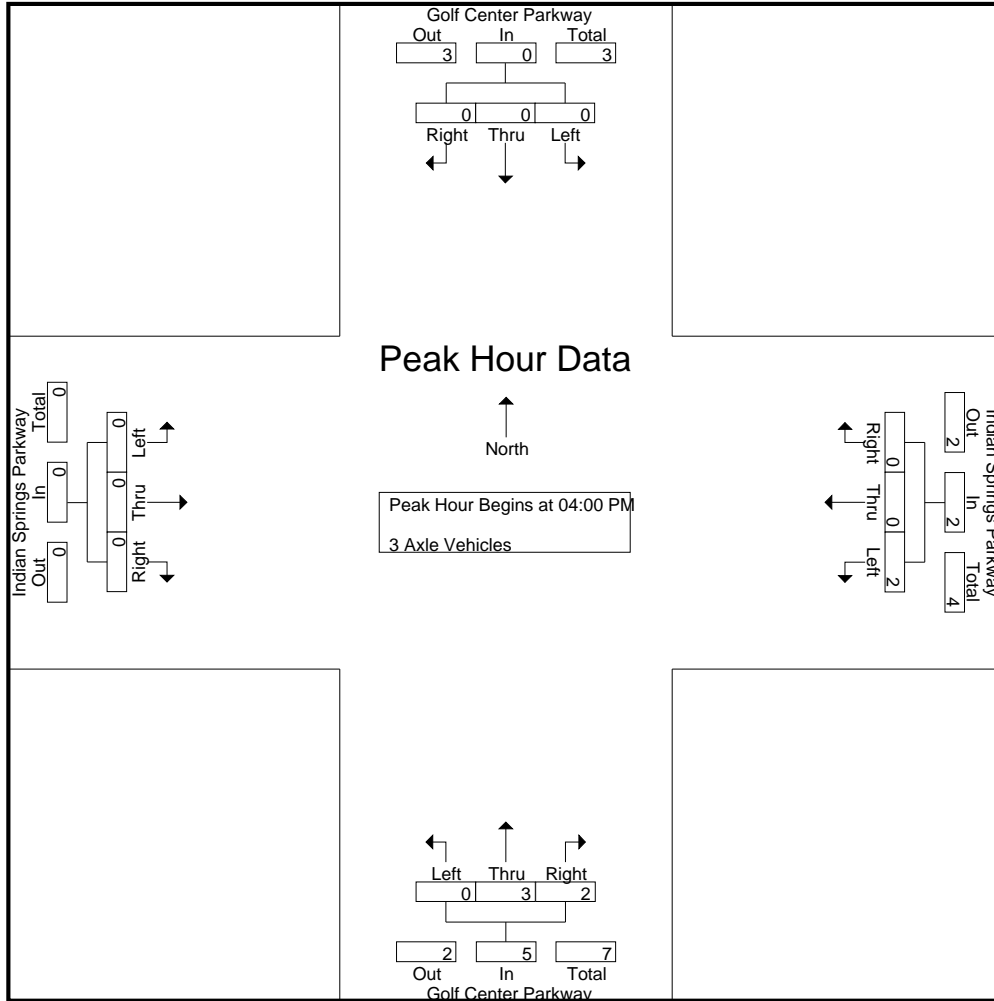
Start Time	Golf Center Parkway Southbound				Indian Springs Parkway Westbound				Golf Center Parkway Northbound				Indian Springs Parkway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0
04:30 PM	0	0	0	0	1	0	0	1	0	0	1	1	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
Total	0	0	0	0	2	0	0	2	0	3	2	5	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
05:15 PM	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	1	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
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
Grand Total	0	0	0	0	2	0	0	2	0	3	3	6	0	0	0	0	8
Apprch %	0	0	0		100	0	0		0	50	50		0	0	0		
Total %	0	0	0	0	25	0	0	25	0	37.5	37.5	75	0	0	0	0	

Start Time	Golf Center Parkway Southbound				Indian Springs Parkway Westbound				Golf Center Parkway Northbound				Indian Springs Parkway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0
04:30 PM	0	0	0	0	1	0	0	1	0	0	1	1	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
Total Volume	0	0	0	0	2	0	0	2	0	3	2	5	0	0	0	0	0
% App. Total	0	0	0		100	0	0		0	60	40		0	0	0		
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.375	.500	.417	.000	.000	.000	.000	.583



City of Indio  
 N/S: Golf Center Parkway  
 E/W: Indian Springs Parkway  
 Weather: Clear

File Name : 02\_IND\_GCP\_ISP PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	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	2	0	0	2	0	3	2	5	0	0	0	0
% App. Total	0	0	0	0	100	0	0	0	0	60	40	0	0	0	0	0
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.375	.500	.417	.000	.000	.000	.000

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Indian Springs Parkway  
 Weather: Clear

File Name : 02\_IND\_GCP\_ISP PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
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Groups Printed- 4+ Axle Trucks

Start Time	Golf Center Parkway Southbound				Indian Springs Parkway Westbound				Golf Center Parkway Northbound				Indian Springs Parkway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1
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	1	1	2	0	0	0	2
Total	0	1	0	1	0	0	0	0	1	1	1	3	0	0	2	2	6
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	2	0	2	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:45 PM	0	0	0	0	1	0	0	1	2	0	1	3	0	1	0	1	5
Total	0	0	0	0	1	0	0	1	2	2	3	7	0	1	0	1	9
Grand Total	0	1	0	1	1	0	0	1	3	3	4	10	0	1	2	3	15
Apprch %	0	100	0		100	0	0		30	30	40		0	33.3	66.7		
Total %	0	6.7	0	6.7	6.7	0	0	6.7	20	20	26.7	66.7	0	6.7	13.3	20	

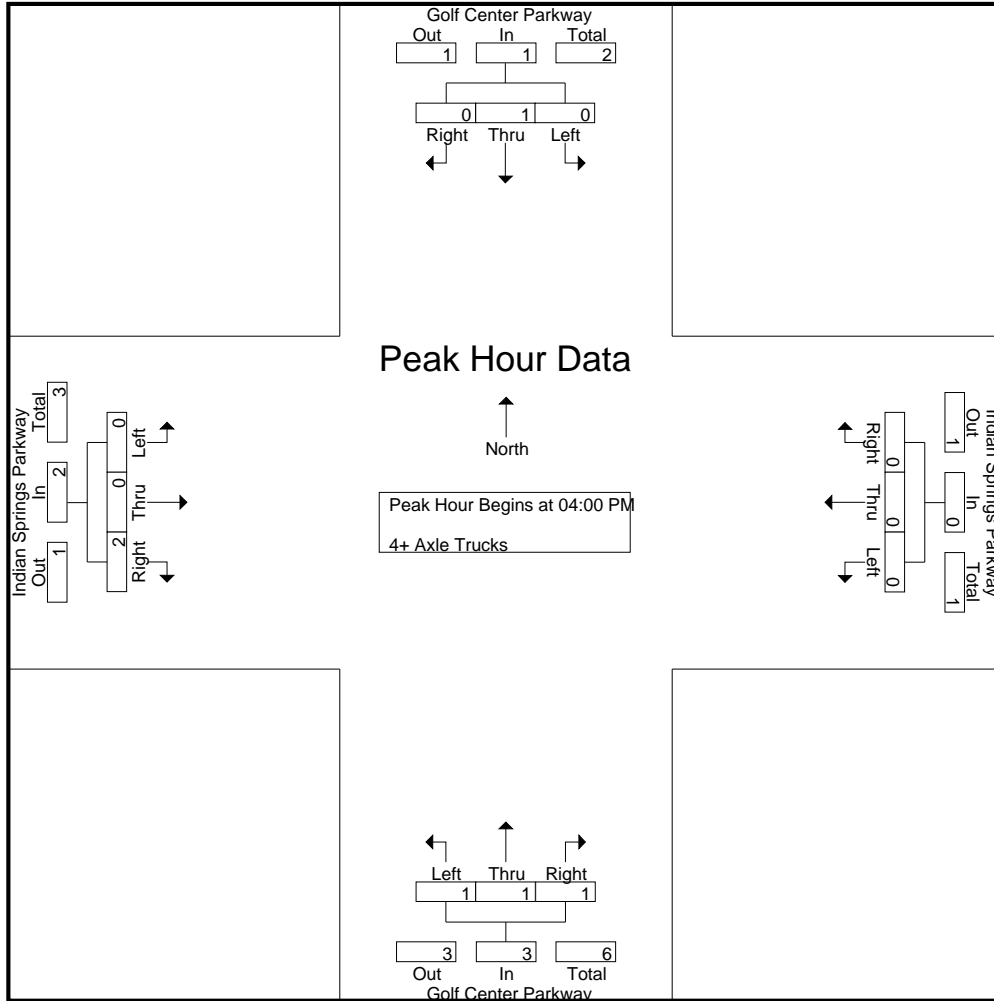
Start Time	Golf Center Parkway Southbound				Indian Springs Parkway Westbound				Golf Center Parkway Northbound				Indian Springs Parkway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1
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	1	1	2	0	0	0	2
Total Volume	0	1	0	1	0	0	0	0	1	1	1	3	0	0	2	2	6
% App. Total	0	100	0		0	0	0		33.3	33.3	33.3		0	0	100		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.250	.250	.250	.375	.000	.000	.500	.500	.750

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Indian Springs Parkway  
 Weather: Clear

File Name : 02\_IND\_GCP\_ISP PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	1	1	1	3	0	0	2	2	0
% App. Total	0	100	0	0	0	0	0	0	33.3	33.3	33.3		0	0	100		0
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.250	.250	.250	.375	.000	.000	.500	.500	

City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Westbound Ramps  
 Weather: Clear

File Name : 03\_IND\_GCP\_10W AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

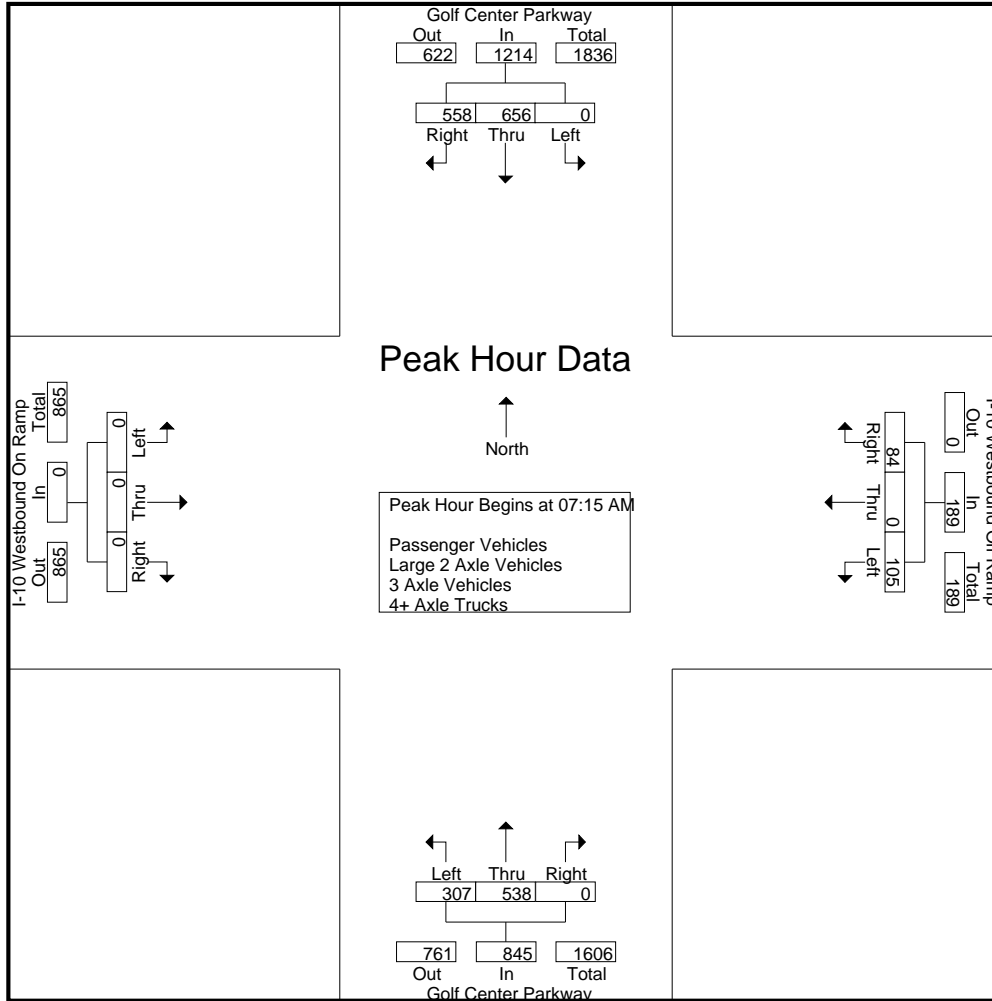
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	113	123	236	11	1	19	31	76	102	0	178	0	0	0	0	445
07:15 AM	0	144	152	296	16	0	24	40	66	104	0	170	0	0	0	0	506
07:30 AM	0	170	152	322	31	0	26	57	86	123	0	209	0	0	0	0	588
07:45 AM	0	195	148	343	38	0	17	55	85	157	0	242	0	0	0	0	640
Total	0	622	575	1197	96	1	86	183	313	486	0	799	0	0	0	0	2179
08:00 AM	0	147	106	253	20	0	17	37	70	154	0	224	0	0	0	0	514
08:15 AM	0	111	92	203	22	0	12	34	49	115	0	164	0	0	0	0	401
08:30 AM	0	84	80	164	21	0	18	39	65	122	0	187	1	0	0	1	391
08:45 AM	0	110	77	187	23	0	9	32	55	123	0	178	0	1	0	1	398
Total	0	452	355	807	86	0	56	142	239	514	0	753	1	1	0	2	1704
Grand Total	0	1074	930	2004	182	1	142	325	552	1000	0	1552	1	1	0	2	3883
Apprch %	0	53.6	46.4		56	0.3	43.7		35.6	64.4	0		50	50	0		
Total %	0	27.7	24	51.6	4.7	0	3.7	8.4	14.2	25.8	0	40	0	0	0	0.1	
Passenger Vehicles	0	1021	892	1913	163	0	128	291	478	925	0	1403	0	0	0	0	3607
% Passenger Vehicles	0	95.1	95.9	95.5	89.6	0	90.1	89.5	86.6	92.5	0	90.4	0	0	0	0	92.9
Large 2 Axle Vehicles	0	47	32	79	10	0	11	21	57	67	0	124	0	0	0	0	224
% Large 2 Axle Vehicles	0	4.4	3.4	3.9	5.5	0	7.7	6.5	10.3	6.7	0	8	0	0	0	0	5.8
3 Axle Vehicles	0	0	0	0	0	0	0	0	1	2	0	3	1	1	0	2	5
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0.2	0.2	0	0.2	100	100	0	100	0.1
4+ Axle Trucks	0	6	6	12	9	1	3	13	16	6	0	22	0	0	0	0	47
% 4+ Axle Trucks	0	0.6	0.6	0.6	4.9	100	2.1	4	2.9	0.6	0	1.4	0	0	0	0	1.2

Start Time	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	144	<b>152</b>	296	16	0	24	40	66	104	0	170	0	0	0	0	506
07:30 AM	0	170	152	322	31	0	<b>26</b>	<b>57</b>	<b>86</b>	123	0	209	0	0	0	0	588
07:45 AM	0	<b>195</b>	148	<b>343</b>	<b>38</b>	0	17	55	85	<b>157</b>	0	<b>242</b>	0	0	0	0	<b>640</b>
08:00 AM	0	147	106	253	20	0	17	37	70	154	0	224	0	0	0	0	514
Total Volume	0	656	558	1214	105	0	84	189	307	538	0	845	0	0	0	0	2248
% App. Total	0	54	46		55.6	0	44.4		36.3	63.7	0		0	0	0		
PHF	.000	.841	.918	.885	.691	.000	.808	.829	.892	.857	.000	.873	.000	.000	.000	.000	.878

City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Westbound Ramps  
 Weather: Clear

File Name : 03\_IND\_GCP\_10W AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				08:00 AM			
+0 mins.	0	144	<b>152</b>	296	16	0	24	40	66	104	0	170	0	0	0	0
+15 mins.	0	170	152	322	31	0	<b>26</b>	<b>57</b>	<b>86</b>	123	0	209	0	0	0	0
+30 mins.	0	<b>195</b>	148	<b>343</b>	<b>38</b>	0	17	55	85	<b>157</b>	0	<b>242</b>	<b>1</b>	0	0	<b>1</b>
+45 mins.	0	147	106	253	20	0	17	37	70	154	0	224	0	<b>1</b>	0	1
Total Volume	0	656	558	1214	105	0	84	189	307	538	0	845	1	1	0	2
% App. Total	0	54	46		55.6	0	44.4		36.3	63.7	0		50	50	0	
PHF	.000	.841	.918	.885	.691	.000	.808	.829	.892	.857	.000	.873	.250	.250	.000	.500

City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Westbound Ramps  
 Weather: Clear

File Name : 03\_IND\_GCP\_10W AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

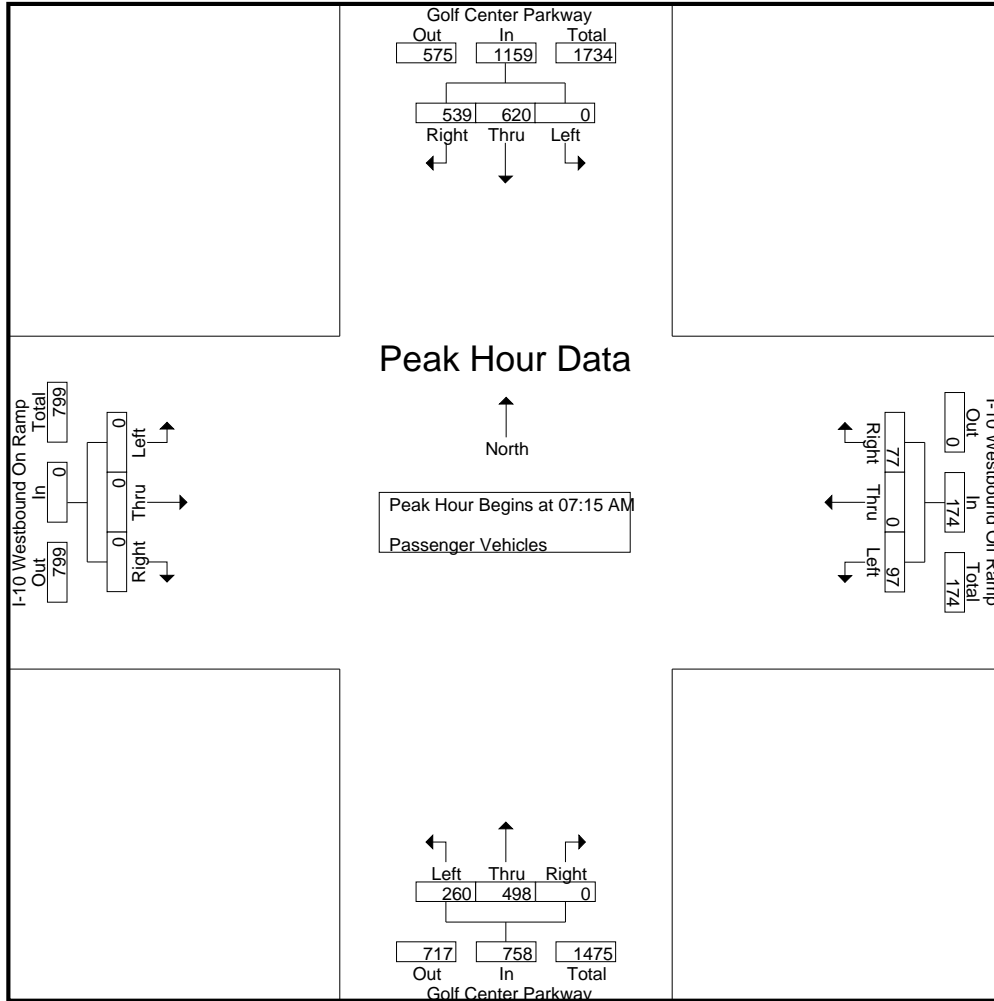
Groups Printed- Passenger Vehicles

Start Time	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	111	117	228	10	0	16	26	69	87	0	156	0	0	0	0	410
07:15 AM	0	134	150	284	14	0	24	38	60	91	0	151	0	0	0	0	473
07:30 AM	0	165	145	310	27	0	23	50	64	117	0	181	0	0	0	0	541
07:45 AM	0	185	140	325	37	0	16	53	71	144	0	215	0	0	0	0	593
Total	0	595	552	1147	88	0	79	167	264	439	0	703	0	0	0	0	2017
08:00 AM	0	136	104	240	19	0	14	33	65	146	0	211	0	0	0	0	484
08:15 AM	0	105	86	191	22	0	11	33	43	108	0	151	0	0	0	0	375
08:30 AM	0	81	78	159	14	0	15	29	58	116	0	174	0	0	0	0	362
08:45 AM	0	104	72	176	20	0	9	29	48	116	0	164	0	0	0	0	369
Total	0	426	340	766	75	0	49	124	214	486	0	700	0	0	0	0	1590
Grand Total	0	1021	892	1913	163	0	128	291	478	925	0	1403	0	0	0	0	3607
Apprch %	0	53.4	46.6		56	0	44		34.1	65.9	0		0	0	0		
Total %	0	28.3	24.7	53	4.5	0	3.5	8.1	13.3	25.6	0	38.9	0	0	0	0	

Start Time	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	134	<b>150</b>	284	14	0	<b>24</b>	38	60	91	0	151	0	0	0	0	473
07:30 AM	0	165	145	310	27	0	23	50	64	117	0	181	0	0	0	0	541
07:45 AM	0	<b>185</b>	140	<b>325</b>	<b>37</b>	0	16	<b>53</b>	<b>71</b>	144	0	<b>215</b>	0	0	0	0	<b>593</b>
08:00 AM	0	136	104	240	19	0	14	33	65	<b>146</b>	0	211	0	0	0	0	484
Total Volume	0	620	539	1159	97	0	77	174	260	498	0	758	0	0	0	0	2091
% App. Total	0	53.5	46.5		55.7	0	44.3		34.3	65.7	0		0	0	0		
PHF	.000	.838	.898	.892	.655	.000	.802	.821	.915	.853	.000	.881	.000	.000	.000	.000	.882

City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Westbound Ramps  
 Weather: Clear

File Name : 03\_IND\_GCP\_10W AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	134	<b>150</b>	284	14	0	<b>24</b>	38	60	91	0	151	0	0	0	0
+15 mins.	0	165	145	310	27	0	23	50	64	117	0	181	0	0	0	0
+30 mins.	0	<b>185</b>	140	<b>325</b>	<b>37</b>	0	16	<b>53</b>	<b>71</b>	144	0	<b>215</b>	0	0	0	0
+45 mins.	0	136	104	240	19	0	14	33	65	<b>146</b>	0	211	0	0	0	0
Total Volume	0	620	539	1159	97	0	77	174	260	498	0	758	0	0	0	0
% App. Total	0	53.5	46.5		55.7	0	44.3		34.3	65.7	0		0	0	0	
PHF	.000	.838	.898	.892	.655	.000	.802	.821	.915	.853	.000	.881	.000	.000	.000	.000

City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Westbound Ramps  
 Weather: Clear

File Name : 03\_IND\_GCP\_10W AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

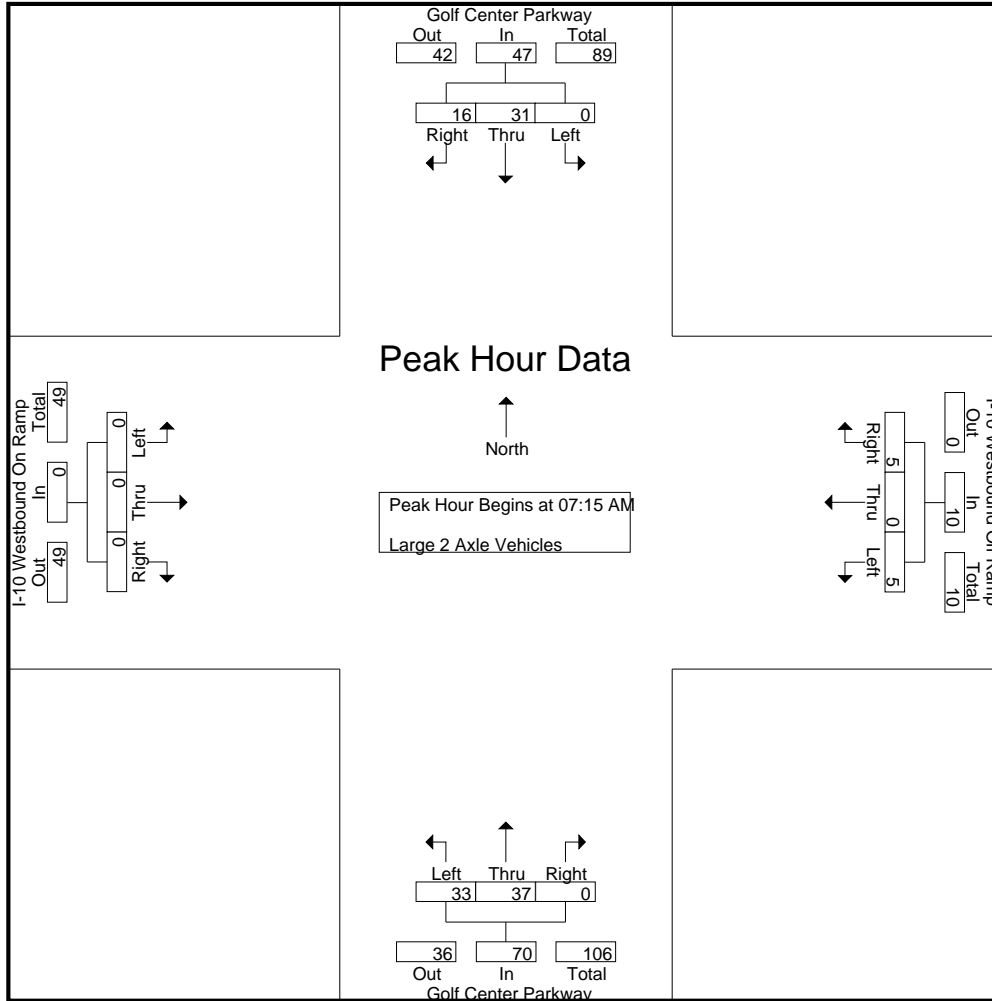
Start Time	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	2	6	8	1	0	3	4	7	13	0	20	0	0	0	0	32
07:15 AM	0	10	1	11	1	0	0	1	3	11	0	14	0	0	0	0	26
07:30 AM	0	4	7	11	2	0	2	4	16	6	0	22	0	0	0	0	37
07:45 AM	0	10	6	16	1	0	1	2	11	12	0	23	0	0	0	0	41
Total	0	26	20	46	5	0	6	11	37	42	0	79	0	0	0	0	136
08:00 AM	0	7	2	9	1	0	2	3	3	8	0	11	0	0	0	0	23
08:15 AM	0	6	4	10	0	0	1	1	6	6	0	12	0	0	0	0	23
08:30 AM	0	3	2	5	2	0	2	4	6	5	0	11	0	0	0	0	20
08:45 AM	0	5	4	9	2	0	0	2	5	6	0	11	0	0	0	0	22
Total	0	21	12	33	5	0	5	10	20	25	0	45	0	0	0	0	88
Grand Total	0	47	32	79	10	0	11	21	57	67	0	124	0	0	0	0	224
Apprch %	0	59.5	40.5		47.6	0	52.4		46	54	0		0	0	0		
Total %	0	21	14.3	35.3	4.5	0	4.9	9.4	25.4	29.9	0	55.4	0	0	0	0	

Start Time	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	<b>10</b>	1	11	1	0	0	1	3	11	0	14	0	0	0	0	26
07:30 AM	0	4	<b>7</b>	11	<b>2</b>	0	<b>2</b>	<b>4</b>	<b>16</b>	6	0	22	0	0	0	0	37
07:45 AM	0	10	6	<b>16</b>	1	0	1	2	11	<b>12</b>	0	<b>23</b>	0	0	0	0	<b>41</b>
08:00 AM	0	7	2	9	1	0	2	3	3	8	0	11	0	0	0	0	23
Total Volume	0	31	16	47	5	0	5	10	33	37	0	70	0	0	0	0	127
% App. Total	0	66	34		50	0	50		47.1	52.9	0		0	0	0		
PHF	.000	.775	.571	.734	.625	.000	.625	.625	.516	.771	.000	.761	.000	.000	.000	.000	.774



City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Westbound Ramps  
 Weather: Clear

File Name : 03\_IND\_GCP\_10W AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM							
+0 mins.	0	<b>10</b>	1	11	1	0	0	1	3	11	0	14	0	0	0	0
+15 mins.	0	4	7	11	2	0	2	4	16	6	0	22	0	0	0	0
+30 mins.	0	10	6	<b>16</b>	1	0	1	2	11	<b>12</b>	0	<b>23</b>	0	0	0	0
+45 mins.	0	7	2	9	1	0	2	3	3	8	0	11	0	0	0	0
Total Volume	0	31	16	47	5	0	5	10	33	37	0	70	0	0	0	0
% App. Total	0	66	34		50	0	50		47.1	52.9	0		0	0	0	
PHF	.000	.775	.571	.734	.625	.000	.625	.625	.516	.771	.000	.761	.000	.000	.000	.000

City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Westbound Ramps  
 Weather: Clear

File Name : 03\_IND\_GCP\_10W AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	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	1	0	1	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
Total	0	0	0	0	0	0	0	0	1	1	0	2	1	1	0	2	4
Grand Total	0	0	0	0	0	0	0	0	1	2	0	3	1	1	0	2	5
Apprch %	0	0	0		0	0	0		33.3	66.7	0		50	50	0		
Total %	0	0	0		0	0	0		20	40	0	60	20	20	0	40	

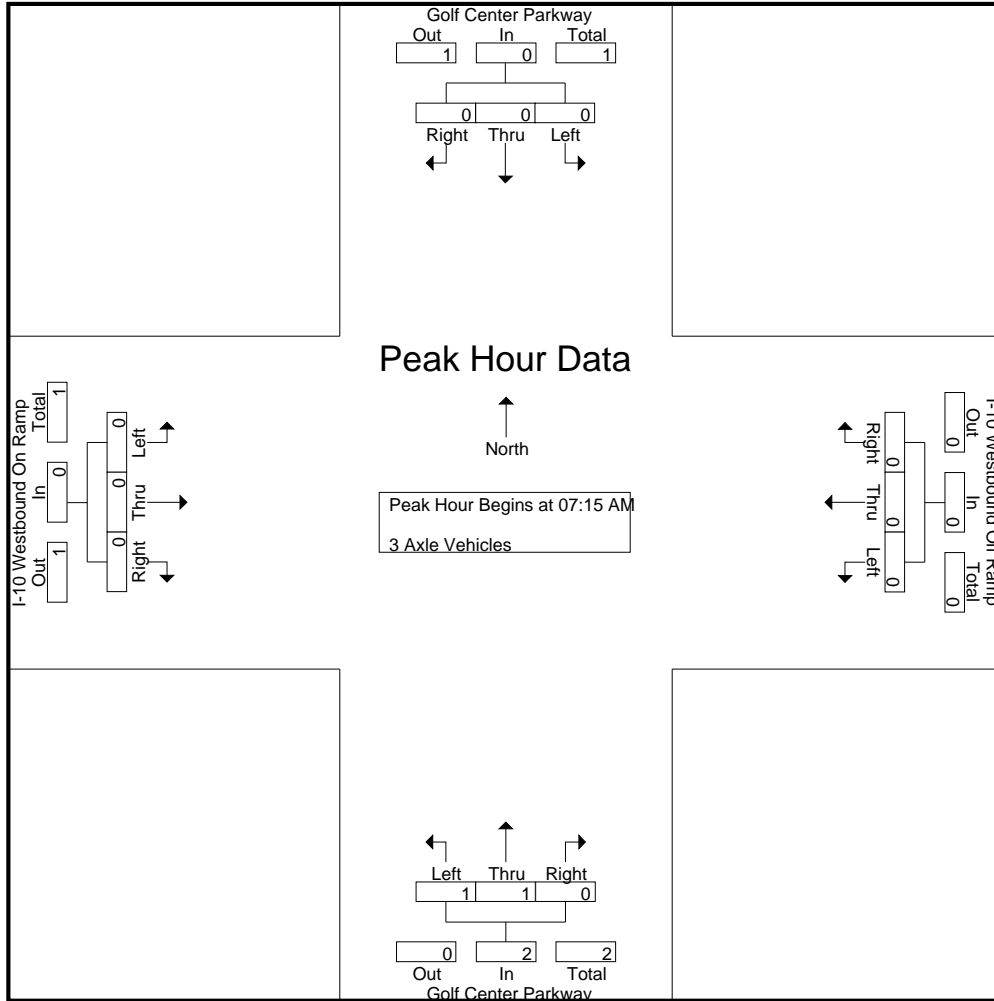
Start Time	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
% App. Total	0	0	0		0	0	0		50	50	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500	.000	.000	.000	.000	.500

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Westbound Ramps  
 Weather: Clear

File Name : 03\_IND\_GCP\_10W AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+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	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	1	0	0	1	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	50	50	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500	.000	.000	.000	.000

City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Westbound Ramps  
 Weather: Clear

File Name : 03\_IND\_GCP\_10W AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	3
07:15 AM	0	0	1	1	1	0	0	1	3	1	0	4	0	0	0	0	6
07:30 AM	0	1	0	1	2	0	1	3	6	0	0	6	0	0	0	0	10
07:45 AM	0	0	2	2	0	0	0	0	3	1	0	4	0	0	0	0	6
Total	0	1	3	4	3	1	1	5	12	4	0	16	0	0	0	0	25
08:00 AM	0	4	0	4	0	0	1	1	1	0	0	1	0	0	0	0	6
08:15 AM	0	0	2	2	0	0	0	0	0	1	0	1	0	0	0	0	3
08:30 AM	0	0	0	0	5	0	1	6	1	1	0	2	0	0	0	0	8
08:45 AM	0	1	1	2	1	0	0	1	2	0	0	2	0	0	0	0	5
Total	0	5	3	8	6	0	2	8	4	2	0	6	0	0	0	0	22
Grand Total	0	6	6	12	9	1	3	13	16	6	0	22	0	0	0	0	47
Apprch %	0	50	50		69.2	7.7	23.1		72.7	27.3	0		0	0	0		
Total %	0	12.8	12.8	25.5	19.1	2.1	6.4	27.7	34	12.8	0	46.8	0	0	0	0	

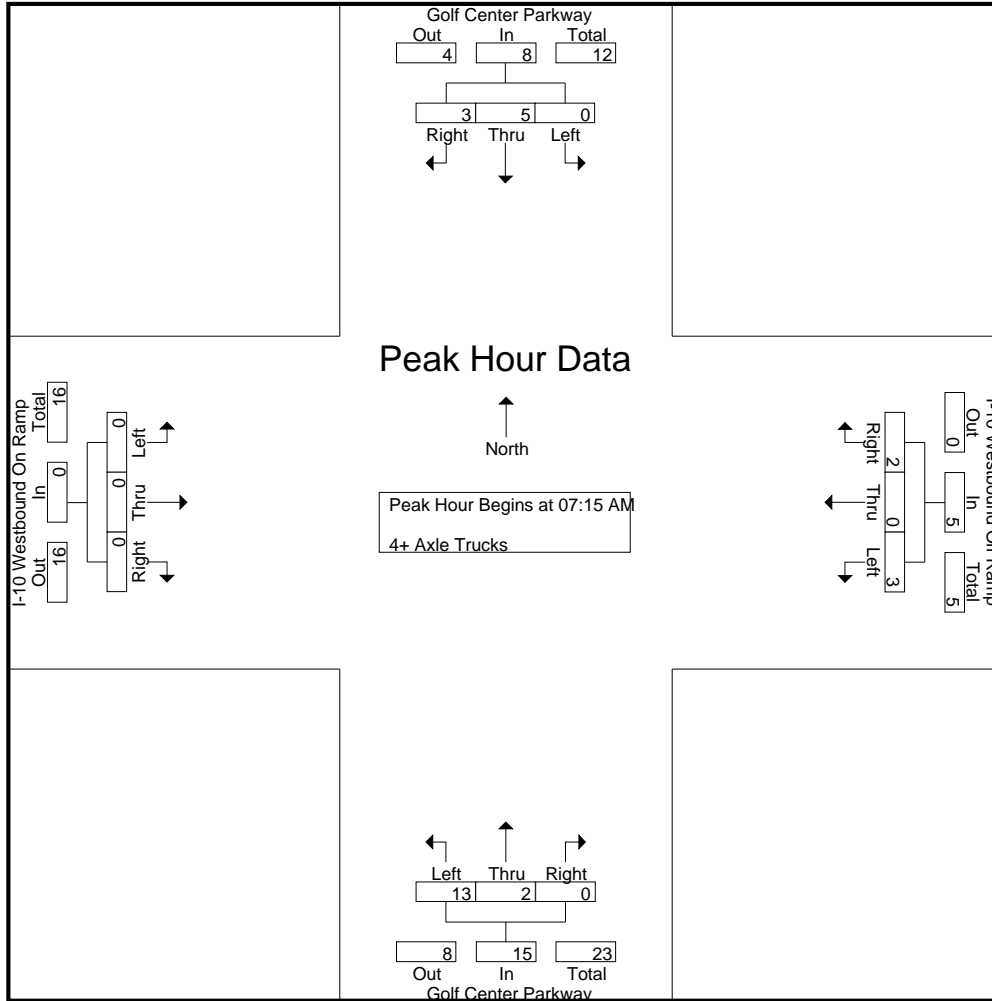
Start Time	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	1	1	1	0	0	1	3	1	0	4	0	0	0	0	6
07:30 AM	0	1	0	1	2	0	1	3	6	0	0	6	0	0	0	0	10
07:45 AM	0	0	2	2	0	0	0	0	3	1	0	4	0	0	0	0	6
08:00 AM	0	4	0	4	0	0	1	1	1	0	0	1	0	0	0	0	6
Total Volume	0	5	3	8	3	0	2	5	13	2	0	15	0	0	0	0	28
% App. Total	0	62.5	37.5		60	0	40		86.7	13.3	0		0	0	0		
PHF	.000	.313	.375	.500	.375	.000	.500	.417	.542	.500	.000	.625	.000	.000	.000	.000	.700

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Westbound Ramps  
 Weather: Clear

File Name : 03\_IND\_GCP\_10W AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	1	1	1	0	0	1	3	1	0	4	0	0	0	0
+15 mins.	0	1	0	1	2	0	1	3	6	0	0	6	0	0	0	0
+30 mins.	0	0	2	2	0	0	0	0	3	1	0	4	0	0	0	0
+45 mins.	0	4	0	4	0	0	1	1	1	0	0	1	0	0	0	0
Total Volume	0	5	3	8	3	0	2	5	13	2	0	15	0	0	0	0
% App. Total	0	62.5	37.5		60	0	40		86.7	13.3	0		0	0	0	
PHF	.000	.313	.375	.500	.375	.000	.500	.417	.542	.500	.000	.625	.000	.000	.000	.000

City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Westbound Ramps  
 Weather: Clear

File Name : 03\_IND\_GCP\_10W PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

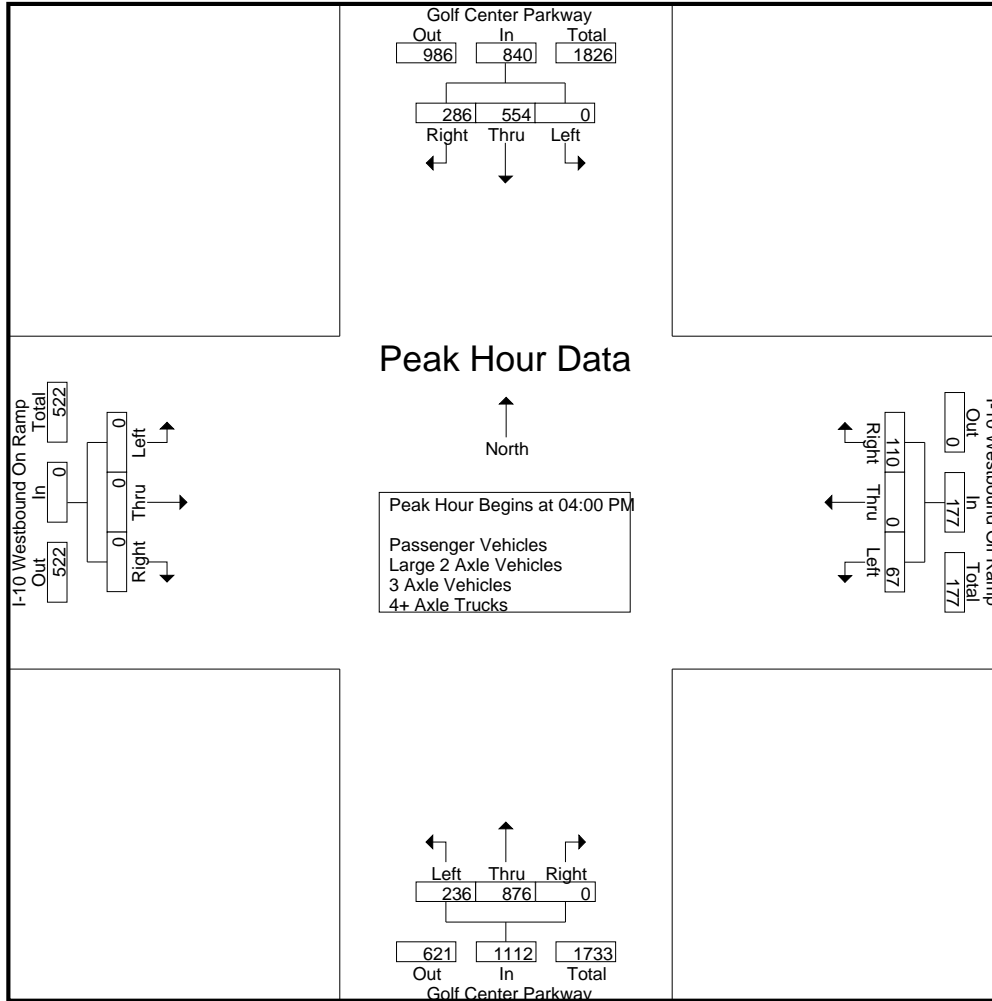
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	148	78	226	18	0	27	45	69	224	0	293	0	0	0	0	564
04:15 PM	0	156	84	240	16	0	32	48	64	201	0	265	0	0	0	0	553
04:30 PM	0	119	54	173	21	0	24	45	52	222	0	274	0	0	0	0	492
04:45 PM	0	131	70	201	12	0	27	39	51	229	0	280	0	0	0	0	520
Total	0	554	286	840	67	0	110	177	236	876	0	1112	0	0	0	0	2129
05:00 PM	0	117	67	184	18	0	33	51	68	232	0	300	0	0	0	0	535
05:15 PM	0	130	68	198	16	0	28	44	48	249	0	297	0	0	0	0	539
05:30 PM	0	137	65	202	21	0	30	51	45	237	0	282	0	0	0	0	535
05:45 PM	0	122	42	164	21	0	24	45	45	219	0	264	0	0	0	0	473
Total	0	506	242	748	76	0	115	191	206	937	0	1143	0	0	0	0	2082
Grand Total	0	1060	528	1588	143	0	225	368	442	1813	0	2255	0	0	0	0	4211
Apprch %	0	66.8	33.2		38.9	0	61.1		19.6	80.4	0		0	0	0		
Total %	0	25.2	12.5	37.7	3.4	0	5.3	8.7	10.5	43.1	0	53.6	0	0	0	0	
Passenger Vehicles	0	1016	515	1531	131	0	212	343	404	1772	0	2176	0	0	0	0	4050
% Passenger Vehicles	0	95.8	97.5	96.4	91.6	0	94.2	93.2	91.4	97.7	0	96.5	0	0	0	0	96.2
Large 2 Axle Vehicles	0	39	9	48	9	0	5	14	31	31	0	62	0	0	0	0	124
% Large 2 Axle Vehicles	0	3.7	1.7	3	6.3	0	2.2	3.8	7	1.7	0	2.7	0	0	0	0	2.9
3 Axle Vehicles	0	3	2	5	2	0	3	5	4	5	0	9	0	0	0	0	19
% 3 Axle Vehicles	0	0.3	0.4	0.3	1.4	0	1.3	1.4	0.9	0.3	0	0.4	0	0	0	0	0.5
4+ Axle Trucks	0	2	2	4	1	0	5	6	3	5	0	8	0	0	0	0	18
% 4+ Axle Trucks	0	0.2	0.4	0.3	0.7	0	2.2	1.6	0.7	0.3	0	0.4	0	0	0	0	0.4

Start Time	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	148	78	226	18	0	27	45	<b>69</b>	224	0	<b>293</b>	0	0	0	0	<b>564</b>
04:15 PM	0	<b>156</b>	<b>84</b>	<b>240</b>	16	0	<b>32</b>	<b>48</b>	64	201	0	265	0	0	0	0	553
04:30 PM	0	119	54	173	<b>21</b>	0	24	45	52	222	0	274	0	0	0	0	492
04:45 PM	0	131	70	201	12	0	27	39	51	<b>229</b>	0	280	0	0	0	0	520
Total Volume	0	554	286	840	67	0	110	177	236	876	0	1112	0	0	0	0	2129
% App. Total	0	66	34		37.9	0	62.1		21.2	78.8	0		0	0	0		
PHF	.000	.888	.851	.875	.798	.000	.859	.922	.855	.956	.000	.949	.000	.000	.000	.000	.944

City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Westbound Ramps  
 Weather: Clear

File Name : 03\_IND\_GCP\_10W PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:45 PM				04:00 PM			
+0 mins.	0	148	78	226	18	0	<b>33</b>	<b>51</b>	51	229	0	280	0	0	0	0
+15 mins.	0	<b>156</b>	<b>84</b>	<b>240</b>	16	0	28	44	<b>68</b>	232	0	<b>300</b>	0	0	0	0
+30 mins.	0	119	54	173	<b>21</b>	0	30	51	48	<b>249</b>	0	297	0	0	0	0
+45 mins.	0	131	70	201	21	0	24	45	45	237	0	282	0	0	0	0
Total Volume	0	554	286	840	76	0	115	191	212	947	0	1159	0	0	0	0
% App. Total	0	66	34		39.8	0	60.2		18.3	81.7	0		0	0	0	
PHF	.000	.888	.851	.875	.905	.000	.871	.936	.779	.951	.000	.966	.000	.000	.000	.000

City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Westbound Ramps  
 Weather: Clear

File Name : 03\_IND\_GCP\_10W PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

Groups Printed- Passenger Vehicles

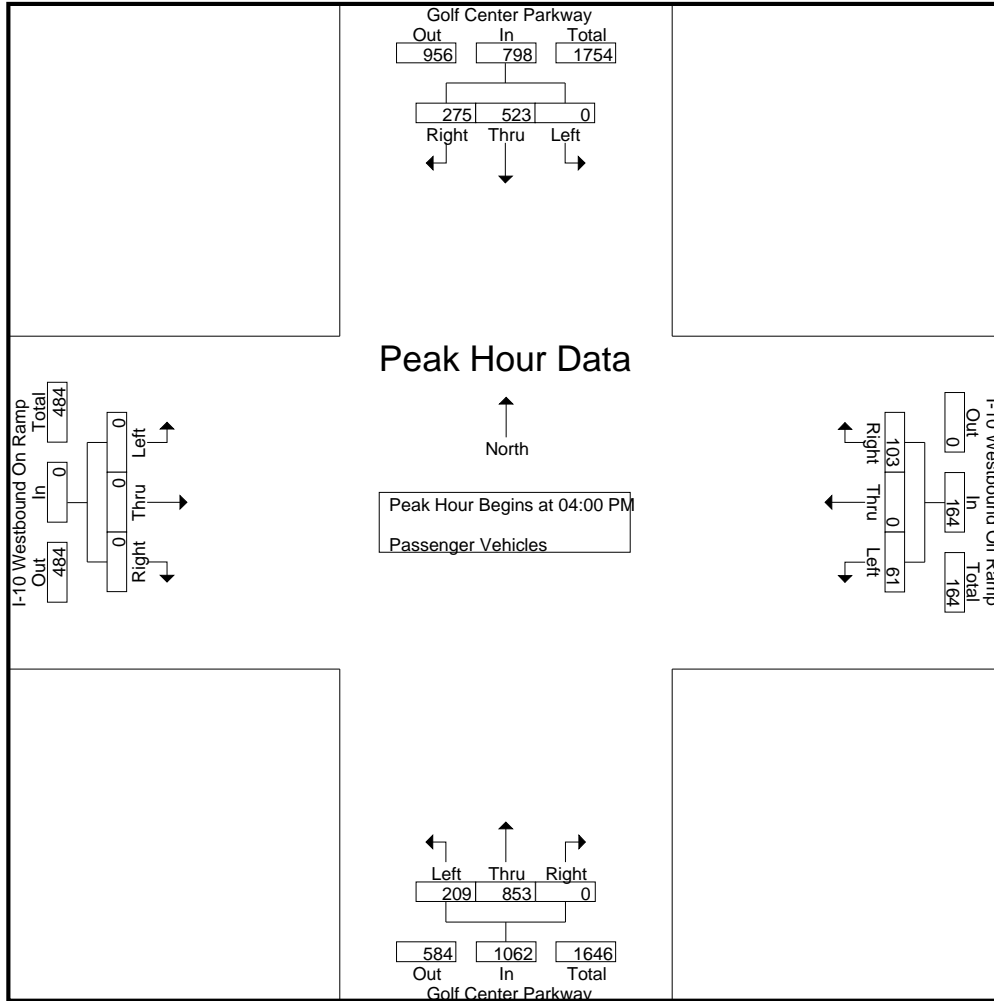
Start Time	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	139	75	214	16	0	26	42	61	215	0	276	0	0	0	0	532
04:15 PM	0	147	82	229	13	0	30	43	57	198	0	255	0	0	0	0	527
04:30 PM	0	114	52	166	20	0	23	43	45	218	0	263	0	0	0	0	472
04:45 PM	0	123	66	189	12	0	24	36	46	222	0	268	0	0	0	0	493
Total	0	523	275	798	61	0	103	164	209	853	0	1062	0	0	0	0	2024
05:00 PM	0	114	67	181	16	0	30	46	66	228	0	294	0	0	0	0	521
05:15 PM	0	127	67	194	15	0	25	40	46	246	0	292	0	0	0	0	526
05:30 PM	0	135	64	199	19	0	30	49	43	232	0	275	0	0	0	0	523
05:45 PM	0	117	42	159	20	0	24	44	40	213	0	253	0	0	0	0	456
Total	0	493	240	733	70	0	109	179	195	919	0	1114	0	0	0	0	2026
Grand Total	0	1016	515	1531	131	0	212	343	404	1772	0	2176	0	0	0	0	4050
Apprch %	0	66.4	33.6		38.2	0	61.8		18.6	81.4	0		0	0	0		
Total %	0	25.1	12.7	37.8	3.2	0	5.2	8.5	10	43.8	0	53.7	0	0	0	0	

Start Time	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	139	75	214	16	0	26	42	<b>61</b>	215	0	<b>276</b>	0	0	0	0	<b>532</b>
04:15 PM	0	<b>147</b>	<b>82</b>	<b>229</b>	13	0	<b>30</b>	<b>43</b>	57	198	0	255	0	0	0	0	527
04:30 PM	0	114	52	166	<b>20</b>	0	23	43	45	218	0	263	0	0	0	0	472
04:45 PM	0	123	66	189	12	0	24	36	46	<b>222</b>	0	268	0	0	0	0	493
Total Volume	0	523	275	798	61	0	103	164	209	853	0	1062	0	0	0	0	2024
% App. Total	0	65.5	34.5		37.2	0	62.8		19.7	80.3	0		0	0	0		
PHF	.000	.889	.838	.871	.763	.000	.858	.953	.857	.961	.000	.962	.000	.000	.000	.000	.951



City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Westbound Ramps  
 Weather: Clear

File Name : 03\_IND\_GCP\_10W PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM							
+0 mins.	0	139	75	214	16	0	26	42	61	215	0	276	0	0	0	0
+15 mins.	0	147	82	229	13	0	30	43	57	198	0	255	0	0	0	0
+30 mins.	0	114	52	166	20	0	23	43	45	218	0	263	0	0	0	0
+45 mins.	0	123	66	189	12	0	24	36	46	222	0	268	0	0	0	0
Total Volume	0	523	275	798	61	0	103	164	209	853	0	1062	0	0	0	0
% App. Total	0	65.5	34.5		37.2	0	62.8		19.7	80.3	0		0	0	0	0
PHF	.000	.889	.838	.871	.763	.000	.858	.953	.857	.961	.000	.962	.000	.000	.000	.000

City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Westbound Ramps  
 Weather: Clear

File Name : 03\_IND\_GCP\_10W PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

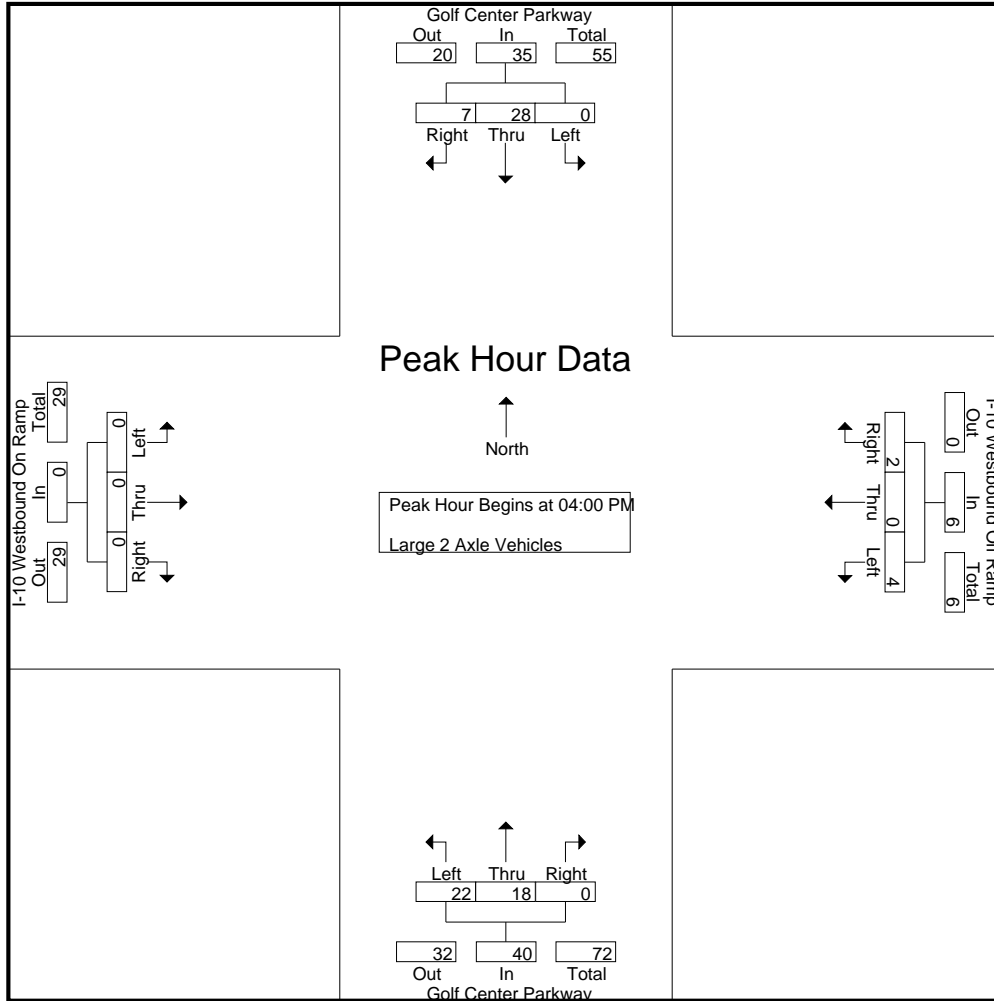
Groups Printed- Large 2 Axle Vehicles

Start Time	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	7	2	9	2	0	0	2	7	7	0	14	0	0	0	0	25
04:15 PM	0	8	2	10	2	0	1	3	5	3	0	8	0	0	0	0	21
04:30 PM	0	5	0	5	0	0	0	0	6	4	0	10	0	0	0	0	15
04:45 PM	0	8	3	11	0	0	1	1	4	4	0	8	0	0	0	0	20
Total	0	28	7	35	4	0	2	6	22	18	0	40	0	0	0	0	81
05:00 PM	0	2	0	2	2	0	1	3	2	4	0	6	0	0	0	0	11
05:15 PM	0	3	1	4	0	0	2	2	1	3	0	4	0	0	0	0	10
05:30 PM	0	2	1	3	2	0	0	2	1	3	0	4	0	0	0	0	9
05:45 PM	0	4	0	4	1	0	0	1	5	3	0	8	0	0	0	0	13
Total	0	11	2	13	5	0	3	8	9	13	0	22	0	0	0	0	43
Grand Total	0	39	9	48	9	0	5	14	31	31	0	62	0	0	0	0	124
Apprch %	0	81.2	18.8		64.3	0	35.7		50	50	0		0	0	0		
Total %	0	31.5	7.3	38.7	7.3	0	4	11.3	25	25	0	50	0	0	0	0	

Start Time	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	7	2	9	2	0	0	2	7	7	0	14	0	0	0	0	25
04:15 PM	0	8	2	10	2	0	1	3	5	3	0	8	0	0	0	0	21
04:30 PM	0	5	0	5	0	0	0	0	6	4	0	10	0	0	0	0	15
04:45 PM	0	8	3	11	0	0	1	1	4	4	0	8	0	0	0	0	20
Total Volume	0	28	7	35	4	0	2	6	22	18	0	40	0	0	0	0	81
% App. Total	0	80	20		66.7	0	33.3		55	45	0		0	0	0		
PHF	.000	.875	.583	.795	.500	.000	.500	.500	.786	.643	.000	.714	.000	.000	.000	.000	.810

City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Westbound Ramps  
 Weather: Clear

File Name : 03\_IND\_GCP\_10W PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM							
+0 mins.	0	7	2	9	2	0	0	2	7	7	0	14	0	0	0	0
+15 mins.	0	8	2	10	2	0	1	3	5	3	0	8	0	0	0	0
+30 mins.	0	5	0	5	0	0	0	0	6	4	0	10	0	0	0	0
+45 mins.	0	8	3	11	0	0	1	1	4	4	0	8	0	0	0	0
Total Volume	0	28	7	35	4	0	2	6	22	18	0	40	0	0	0	0
% App. Total	0	80	20		66.7	0	33.3		55	45	0		0	0	0	
PHF	.000	.875	.583	.795	.500	.000	.500	.500	.786	.643	.000	.714	.000	.000	.000	.000

City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Westbound Ramps  
 Weather: Clear

File Name : 03\_IND\_GCP\_10W PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	0	1	0	0	0	0	1	2	0	3	0	0	0	0	4
04:15 PM	0	1	0	1	1	0	1	2	1	0	0	1	0	0	0	0	4
04:30 PM	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	1	1	0	0	1	1	1	2	0	3	0	0	0	0	5
Total	0	2	2	4	1	0	3	4	3	4	0	7	0	0	0	0	15
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	0	1	1	0	0	1	1	1	0	2	0	0	0	0	4
Grand Total	0	3	2	5	2	0	3	5	4	5	0	9	0	0	0	0	19
Apprch %	0	60	40		40	0	60		44.4	55.6	0		0	0	0		
Total %	0	15.8	10.5	26.3	10.5	0	15.8	26.3	21.1	26.3	0	47.4	0	0	0	0	

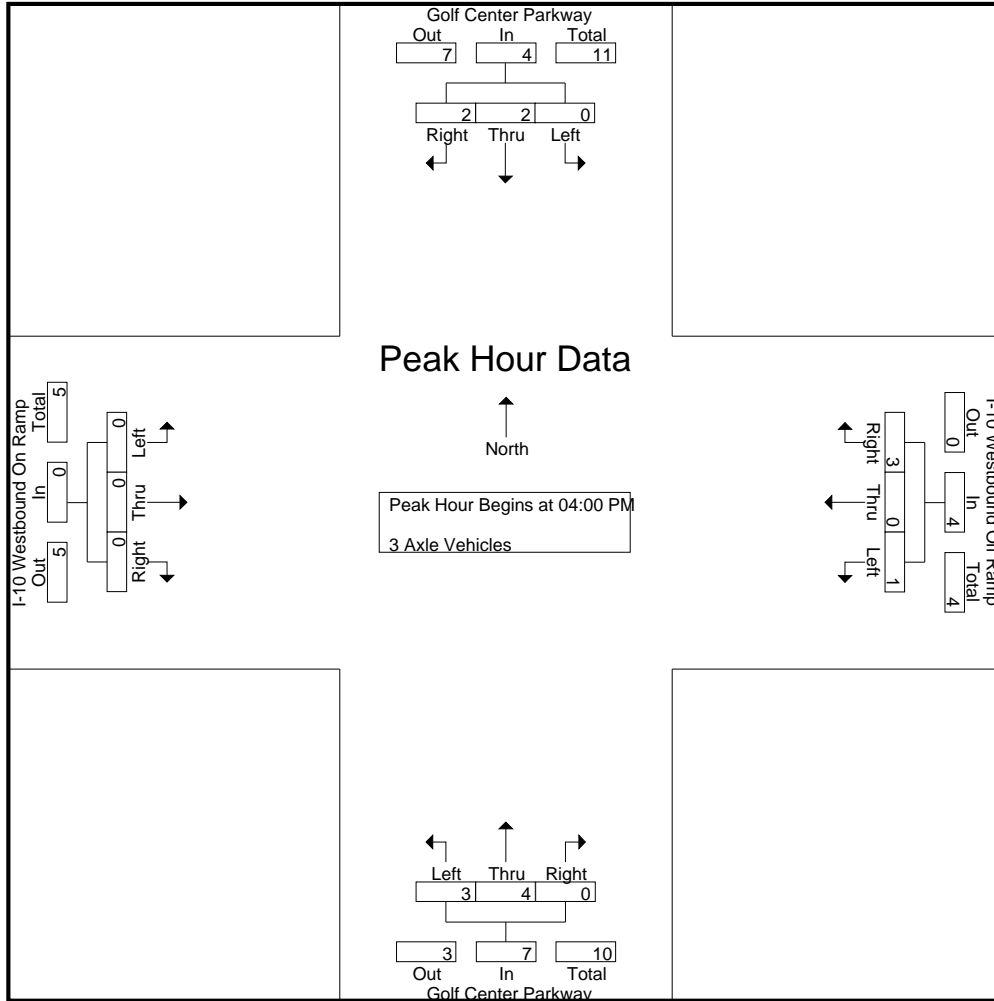
Start Time	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	0	1	0	0	0	0	1	2	0	3	0	0	0	0	4
04:15 PM	0	1	0	1	1	0	1	2	1	0	0	1	0	0	0	0	4
04:30 PM	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	1	1	0	0	1	1	1	2	0	3	0	0	0	0	5
Total Volume	0	2	2	4	1	0	3	4	3	4	0	7	0	0	0	0	15
% App. Total	0	50	50		25	0	75		42.9	57.1	0		0	0	0		
PHF	.000	.500	.500	1.00	.250	.000	.750	.500	.750	.500	.000	.583	.000	.000	.000	.000	.750

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Westbound Ramps  
 Weather: Clear

File Name : 03\_IND\_GCP\_10W PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	0	1	0	0	0	0	1	2	0	3	0	0	0	0
+15 mins.	0	1	0	1	1	0	1	2	1	0	0	1	0	0	0	0
+30 mins.	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	1	1	0	0	1	1	1	2	0	3	0	0	0	0
Total Volume	0	2	2	4	1	0	3	4	3	4	0	7	0	0	0	0
% App. Total	0	50	50		25	0	75		42.9	57.1	0		0	0	0	
PHF	.000	.500	.500	1.000	.250	.000	.750	.500	.750	.500	.000	.583	.000	.000	.000	.000

City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Westbound Ramps  
 Weather: Clear

File Name : 03\_IND\_GCP\_10W PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	1	1	2	0	0	1	1	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:30 PM	0	0	1	1	1	0	0	1	1	0	0	1	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	0	2
Total	0	1	2	3	1	0	2	3	2	1	0	3	0	0	0	0	0	9
05:00 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
05:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	0	3
Total	0	1	0	1	0	0	3	3	1	4	0	5	0	0	0	0	0	9
Grand Total	0	2	2	4	1	0	5	6	3	5	0	8	0	0	0	0	0	18
Apprch %	0	50	50		16.7	0	83.3		37.5	62.5	0		0	0	0	0		
Total %	0	11.1	11.1	22.2	5.6	0	27.8	33.3	16.7	27.8	0	44.4	0	0	0	0	0	

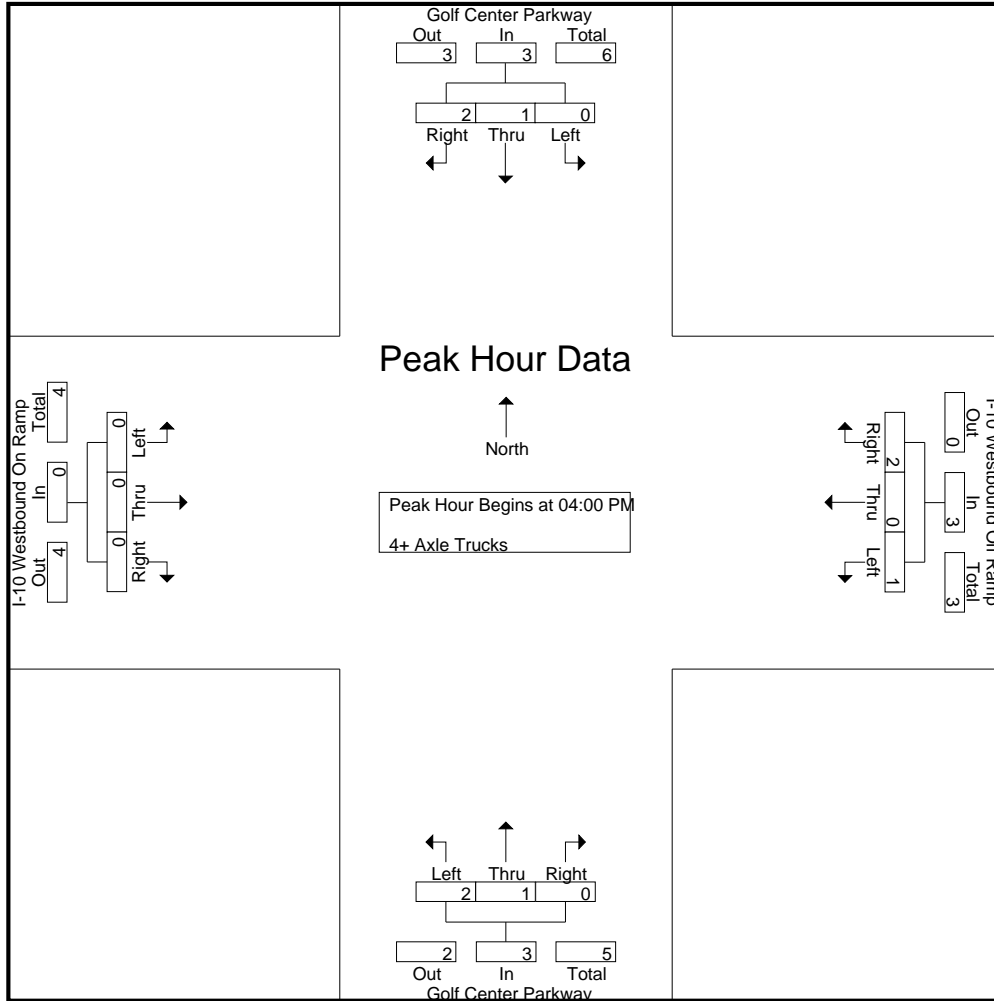
Start Time	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	1	1	2	0	0	1	1	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:30 PM	0	0	1	1	1	0	0	1	1	0	0	1	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	0	2
Total Volume	0	1	2	3	1	0	2	3	2	1	0	3	0	0	0	0	0	9
% App. Total	0	33.3	66.7		33.3	0	66.7		66.7	33.3	0		0	0	0	0		
PHF	.000	.250	.500	.375	.250	.000	.500	.750	.500	.250	.000	.750	.000	.000	.000	.000	.000	.750

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Westbound Ramps  
 Weather: Clear

File Name : 03\_IND\_GCP\_10W PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	1	2	0	0	1	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+30 mins.	0	0	1	1	1	0	0	1	1	0	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0
Total Volume	0	1	2	3	1	0	2	3	2	1	0	3	0	0	0	0
% App. Total	0	33.3	66.7		33.3	0	66.7		66.7	33.3	0		0	0	0	
PHF	.000	.250	.500	.375	.250	.000	.500	.750	.500	.250	.000	.750	.000	.000	.000	.000

City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 04\_IND\_GCP\_10E AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

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

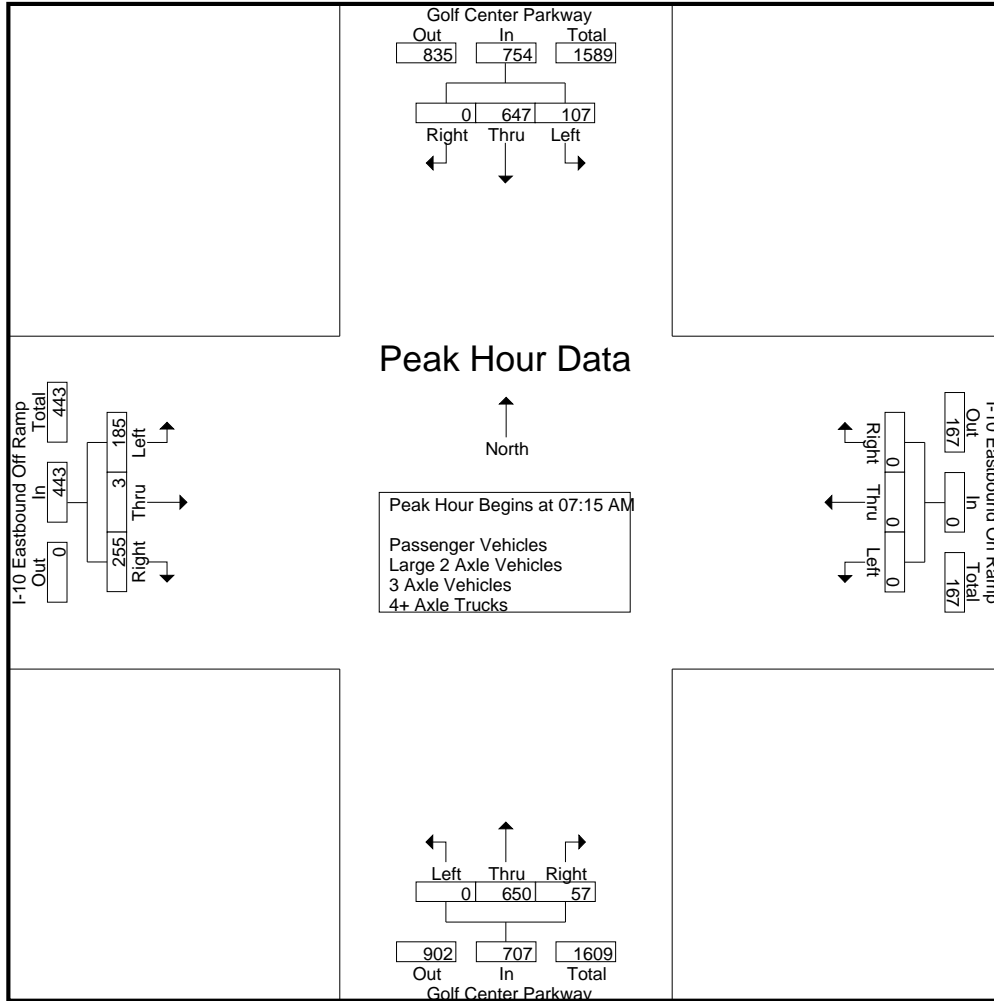
Start Time	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	23	95	0	118	0	0	0	0	0	139	8	147	37	0	52	89	354
07:15 AM	30	138	0	168	0	0	0	0	0	146	16	162	32	1	53	86	416
07:30 AM	35	171	0	206	0	0	0	0	0	161	11	172	41	0	77	118	496
07:45 AM	26	189	0	215	0	0	0	0	0	171	16	187	57	2	72	131	533
Total	114	593	0	707	0	0	0	0	0	617	51	668	167	3	254	424	1799
08:00 AM	16	149	0	165	0	0	0	0	0	172	14	186	55	0	53	108	459
08:15 AM	17	124	0	141	0	0	0	0	0	123	15	138	37	1	57	95	374
08:30 AM	13	88	0	101	0	0	0	0	0	148	12	160	35	1	69	105	366
08:45 AM	16	112	0	128	0	0	0	0	0	131	14	145	41	0	49	90	363
Total	62	473	0	535	0	0	0	0	0	574	55	629	168	2	228	398	1562
Grand Total	176	1066	0	1242	0	0	0	0	0	1191	106	1297	335	5	482	822	3361
Apprch %	14.2	85.8	0		0	0	0		0	91.8	8.2		40.8	0.6	58.6		
Total %	5.2	31.7	0	37	0	0	0	0	0	35.4	3.2	38.6	10	0.1	14.3	24.5	
Passenger Vehicles	163	1027	0	1190	0	0	0	0	0	1116	100	1216	319	5	419	743	3149
% Passenger Vehicles	92.6	96.3	0	95.8	0	0	0	0	0	93.7	94.3	93.8	95.2	100	86.9	90.4	93.7
Large 2 Axle Vehicles	6	26	0	32	0	0	0	0	0	51	2	53	9	0	28	37	122
% Large 2 Axle Vehicles	3.4	2.4	0	2.6	0	0	0	0	0	4.3	1.9	4.1	2.7	0	5.8	4.5	3.6
3 Axle Vehicles	0	5	0	5	0	0	0	0	0	7	2	9	2	0	23	25	39
% 3 Axle Vehicles	0	0.5	0	0.4	0	0	0	0	0	0.6	1.9	0.7	0.6	0	4.8	3	1.2
4+ Axle Trucks	7	8	0	15	0	0	0	0	0	17	2	19	5	0	12	17	51
% 4+ Axle Trucks	4	0.8	0	1.2	0	0	0	0	0	1.4	1.9	1.5	1.5	0	2.5	2.1	1.5

Start Time	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	30	138	0	168	0	0	0	0	0	146	<b>16</b>	162	32	1	53	86	416
07:30 AM	<b>35</b>	171	0	206	0	0	0	0	0	161	11	172	41	0	<b>77</b>	118	496
07:45 AM	26	<b>189</b>	0	<b>215</b>	0	0	0	0	0	171	16	<b>187</b>	<b>57</b>	<b>2</b>	72	<b>131</b>	<b>533</b>
08:00 AM	16	149	0	165	0	0	0	0	0	<b>172</b>	14	186	55	0	53	108	459
Total Volume	107	647	0	754	0	0	0	0	0	650	57	707	185	3	255	443	1904
% App. Total	14.2	85.8	0		0	0	0		0	91.9	8.1		41.8	0.7	57.6		
PHF	.764	.856	.000	.877	.000	.000	.000	.000	.000	.945	.891	.945	.811	.375	.828	.845	.893



City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 04\_IND\_GCP\_10E AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:15 AM				07:30 AM			
+0 mins.	30	138	0	168	0	0	0	0	0	146	16	162	41	0	77	118
+15 mins.	35	171	0	206	0	0	0	0	0	161	11	172	57	2	72	131
+30 mins.	26	189	0	215	0	0	0	0	0	171	16	187	55	0	53	108
+45 mins.	16	149	0	165	0	0	0	0	0	172	14	186	37	1	57	95
Total Volume	107	647	0	754	0	0	0	0	0	650	57	707	190	3	259	452
% App. Total	14.2	85.8	0		0	0	0	0	0	91.9	8.1		42	0.7	57.3	
PHF	.764	.856	.000	.877	.000	.000	.000	.000	.000	.945	.891	.945	.833	.375	.841	.863

City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 04\_IND\_GCP\_10E AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

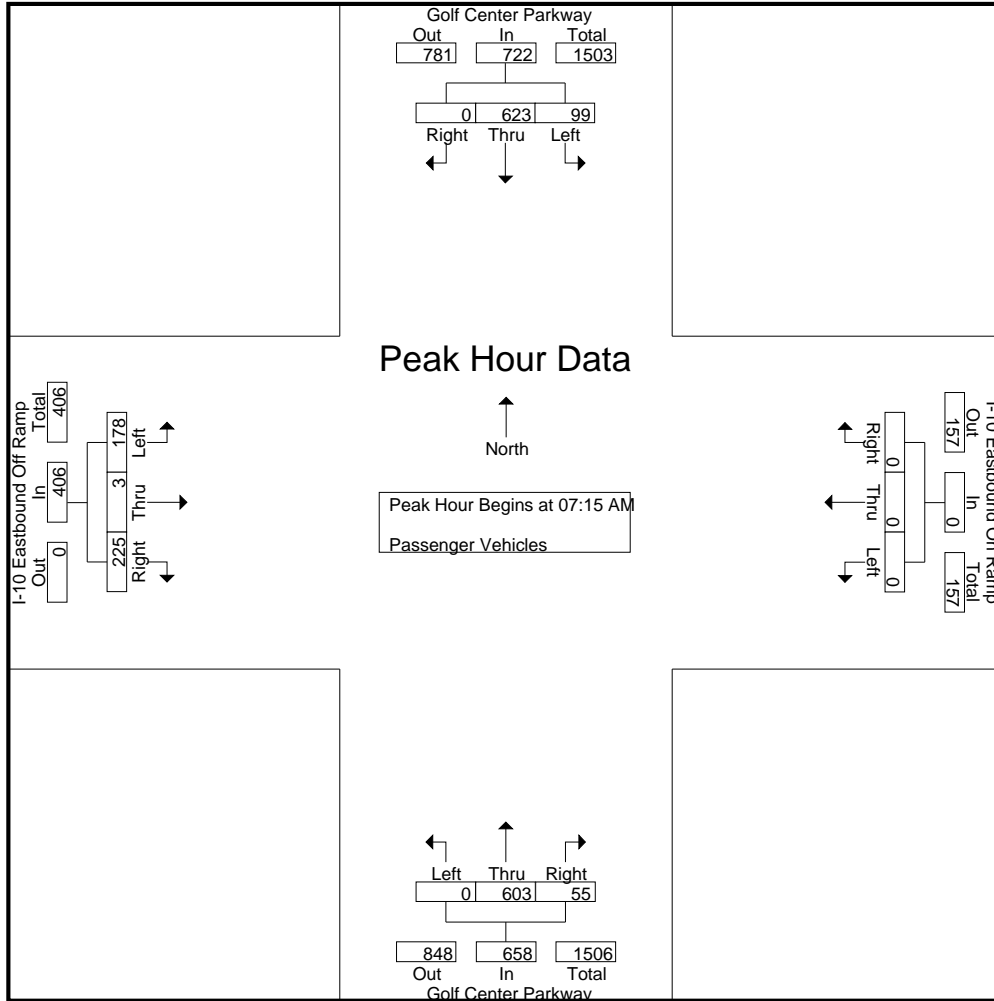
Groups Printed- Passenger Vehicles

Start Time	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	23	93	0	116	0	0	0	0	0	127	7	134	33	0	47	80	330
07:15 AM	28	130	0	158	0	0	0	0	0	134	16	150	29	1	43	73	381
07:30 AM	33	167	0	200	0	0	0	0	0	150	11	161	39	0	72	111	472
07:45 AM	25	183	0	208	0	0	0	0	0	153	16	169	55	2	64	121	498
Total	109	573	0	682	0	0	0	0	0	564	50	614	156	3	226	385	1681
08:00 AM	13	143	0	156	0	0	0	0	0	166	12	178	55	0	46	101	435
08:15 AM	17	120	0	137	0	0	0	0	0	120	14	134	36	1	49	86	357
08:30 AM	11	82	0	93	0	0	0	0	0	141	11	152	33	1	58	92	337
08:45 AM	13	109	0	122	0	0	0	0	0	125	13	138	39	0	40	79	339
Total	54	454	0	508	0	0	0	0	0	552	50	602	163	2	193	358	1468
Grand Total	163	1027	0	1190	0	0	0	0	0	1116	100	1216	319	5	419	743	3149
Apprch %	13.7	86.3	0		0	0	0		0	91.8	8.2		42.9	0.7	56.4		
Total %	5.2	32.6	0	37.8	0	0	0	0	0	35.4	3.2	38.6	10.1	0.2	13.3	23.6	

Start Time	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	28	130	0	158	0	0	0	0	0	134	<b>16</b>	150	29	1	43	73	381
07:30 AM	<b>33</b>	167	0	200	0	0	0	0	0	150	11	161	39	0	<b>72</b>	111	472
07:45 AM	25	<b>183</b>	0	<b>208</b>	0	0	0	0	0	153	16	169	<b>55</b>	<b>2</b>	64	<b>121</b>	<b>498</b>
08:00 AM	13	143	0	156	0	0	0	0	0	<b>166</b>	12	<b>178</b>	55	0	46	101	435
Total Volume	99	623	0	722	0	0	0	0	0	603	55	658	178	3	225	406	1786
% App. Total	13.7	86.3	0		0	0	0		0	91.6	8.4		43.8	0.7	55.4		
PHF	.750	.851	.000	.868	.000	.000	.000	.000	.000	.908	.859	.924	.809	.375	.781	.839	.897

City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 04\_IND\_GCP\_10E AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM						
+0 mins.	28	130	0	158	0	0	0	0	134	16	150	29	1	43	73
+15 mins.	33	167	0	200	0	0	0	0	150	11	161	39	0	72	111
+30 mins.	25	183	0	208	0	0	0	0	153	16	169	55	2	64	121
+45 mins.	13	143	0	156	0	0	0	0	166	12	178	55	0	46	101
Total Volume	99	623	0	722	0	0	0	0	603	55	658	178	3	225	406
% App. Total	13.7	86.3	0		0	0	0	0	91.6	8.4		43.8	0.7	55.4	
PHF	.750	.851	.000	.868	.000	.000	.000	.000	.908	.859	.924	.809	.375	.781	.839

City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 04\_IND\_GCP\_10E AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	0	0	0	0	0	9	1	10	2	0	4	6	17
07:15 AM	2	5	0	7	0	0	0	0	0	6	0	6	2	0	8	10	23
07:30 AM	1	2	0	3	0	0	0	0	0	6	0	6	2	0	2	4	13
07:45 AM	1	6	0	7	0	0	0	0	0	12	0	12	1	0	6	7	26
Total	4	14	0	18	0	0	0	0	0	33	1	34	7	0	20	27	79
08:00 AM	1	3	0	4	0	0	0	0	0	6	0	6	0	0	0	0	10
08:15 AM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
08:30 AM	0	3	0	3	0	0	0	0	0	5	0	5	1	0	4	5	13
08:45 AM	1	3	0	4	0	0	0	0	0	4	1	5	1	0	4	5	14
Total	2	12	0	14	0	0	0	0	0	18	1	19	2	0	8	10	43
Grand Total	6	26	0	32	0	0	0	0	0	51	2	53	9	0	28	37	122
Apprch %	18.8	81.2	0		0	0	0		0	96.2	3.8		24.3	0	75.7		
Total %	4.9	21.3	0	26.2	0	0	0	0	0	41.8	1.6	43.4	7.4	0	23	30.3	

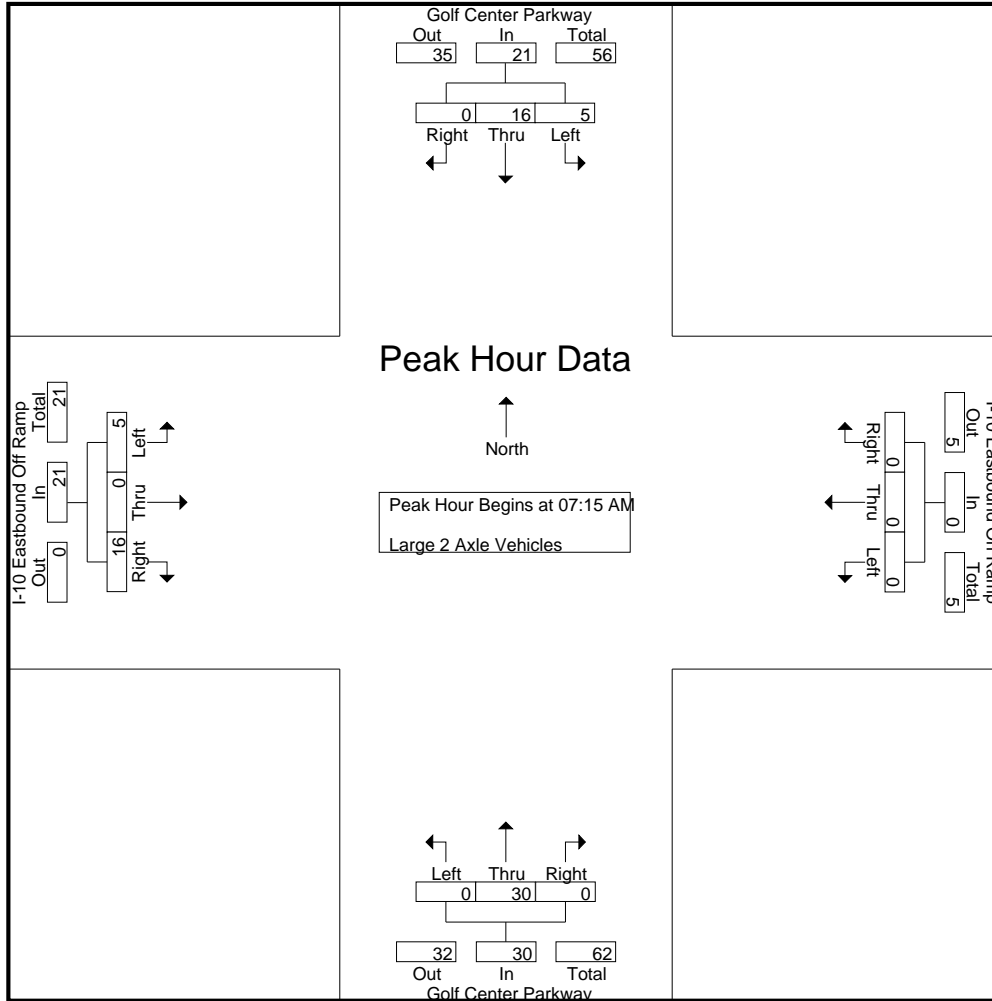
Start Time	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	2	5	0	7	0	0	0	0	0	6	0	6	2	0	8	10	23
07:30 AM	1	2	0	3	0	0	0	0	0	6	0	6	2	0	2	4	13
07:45 AM	1	6	0	7	0	0	0	0	0	12	0	12	1	0	6	7	26
08:00 AM	1	3	0	4	0	0	0	0	0	6	0	6	0	0	0	0	10
Total Volume	5	16	0	21	0	0	0	0	0	30	0	30	5	0	16	21	72
% App. Total	23.8	76.2	0		0	0	0		0	100	0		23.8	0	76.2		
PHF	.625	.667	.000	.750	.000	.000	.000	.000	.000	.625	.000	.625	.625	.000	.500	.525	.692

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 04\_IND\_GCP\_10E AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM							
+0 mins.	2	5	0	7	0	0	0	0	6	0	6	2	0	8	10	
+15 mins.	1	2	0	3	0	0	0	0	0	6	0	2	0	2	4	
+30 mins.	1	6	0	7	0	0	0	0	0	12	0	1	0	6	7	
+45 mins.	1	3	0	4	0	0	0	0	0	6	0	0	0	0	0	
Total Volume	5	16	0	21	0	0	0	0	0	30	0	5	0	16	21	
% App. Total	23.8	76.2	0		0	0	0	0	0	100	0	23.8	0	76.2		
PHF	.625	.667	.000	.750	.000	.000	.000	.000	.000	.625	.000	.625	.625	.000	.500	.525

City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 04\_IND\_GCP\_10E AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
07:15 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	1	0	1	2	4
Total	0	3	0	3	0	0	0	0	0	6	0	6	1	0	2	3	12
08:00 AM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	6	6	8
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	7	7	8
08:30 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	5	5	7
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	4	4
Total	0	2	0	2	0	0	0	0	0	1	2	3	1	0	21	22	27
Grand Total	0	5	0	5	0	0	0	0	0	7	2	9	2	0	23	25	39
Apprch %	0	100	0		0	0	0		0	77.8	22.2		8	0	92		
Total %	0	12.8	0	12.8	0	0	0	0	0	17.9	5.1	23.1	5.1	0	59	64.1	

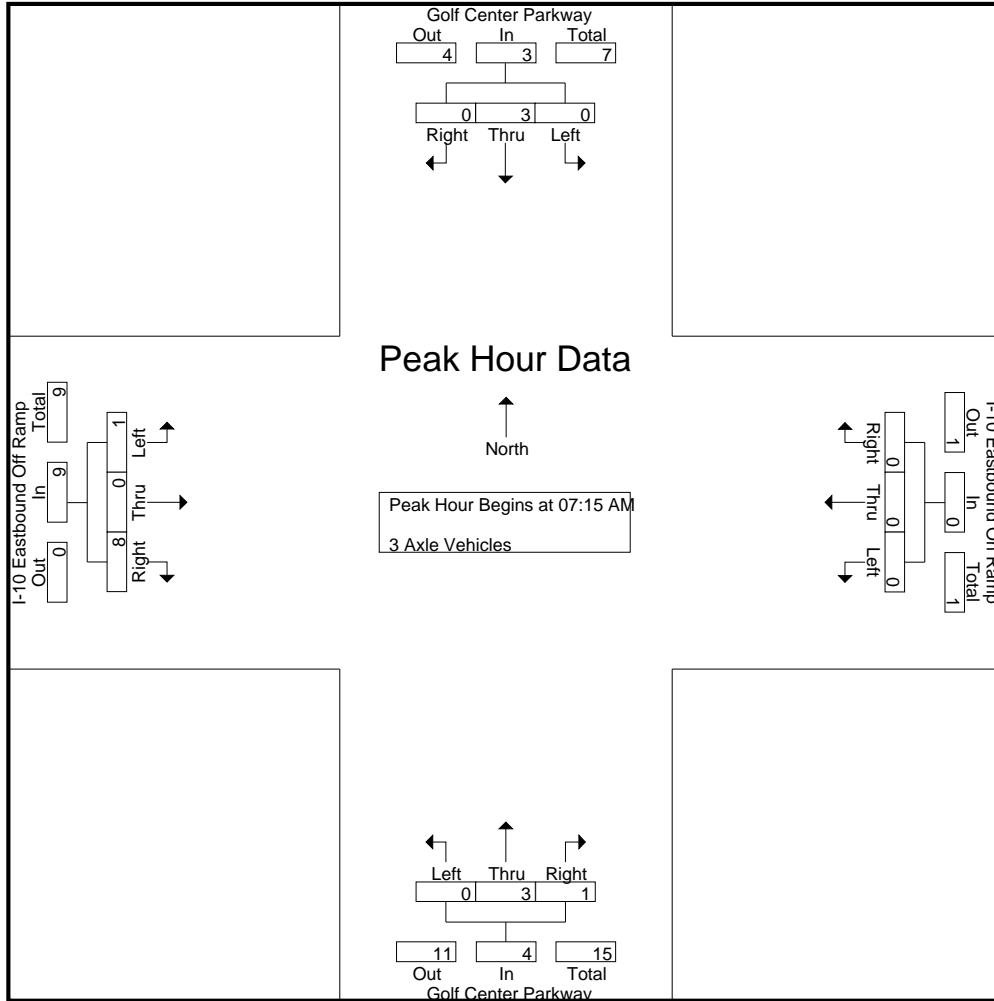
Start Time	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	1	0	1	2	4
08:00 AM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	6	6	8
Total Volume	0	3	0	3	0	0	0	0	0	3	1	4	1	0	8	9	16
% App. Total	0	100	0		0	0	0		0	75	25		11.1	0	88.9		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.375	.250	.500	.250	.000	.333	.375	.500

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 04\_IND\_GCP\_10E AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM							
+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	1	1
+30 mins.	0	0	0	0	0	0	0	0	0	2	0	2	1	0	1	2
+45 mins.	0	1	0	1	0	0	0	0	0	0	1	1	0	0	6	6
Total Volume	0	3	0	3	0	0	0	0	0	3	1	4	1	0	8	9
% App. Total	0	100	0		0	0	0		0	75	25		11.1	0	88.9	
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.375	.250	.500	.250	.000	.333	.375

City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 04\_IND\_GCP\_10E AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	3	
07:15 AM	0	1	0	1	0	0	0	0	0	0	5	0	5	1	0	2	3	9
07:30 AM	1	2	0	3	0	0	0	0	0	0	5	0	5	0	0	2	2	10
07:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	1	1	5
Total	1	3	0	4	0	0	0	0	0	0	14	0	14	3	0	6	9	27
08:00 AM	2	2	0	4	0	0	0	0	0	0	0	1	1	0	0	1	1	6
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	2	3
08:30 AM	2	3	0	5	0	0	0	0	0	0	1	0	1	1	0	2	3	9
08:45 AM	2	0	0	2	0	0	0	0	0	0	2	0	2	0	0	2	2	6
Total	6	5	0	11	0	0	0	0	0	0	3	2	5	2	0	6	8	24
Grand Total	7	8	0	15	0	0	0	0	0	0	17	2	19	5	0	12	17	51
Apprch %	46.7	53.3	0		0	0	0		0	89.5	10.5			29.4	0	70.6		
Total %	13.7	15.7	0	29.4	0	0	0	0	0	33.3	3.9	37.3		9.8	0	23.5	33.3	

Start Time	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:15 AM	0	1	0	1	0	0	0	0	0	0	5	0	5	1	0	2	3	9
07:30 AM	1	2	0	3	0	0	0	0	0	0	5	0	5	0	0	2	2	10
07:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	1	1	5
08:00 AM	2	2	0	4	0	0	0	0	0	0	0	1	1	0	0	1	1	6
Total Volume	3	5	0	8	0	0	0	0	0	0	14	1	15	1	0	6	7	30
% App. Total	37.5	62.5	0		0	0	0		0	93.3	6.7			14.3	0	85.7		
PHF	.375	.625	.000	.500	.000	.000	.000	.000	.000	.700	.250	.750		.250	.000	.750	.583	.750

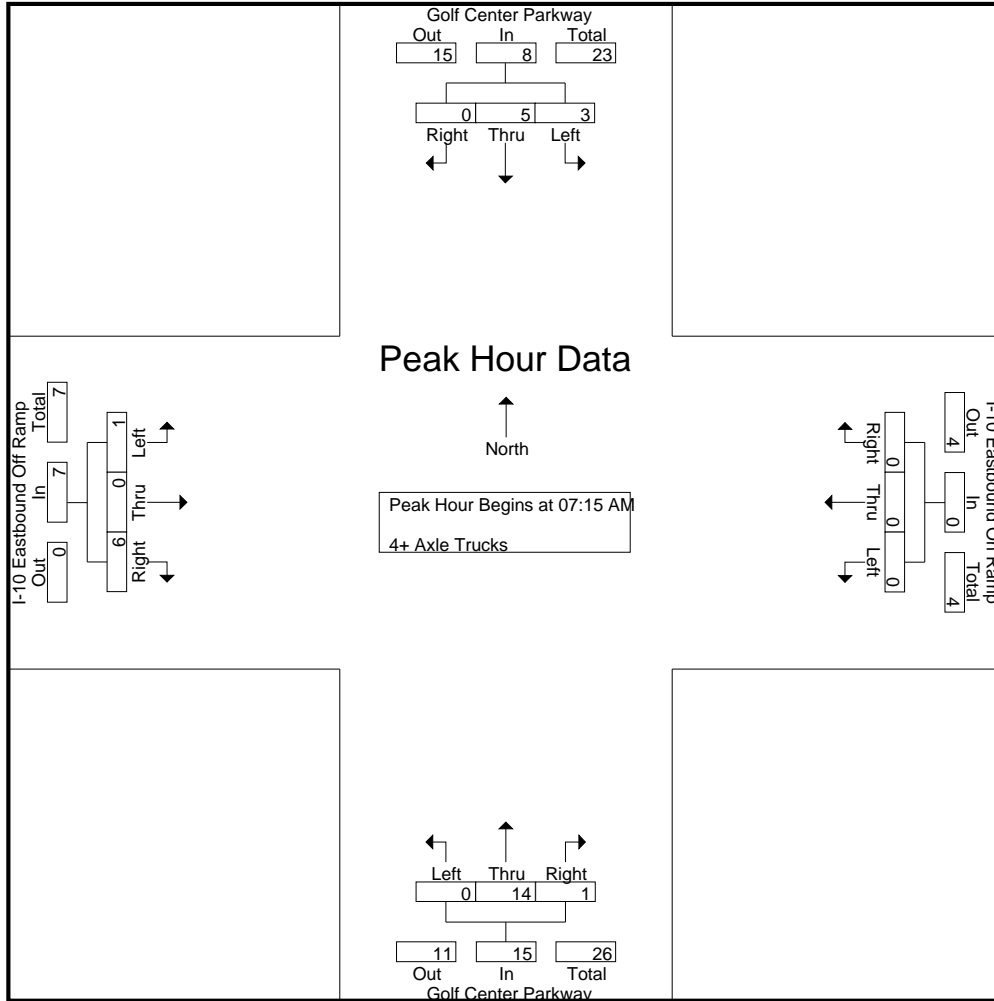
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM



City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 04\_IND\_GCP\_10E AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM							
+0 mins.	0	1	0	1	0	0	0	0	0	5	0	5	1	0	2	3
+15 mins.	1	2	0	3	0	0	0	0	0	5	0	5	0	0	2	2
+30 mins.	0	0	0	0	0	0	0	0	0	4	0	4	0	0	1	1
+45 mins.	2	2	0	4	0	0	0	0	0	0	1	1	0	0	1	1
Total Volume	3	5	0	8	0	0	0	0	0	14	1	15	1	0	6	7
% App. Total	37.5	62.5	0		0	0	0	0	0	93.3	6.7		14.3	0	85.7	
PHF	.375	.625	.000	.500	.000	.000	.000	.000	.000	.700	.250	.750	.250	.000	.750	.583

City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 04\_IND\_GCP\_10E PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

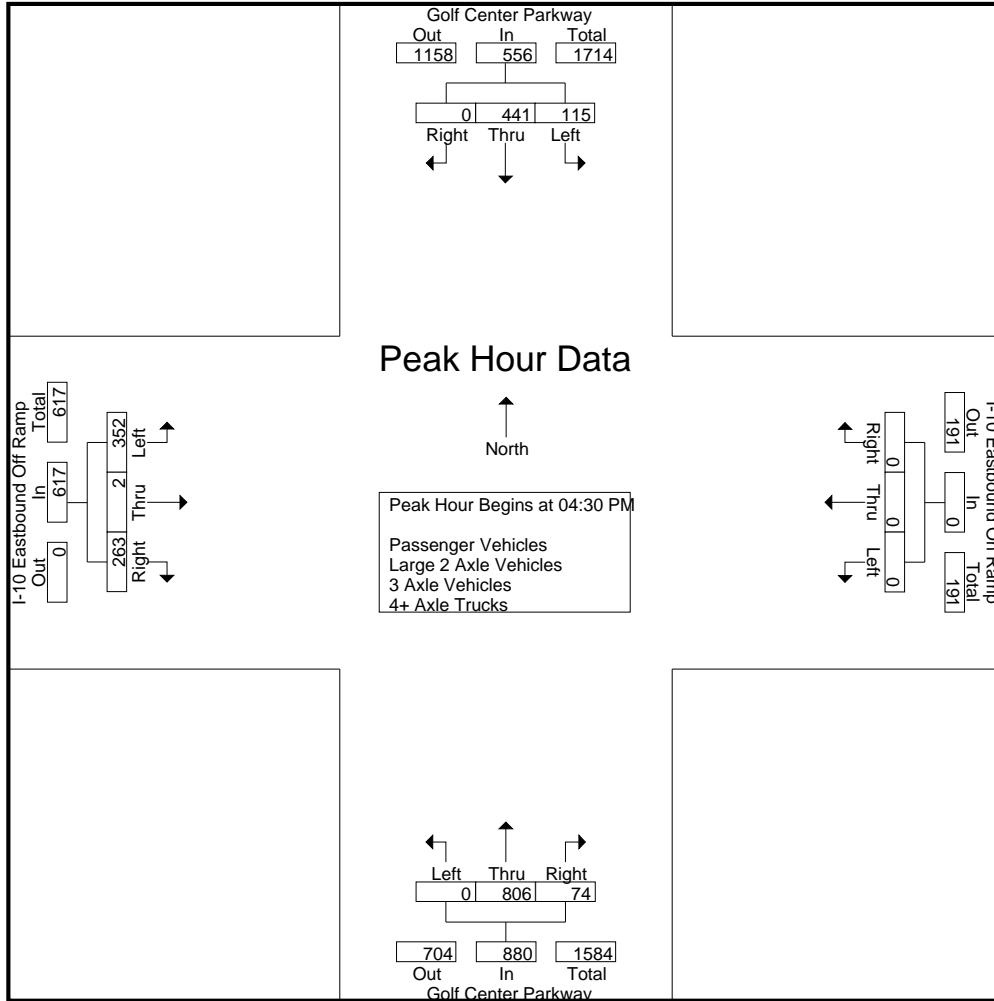
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	30	136	0	166	0	0	0	0	0	204	22	226	85	0	56	141	533
04:15 PM	39	121	0	160	0	0	0	0	0	190	19	209	79	1	75	155	524
04:30 PM	20	116	0	136	0	0	0	0	0	212	23	235	81	1	68	150	521
04:45 PM	29	100	0	129	0	0	0	0	0	176	17	193	82	0	59	141	463
Total	118	473	0	591	0	0	0	0	0	782	81	863	327	2	258	587	2041
05:00 PM	34	106	0	140	0	0	0	0	0	224	22	246	74	0	66	140	526
05:15 PM	32	119	0	151	0	0	0	0	0	194	12	206	115	1	70	186	543
05:30 PM	35	119	0	154	0	0	0	0	0	161	14	175	88	2	46	136	465
05:45 PM	26	107	0	133	0	0	0	0	0	180	14	194	85	0	73	158	485
Total	127	451	0	578	0	0	0	0	0	759	62	821	362	3	255	620	2019
Grand Total	245	924	0	1169	0	0	0	0	0	1541	143	1684	689	5	513	1207	4060
Apprch %	21	79	0		0	0	0		0	91.5	8.5		57.1	0.4	42.5		
Total %	6	22.8	0	28.8	0	0	0	0	0	38	3.5	41.5	17	0.1	12.6	29.7	
Passenger Vehicles	242	898	0	1140	0	0	0	0	0	1516	133	1649	678	5	492	1175	3964
% Passenger Vehicles	98.8	97.2	0	97.5	0	0	0	0	0	98.4	93	97.9	98.4	100	95.9	97.3	97.6
Large 2 Axle Vehicles	2	24	0	26	0	0	0	0	0	14	6	20	7	0	15	22	68
% Large 2 Axle Vehicles	0.8	2.6	0	2.2	0	0	0	0	0	0.9	4.2	1.2	1	0	2.9	1.8	1.7
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	7	2	9	1	0	4	5	14
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0.5	1.4	0.5	0.1	0	0.8	0.4	0.3
4+ Axle Trucks	1	2	0	3	0	0	0	0	0	4	2	6	3	0	2	5	14
% 4+ Axle Trucks	0.4	0.2	0	0.3	0	0	0	0	0	0.3	1.4	0.4	0.4	0	0.4	0.4	0.3

Start Time	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	20	116	0	136	0	0	0	0	0	212	<b>23</b>	235	81	<b>1</b>	68	150	521
04:45 PM	29	100	0	129	0	0	0	0	0	176	17	193	82	0	59	141	463
05:00 PM	<b>34</b>	106	0	140	0	0	0	0	0	<b>224</b>	22	<b>246</b>	74	0	66	140	526
05:15 PM	32	<b>119</b>	0	<b>151</b>	0	0	0	0	0	194	12	206	<b>115</b>	1	<b>70</b>	<b>186</b>	<b>543</b>
Total Volume	115	441	0	556	0	0	0	0	0	806	74	880	352	2	263	617	2053
% App. Total	20.7	79.3	0		0	0	0		0	91.6	8.4		57.1	0.3	42.6		
PHF	.846	.926	.000	.921	.000	.000	.000	.000	.000	.900	.804	.894	.765	.500	.939	.829	.945

City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 04\_IND\_GCP\_10E PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				05:00 PM						
+0 mins.	30	<b>136</b>	0	<b>166</b>	0	0	0	0	190	19	209	74	0	66	140
+15 mins.	<b>39</b>	121	0	160	0	0	0	0	212	<b>23</b>	235	<b>115</b>	1	70	<b>186</b>
+30 mins.	20	116	0	136	0	0	0	0	176	17	193	88	<b>2</b>	46	136
+45 mins.	29	100	0	129	0	0	0	0	<b>224</b>	22	<b>246</b>	85	0	<b>73</b>	158
Total Volume	118	473	0	591	0	0	0	0	802	81	883	362	3	255	620
% App. Total	20	80	0		0	0	0	0	90.8	9.2		58.4	0.5	41.1	
PHF	.756	.869	.000	.890	.000	.000	.000	.000	.895	.880	.897	.787	.375	.873	.833

City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 04\_IND\_GCP\_10E PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

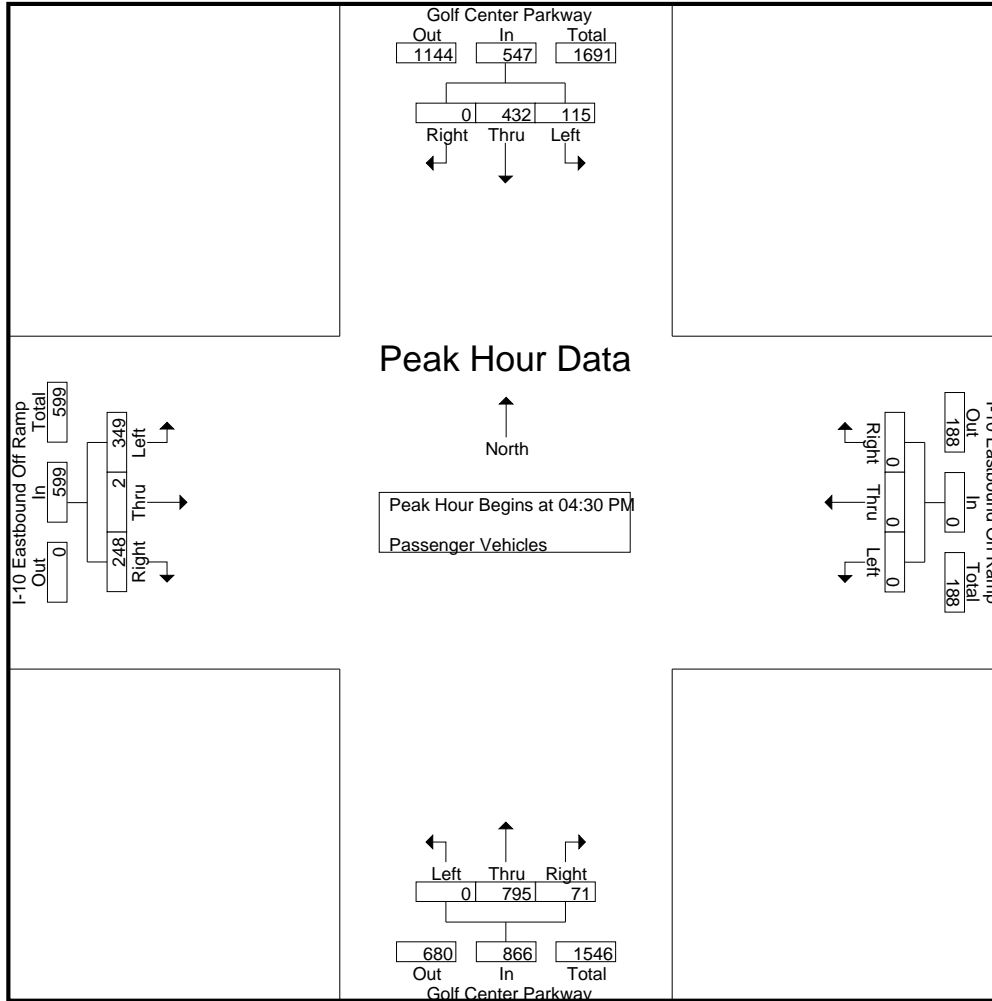
Groups Printed- Passenger Vehicles

Start Time	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	30	128	0	158	0	0	0	0	0	201	20	221	84	0	55	139	518
04:15 PM	38	115	0	153	0	0	0	0	0	184	14	198	77	1	72	150	501
04:30 PM	20	112	0	132	0	0	0	0	0	206	20	226	81	1	61	143	501
04:45 PM	29	97	0	126	0	0	0	0	0	175	17	192	81	0	55	136	454
Total	117	452	0	569	0	0	0	0	0	766	71	837	323	2	243	568	1974
05:00 PM	34	105	0	139	0	0	0	0	0	221	22	243	73	0	63	136	518
05:15 PM	32	118	0	150	0	0	0	0	0	193	12	205	114	1	69	184	539
05:30 PM	35	118	0	153	0	0	0	0	0	159	14	173	86	2	45	133	459
05:45 PM	24	105	0	129	0	0	0	0	0	177	14	191	82	0	72	154	474
Total	125	446	0	571	0	0	0	0	0	750	62	812	355	3	249	607	1990
Grand Total	242	898	0	1140	0	0	0	0	0	1516	133	1649	678	5	492	1175	3964
Apprch %	21.2	78.8	0		0	0	0		0	91.9	8.1		57.7	0.4	41.9		
Total %	6.1	22.7	0	28.8	0	0	0	0	0	38.2	3.4	41.6	17.1	0.1	12.4	29.6	

Start Time	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	20	112	0	132	0	0	0	0	0	206	20	226	81	1	61	143	501
04:45 PM	29	97	0	126	0	0	0	0	0	175	17	192	81	0	55	136	454
05:00 PM	<b>34</b>	105	0	139	0	0	0	0	0	<b>221</b>	<b>22</b>	<b>243</b>	73	0	63	136	518
05:15 PM	32	<b>118</b>	0	<b>150</b>	0	0	0	0	0	193	12	205	<b>114</b>	1	<b>69</b>	<b>184</b>	<b>539</b>
Total Volume	115	432	0	547	0	0	0	0	0	795	71	866	349	2	248	599	2012
% App. Total	21	79	0		0	0	0		0	91.8	8.2		58.3	0.3	41.4		
PHF	.846	.915	.000	.912	.000	.000	.000	.000	.000	.899	.807	.891	.765	.500	.899	.814	.933

City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 04\_IND\_GCP\_10E PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



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							
+0 mins.	20	112	0	132	0	0	0	0	0	206	20	226	81	1	61	143
+15 mins.	29	97	0	126	0	0	0	0	0	175	17	192	81	0	55	136
+30 mins.	<b>34</b>	105	0	139	0	0	0	0	0	<b>221</b>	<b>22</b>	<b>243</b>	73	0	63	136
+45 mins.	32	<b>118</b>	0	<b>150</b>	0	0	0	0	0	193	12	205	<b>114</b>	1	<b>69</b>	<b>184</b>
Total Volume	115	432	0	547	0	0	0	0	0	795	71	866	349	2	248	599
% App. Total	21	79	0		0	0	0		0	91.8	8.2		58.3	0.3	41.4	
PHF	.846	.915	.000	.912	.000	.000	.000	.000	.000	.899	.807	.891	.765	.500	.899	.814

City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 04\_IND\_GCP\_10E PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

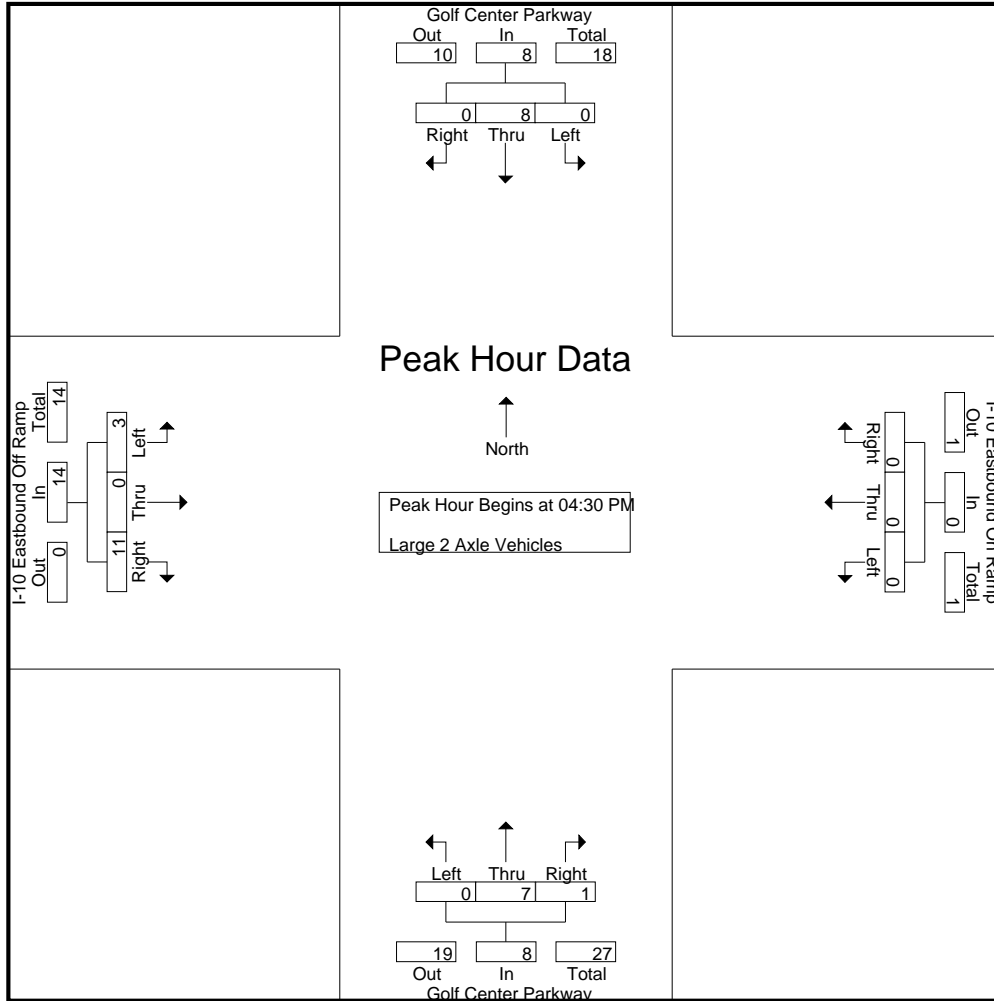
Groups Printed- Large 2 Axle Vehicles

Start Time	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	7	0	7	0	0	0	0	0	2	1	3	1	0	1	2	12
04:15 PM	1	6	0	7	0	0	0	0	0	1	4	5	1	0	3	4	16
04:30 PM	0	3	0	3	0	0	0	0	0	4	1	5	0	0	5	5	13
04:45 PM	0	3	0	3	0	0	0	0	0	1	0	1	1	0	3	4	8
Total	1	19	0	20	0	0	0	0	0	8	6	14	3	0	12	15	49
05:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	1	0	2	3	6
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	1	2	3
05:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	1	0	0	1	3
05:45 PM	1	2	0	3	0	0	0	0	0	3	0	3	1	0	0	1	7
Total	1	5	0	6	0	0	0	0	0	6	0	6	4	0	3	7	19
Grand Total	2	24	0	26	0	0	0	0	0	14	6	20	7	0	15	22	68
Apprch %	7.7	92.3	0		0	0	0		0	70	30		31.8	0	68.2		
Total %	2.9	35.3	0	38.2	0	0	0	0	0	20.6	8.8	29.4	10.3	0	22.1	32.4	

Start Time	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	3	0	3	0	0	0	0	0	4	1	5	0	0	5	5	13
04:45 PM	0	3	0	3	0	0	0	0	0	1	0	1	1	0	3	4	8
05:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	1	0	2	3	6
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	1	2	3
Total Volume	0	8	0	8	0	0	0	0	0	7	1	8	3	0	11	14	30
% App. Total	0	100	0		0	0	0		0	87.5	12.5		21.4	0	78.6		
PHF	.000	.667	.000	.667	.000	.000	.000	.000	.000	.438	.250	.400	.750	.000	.550	.700	.577

City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 04\_IND\_GCP\_10E PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



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							
+0 mins.	0	3	0	3	0	0	0	0	0	4	1	5	0	0	5	5
+15 mins.	0	3	0	3	0	0	0	0	0	1	0	1	1	0	3	4
+30 mins.	0	1	0	1	0	0	0	0	0	2	0	2	1	0	2	3
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	0	8	0	8	0	0	0	0	0	7	1	8	3	0	11	14
% App. Total	0	100	0		0	0	0	0	0	87.5	12.5		21.4	0	78.6	
PHF	.000	.667	.000	.667	.000	.000	.000	.000	.000	.438	.250	.400	.750	.000	.550	.700

City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 04\_IND\_GCP\_10E PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

Groups Printed- 3 Axle Vehicles

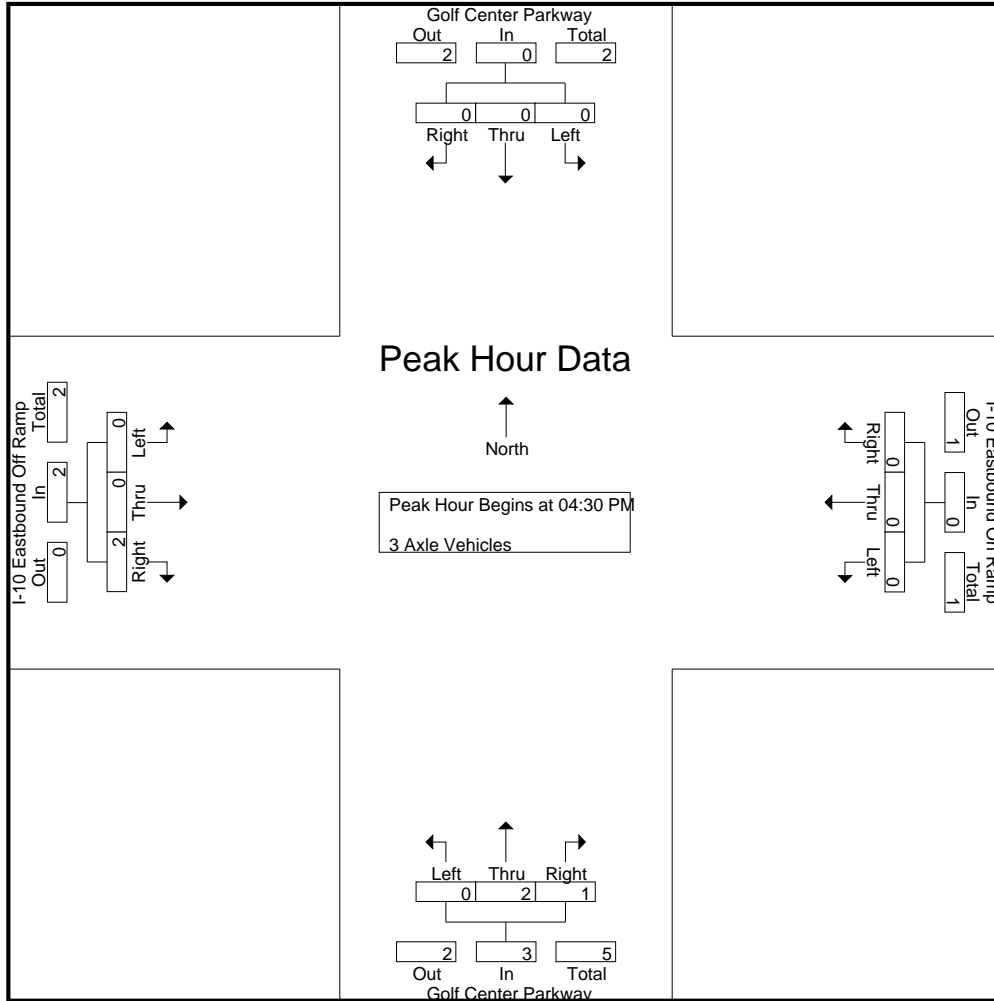
Start Time	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	4	0	4	1	0	0	1	5
04:30 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	1	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	6	2	8	1	0	2	3	11
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	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	1	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2	3
Grand Total	0	0	0	0	0	0	0	0	0	7	2	9	1	0	4	5	14
Apprch %	0	0	0	0	0	0	0	0	0	77.8	22.2		20	0	80		
Total %	0	0	0	0	0	0	0	0	0	50	14.3	64.3	7.1	0	28.6	35.7	

Start Time	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	1	1	3
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	1	0	1	0	0	0	0	1
05:15 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	1	3	0	0	2	2	5
% App. Total	0	0	0	0	0	0	0	0	0	66.7	33.3		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.250	.375	.000	.000	.500	.500	.417



City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 04\_IND\_GCP\_10E PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



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	1	1	2	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	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	1	3	0	0	2	2
% App. Total	0	0	0	0	0	0	0	0	0	66.7	33.3		0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.250	.375	.000	.000	.500	.500

City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 04\_IND\_GCP\_10E PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

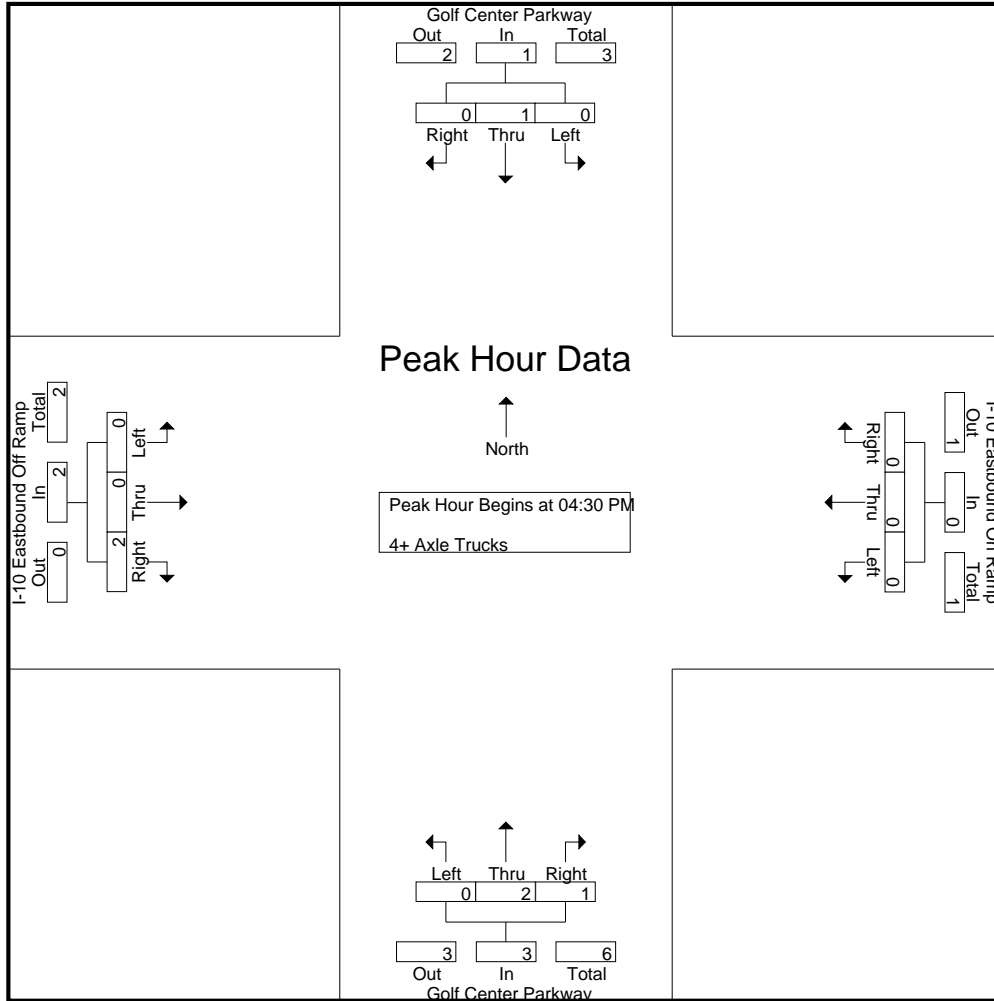
Groups Printed- 4+ Axle Trucks

Start Time	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
04:30 PM	0	1	0	1	0	0	0	0	0	0	1	1	2	0	0	1	1	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	0	2	2	4	0	0	1	1	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	2	3
Total	1	0	0	1	0	0	0	0	0	0	2	0	2	3	0	1	4	7
Grand Total	1	2	0	3	0	0	0	0	0	0	4	2	6	3	0	2	5	14
Apprch %	33.3	66.7	0		0	0	0		0	66.7	33.3			60	0	40		
Total %	7.1	14.3	0	21.4	0	0	0	0	0	28.6	14.3	42.9		21.4	0	14.3	35.7	

Start Time	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:30 PM	0	1	0	1	0	0	0	0	0	0	1	1	2	0	0	1	1	4
04:45 PM	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	1	1	1
05:15 PM	0	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	0	0	0	0	2	1	3	0	0	2	2	6
% App. Total	0	100	0		0	0	0		0	66.7	33.3			0	0	100		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.500	.250	.375	.000	.000	.500	.500	.375

City of Indio  
 N/S: Golf Center Parkway  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 04\_IND\_GCP\_10E PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



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	0	0	0	0	0	1	1	2	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	1	1
+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	0	0	0	2	1	3	0	0	2	2
% App. Total	0	100	0	0	0	0	0	0	0	66.7	33.3	0	0	0	100	0
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.250	.375	.000	.000	.500	.500

City of Indio  
 N/S: Jackson Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 05\_IND\_Jack\_A45 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

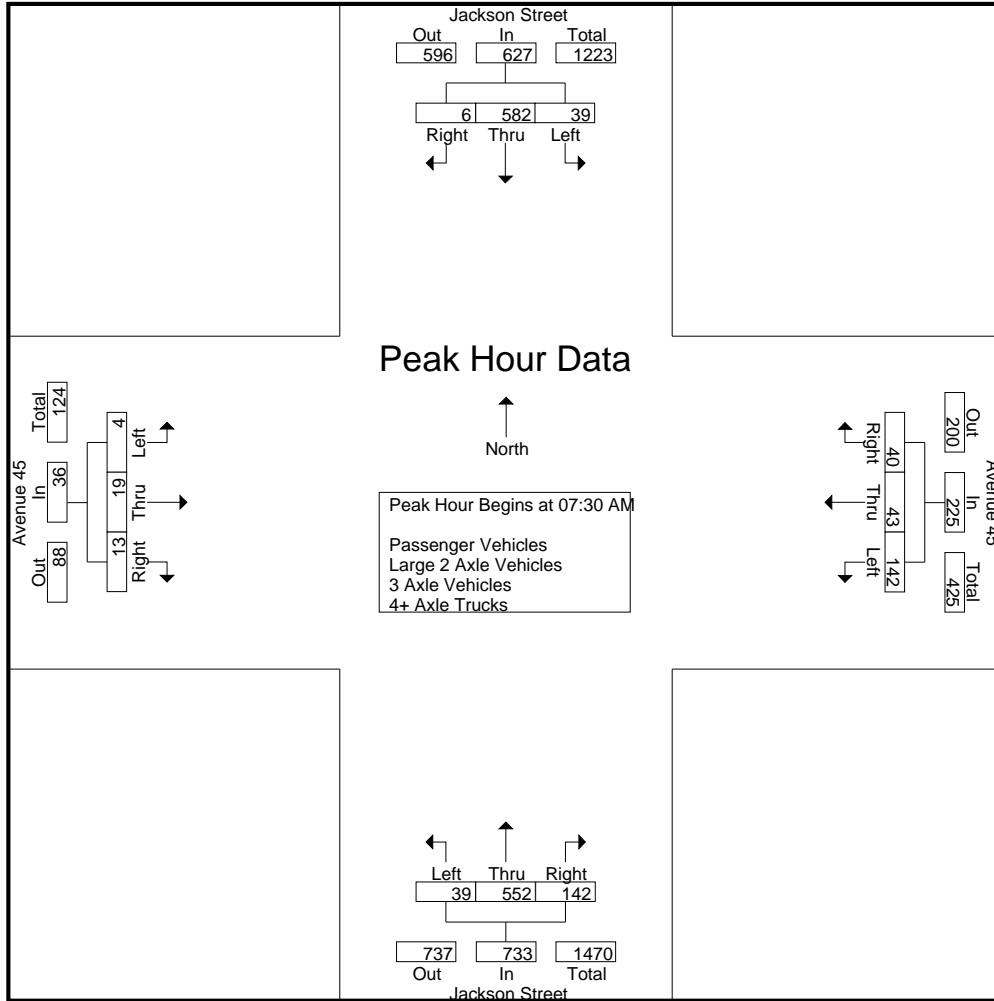
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Jackson Street Southbound				Avenue 45 Westbound				Jackson Street Northbound				Avenue 45 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	5	106	1	112	30	3	8	41	6	106	27	139	2	1	4	7	299
07:15 AM	6	100	1	107	31	13	10	54	2	111	24	137	0	2	3	5	303
07:30 AM	6	132	1	139	49	9	9	67	7	146	38	191	1	6	2	9	406
07:45 AM	10	168	1	179	39	7	13	59	10	178	48	236	1	5	2	8	482
<b>Total</b>	<b>27</b>	<b>506</b>	<b>4</b>	<b>537</b>	<b>149</b>	<b>32</b>	<b>40</b>	<b>221</b>	<b>25</b>	<b>541</b>	<b>137</b>	<b>703</b>	<b>4</b>	<b>14</b>	<b>11</b>	<b>29</b>	<b>1490</b>
08:00 AM	13	164	3	180	38	18	10	66	8	110	30	148	1	5	1	7	401
08:15 AM	10	118	1	129	16	9	8	33	14	118	26	158	1	3	8	12	332
08:30 AM	10	121	2	133	29	9	7	45	11	141	36	188	2	5	3	10	376
08:45 AM	5	139	2	146	19	9	11	39	6	129	27	162	2	1	1	4	351
<b>Total</b>	<b>38</b>	<b>542</b>	<b>8</b>	<b>588</b>	<b>102</b>	<b>45</b>	<b>36</b>	<b>183</b>	<b>39</b>	<b>498</b>	<b>119</b>	<b>656</b>	<b>6</b>	<b>14</b>	<b>13</b>	<b>33</b>	<b>1460</b>
<b>Grand Total</b>	<b>65</b>	<b>1048</b>	<b>12</b>	<b>1125</b>	<b>251</b>	<b>77</b>	<b>76</b>	<b>404</b>	<b>64</b>	<b>1039</b>	<b>256</b>	<b>1359</b>	<b>10</b>	<b>28</b>	<b>24</b>	<b>62</b>	<b>2950</b>
Apprch %	5.8	93.2	1.1		62.1	19.1	18.8		4.7	76.5	18.8		16.1	45.2	38.7		
Total %	2.2	35.5	0.4	38.1	8.5	2.6	2.6	13.7	2.2	35.2	8.7	46.1	0.3	0.9	0.8	2.1	
Passenger Vehicles	60	1009	10	1079	227	66	58	351	59	988	239	1286	6	26	21	53	2769
% Passenger Vehicles	92.3	96.3	83.3	95.9	90.4	85.7	76.3	86.9	92.2	95.1	93.4	94.6	60	92.9	87.5	85.5	93.9
Large 2 Axle Vehicles	5	37	0	42	21	8	17	46	5	49	17	71	0	2	2	4	163
% Large 2 Axle Vehicles	7.7	3.5	0	3.7	8.4	10.4	22.4	11.4	7.8	4.7	6.6	5.2	0	7.1	8.3	6.5	5.5
3 Axle Vehicles	0	0	0	0	3	1	0	4	0	1	0	1	1	0	0	1	6
% 3 Axle Vehicles	0	0	0	0	1.2	1.3	0	1	0	0.1	0	0.1	10	0	0	1.6	0.2
4+ Axle Trucks	0	2	2	4	0	2	1	3	0	1	0	1	3	0	1	4	12
% 4+ Axle Trucks	0	0.2	16.7	0.4	0	2.6	1.3	0.7	0	0.1	0	0.1	30	0	4.2	6.5	0.4

Start Time	Jackson Street Southbound				Avenue 45 Westbound				Jackson Street Northbound				Avenue 45 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	6	132	1	139	<b>49</b>	9	9	<b>67</b>	7	146	38	191	<b>1</b>	<b>6</b>	2	9	406
07:45 AM	10	<b>168</b>	1	179	39	7	<b>13</b>	59	10	<b>178</b>	<b>48</b>	<b>236</b>	1	5	2	8	<b>482</b>
08:00 AM	<b>13</b>	164	<b>3</b>	<b>180</b>	38	<b>18</b>	10	66	8	110	30	148	1	5	1	7	401
08:15 AM	10	118	1	129	16	9	8	33	<b>14</b>	118	26	158	1	3	<b>8</b>	<b>12</b>	332
Total Volume	39	582	6	627	142	43	40	225	39	552	142	733	4	19	13	36	1621
% App. Total	6.2	92.8	1		63.1	19.1	17.8		5.3	75.3	19.4		11.1	52.8	36.1		
PHF	.750	.866	.500	.871	.724	.597	.769	.840	.696	.775	.740	.776	1.00	.792	.406	.750	.841

City of Indio  
 N/S: Jackson Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 05\_IND\_Jack\_A45 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:30 AM				07:45 AM			
+0 mins.	6	132	1	139	31	13	10	54	7	146	38	191	1	5	2	8
+15 mins.	10	<b>168</b>	1	179	<b>49</b>	9	9	<b>67</b>	10	<b>178</b>	<b>48</b>	<b>236</b>	1	5	1	7
+30 mins.	<b>13</b>	164	<b>3</b>	<b>180</b>	39	7	<b>13</b>	59	8	110	30	148	1	3	<b>8</b>	<b>12</b>
+45 mins.	10	118	1	129	38	<b>18</b>	10	66	<b>14</b>	118	26	158	<b>2</b>	5	3	10
Total Volume	39	582	6	627	157	47	42	246	39	552	142	733	5	18	14	37
% App. Total	6.2	92.8	1		63.8	19.1	17.1		5.3	75.3	19.4		13.5	48.6	37.8	
PHF	.750	.866	.500	.871	.801	.653	.808	.918	.696	.775	.740	.776	.625	.900	.438	.771

City of Indio  
 N/S: Jackson Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 05\_IND\_Jack\_A45 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Jackson Street Southbound				Avenue 45 Westbound				Jackson Street Northbound				Avenue 45 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	5	101	1	107	28	3	7	38	5	98	25	128	1	1	4	6	279
07:15 AM	4	98	1	103	27	11	8	46	2	105	22	129	0	2	3	5	283
07:30 AM	5	125	0	130	45	6	6	57	7	136	37	180	1	6	2	9	376
07:45 AM	9	167	0	176	33	7	10	50	9	170	45	224	0	4	1	5	455
Total	23	491	2	516	133	27	31	191	23	509	129	661	2	13	10	25	1393
08:00 AM	13	159	3	175	37	16	9	62	8	103	28	139	1	4	1	6	382
08:15 AM	9	115	1	125	15	8	6	29	12	115	25	152	1	3	6	10	316
08:30 AM	10	118	2	130	26	9	4	39	10	138	34	182	1	5	3	9	360
08:45 AM	5	126	2	133	16	6	8	30	6	123	23	152	1	1	1	3	318
Total	37	518	8	563	94	39	27	160	36	479	110	625	4	13	11	28	1376
Grand Total	60	1009	10	1079	227	66	58	351	59	988	239	1286	6	26	21	53	2769
Apprch %	5.6	93.5	0.9		64.7	18.8	16.5		4.6	76.8	18.6		11.3	49.1	39.6		
Total %	2.2	36.4	0.4	39	8.2	2.4	2.1	12.7	2.1	35.7	8.6	46.4	0.2	0.9	0.8	1.9	

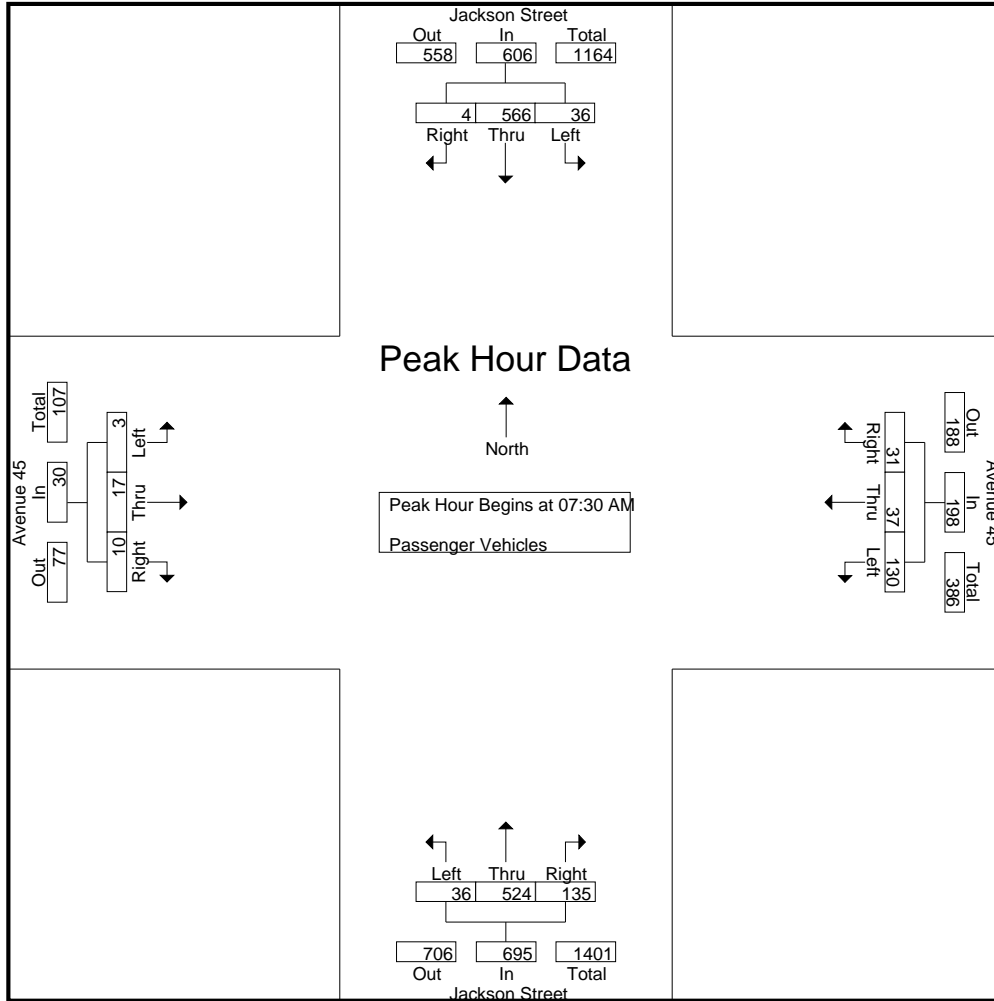
Start Time	Jackson Street Southbound				Avenue 45 Westbound				Jackson Street Northbound				Avenue 45 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	5	125	0	130	<b>45</b>	6	6	57	7	136	37	180	<b>1</b>	<b>6</b>	2	9	376
07:45 AM	9	<b>167</b>	0	<b>176</b>	33	7	<b>10</b>	50	9	<b>170</b>	<b>45</b>	<b>224</b>	0	4	1	5	<b>455</b>
08:00 AM	<b>13</b>	159	<b>3</b>	175	37	<b>16</b>	9	<b>62</b>	8	103	28	139	1	4	1	6	382
08:15 AM	9	115	1	125	15	8	6	29	<b>12</b>	115	25	152	1	3	<b>6</b>	<b>10</b>	316
Total Volume	36	566	4	606	130	37	31	198	36	524	135	695	3	17	10	30	1529
% App. Total	5.9	93.4	0.7		65.7	18.7	15.7		5.2	75.4	19.4		10	56.7	33.3		
PHF	.692	.847	.333	.861	.722	.578	.775	.798	.750	.771	.750	.776	.750	.708	.417	.750	.840

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

City of Indio  
 N/S: Jackson Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 05\_IND\_Jack\_A45 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM							
+0 mins.	5	125	0	130	<b>45</b>	6	6	57	7	136	37	180	1	<b>6</b>	2	9
+15 mins.	9	<b>167</b>	0	<b>176</b>	33	7	<b>10</b>	50	9	<b>170</b>	<b>45</b>	<b>224</b>	0	4	1	5
+30 mins.	<b>13</b>	159	<b>3</b>	175	37	<b>16</b>	9	<b>62</b>	8	103	28	139	1	4	1	6
+45 mins.	9	115	1	125	15	8	6	29	<b>12</b>	115	25	152	1	3	<b>6</b>	<b>10</b>
Total Volume	36	566	4	606	130	37	31	198	36	524	135	695	3	17	10	30
% App. Total	5.9	93.4	0.7		65.7	18.7	15.7		5.2	75.4	19.4		10	56.7	33.3	
PHF	.692	.847	.333	.861	.722	.578	.775	.798	.750	.771	.750	.776	.750	.708	.417	.750

City of Indio  
 N/S: Jackson Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 05\_IND\_Jack\_A45 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Jackson Street Southbound				Avenue 45 Westbound				Jackson Street Northbound				Avenue 45 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	5	0	5	2	0	1	3	1	8	2	11	0	0	0	0	19
07:15 AM	2	2	0	4	4	2	2	8	0	6	2	8	0	0	0	0	20
07:30 AM	1	7	0	8	3	1	3	7	0	10	1	11	0	0	0	0	26
07:45 AM	1	1	0	2	6	0	3	9	1	8	3	12	0	1	1	2	25
Total	4	15	0	19	15	3	9	27	2	32	8	42	0	1	1	2	90
08:00 AM	0	5	0	5	0	1	1	2	0	6	2	8	0	1	0	1	16
08:15 AM	1	3	0	4	1	1	2	4	2	2	1	5	0	0	1	1	14
08:30 AM	0	3	0	3	3	0	2	5	1	3	2	6	0	0	0	0	14
08:45 AM	0	11	0	11	2	3	3	8	0	6	4	10	0	0	0	0	29
Total	1	22	0	23	6	5	8	19	3	17	9	29	0	1	1	2	73
Grand Total	5	37	0	42	21	8	17	46	5	49	17	71	0	2	2	4	163
Apprch %	11.9	88.1	0		45.7	17.4	37		7	69	23.9		0	50	50		
Total %	3.1	22.7	0	25.8	12.9	4.9	10.4	28.2	3.1	30.1	10.4	43.6	0	1.2	1.2	2.5	

Start Time	Jackson Street Southbound				Avenue 45 Westbound				Jackson Street Northbound				Avenue 45 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	1	7	0	8	3	1	3	7	0	10	1	11	0	0	0	0	26
07:45 AM	1	1	0	2	6	0	3	9	1	8	3	12	0	1	1	2	25
08:00 AM	0	5	0	5	0	1	1	2	0	6	2	8	0	1	0	1	16
08:15 AM	1	3	0	4	1	1	2	4	2	2	1	5	0	0	1	1	14
Total Volume	3	16	0	19	10	3	9	22	3	26	7	36	0	2	2	4	81
% App. Total	15.8	84.2	0		45.5	13.6	40.9		8.3	72.2	19.4		0	50	50		
PHF	.750	.571	.000	.594	.417	.750	.750	.611	.375	.650	.583	.750	.000	.500	.500	.500	.779

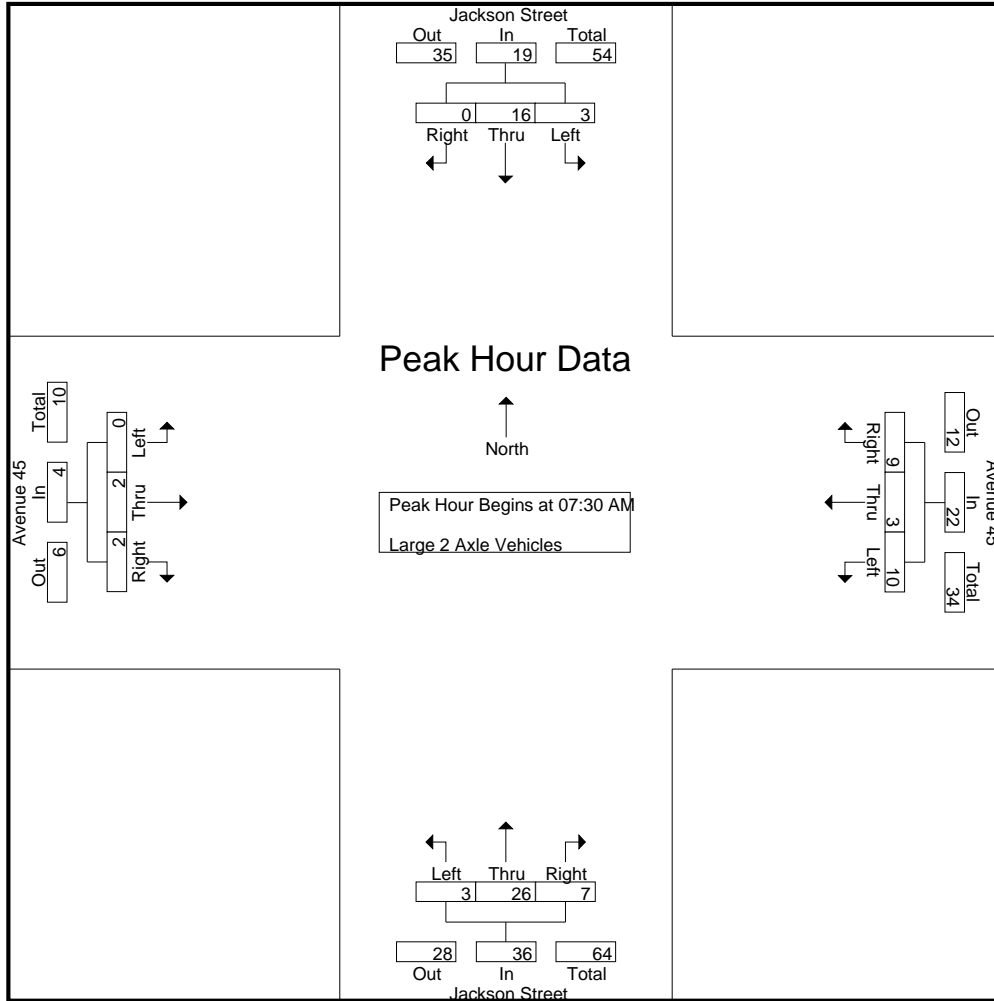
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM



City of Indio  
 N/S: Jackson Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 05\_IND\_Jack\_A45 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	1	7	0	8	3	1	3	7	0	10	1	11	0	0	0	0
+15 mins.	1	1	0	2	6	0	3	9	1	8	3	12	0	1	1	2
+30 mins.	0	5	0	5	0	1	1	2	0	6	2	8	0	1	0	1
+45 mins.	1	3	0	4	1	1	2	4	2	2	1	5	0	0	1	1
Total Volume	3	16	0	19	10	3	9	22	3	26	7	36	0	2	2	4
% App. Total	15.8	84.2	0		45.5	13.6	40.9		8.3	72.2	19.4		0	50	50	
PHF	.750	.571	.000	.594	.417	.750	.750	.611	.375	.650	.583	.750	.000	.500	.500	.500

City of Indio  
 N/S: Jackson Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 05\_IND\_Jack\_A45 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

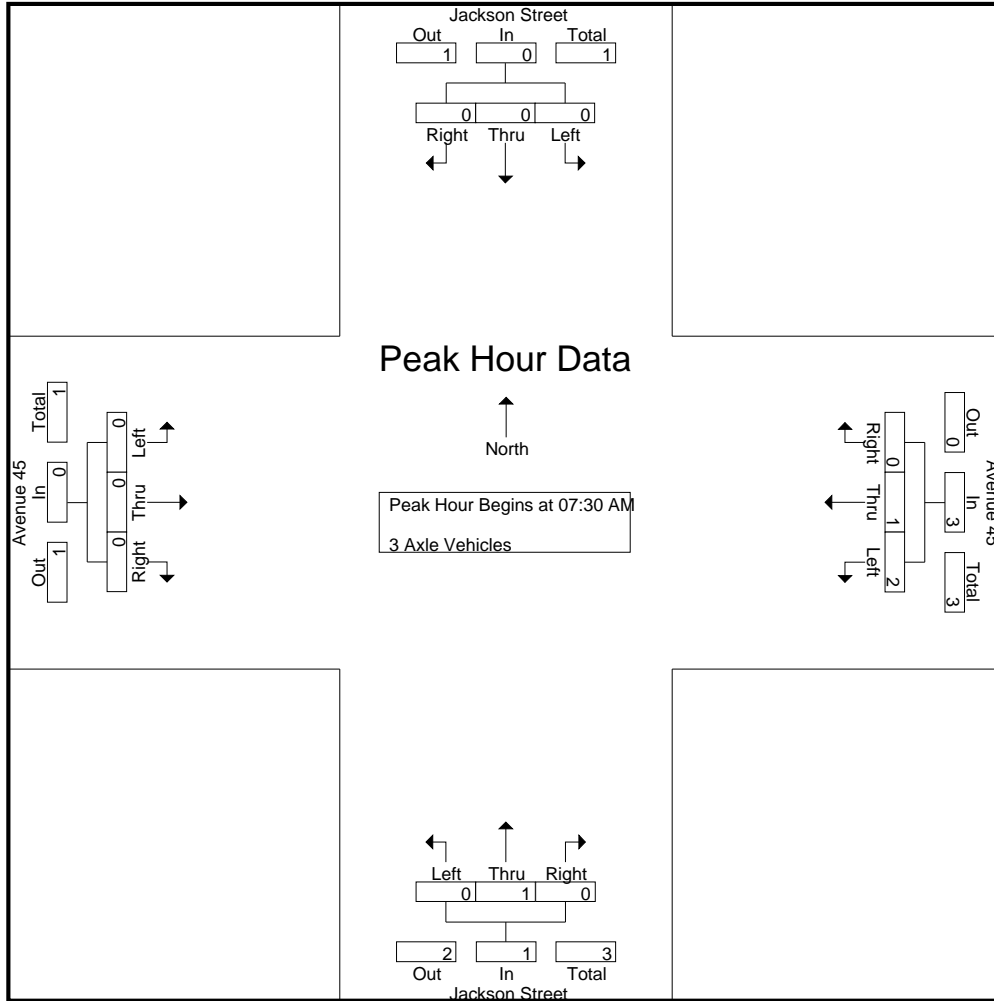
Groups Printed- 3 Axle Vehicles

Start Time	Jackson Street Southbound				Avenue 45 Westbound				Jackson Street Northbound				Avenue 45 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	2	0	0	0	0	1	0	0	1	3
08:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	2	0	1	0	1	0	0	0	0	3
Grand Total	0	0	0	0	3	1	0	4	0	1	0	1	1	0	0	1	6
Apprch %	0	0	0		75	25	0		0	100	0		100	0	0		
Total %	0	0	0		50	16.7	0	66.7	0	16.7	0	16.7	16.7	0	0	16.7	

Start Time	Jackson Street Southbound				Avenue 45 Westbound				Jackson Street Northbound				Avenue 45 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	2	1	0	3	0	1	0	1	0	0	0	0	4
% App. Total	0	0	0		66.7	33.3	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.500	.250	.000	.375	.000	.250	.000	.250	.000	.000	.000	.000	.500

City of Indio  
 N/S: Jackson Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 05\_IND\_Jack\_A45 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	1	1	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	1	0	0	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	0	0	0	0	2	1	0	3	0	1	0	1	0	0	0	0
% App. Total	0	0	0	0	66.7	33.3	0	0	0	100	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.500	.250	.000	.375	.000	.250	.000	.250	.000	.000	.000	.000

City of Indio  
 N/S: Jackson Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 05\_IND\_Jack\_A45 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Jackson Street Southbound				Avenue 45 Westbound				Jackson Street Northbound				Avenue 45 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	2	2	0	1	0	1	0	0	0	0	1	0	0	1	4
08:00 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	1	2
08:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
Total	0	2	0	2	0	1	1	2	0	1	0	1	2	0	1	3	8
Grand Total	0	2	2	4	0	2	1	3	0	1	0	1	3	0	1	4	12
Apprch %	0	50	50		0	66.7	33.3		0	100	0		75	0	25		
Total %	0	16.7	16.7	33.3	0	16.7	8.3	25	0	8.3	0	8.3	25	0	8.3	33.3	

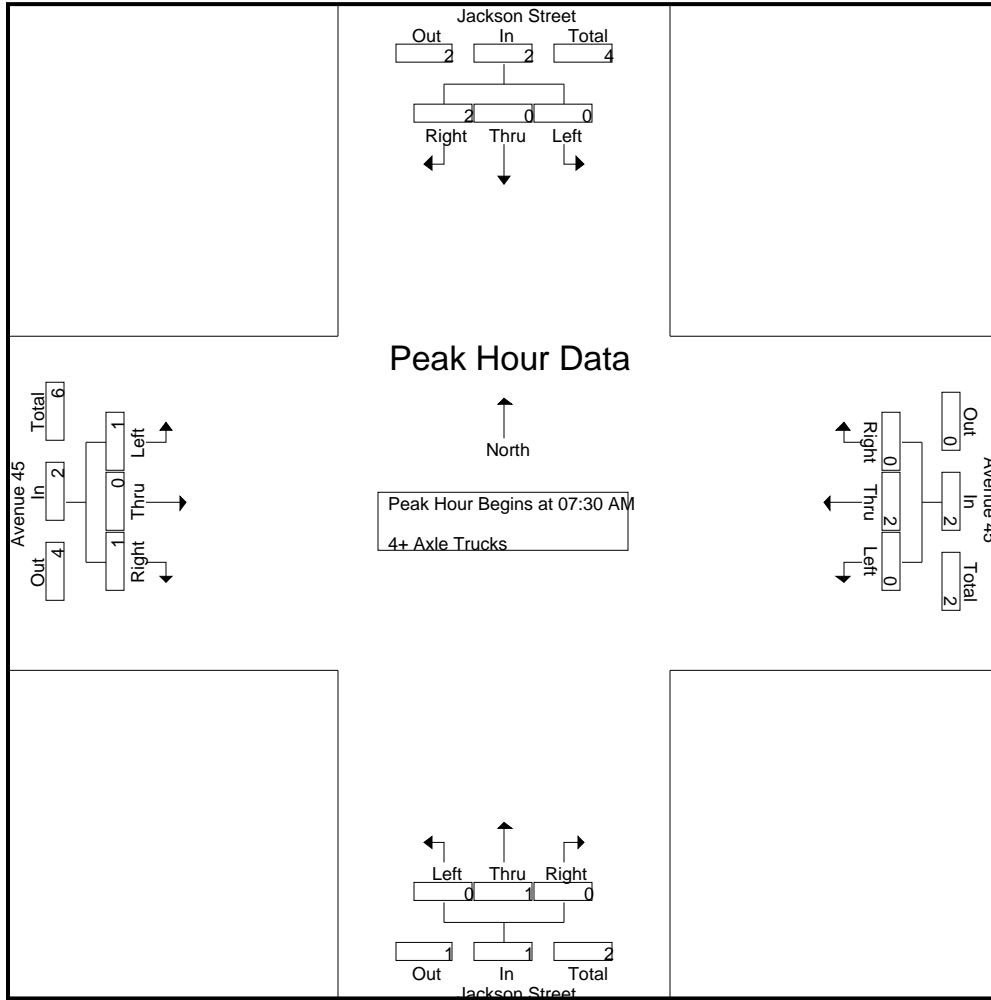
Start Time	Jackson Street Southbound				Avenue 45 Westbound				Jackson Street Northbound				Avenue 45 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
08:00 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	2	2	0	2	0	2	0	1	0	1	1	0	1	2	7
% App. Total	0	0	100		0	100	0		0	100	0		50	0	50		
PHF	.000	.000	.500	.500	.000	.500	.000	.500	.000	.250	.000	.250	.250	.000	.250	.500	.875

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

City of Indio  
 N/S: Jackson Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 05\_IND\_Jack\_A45 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	1	0	1	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	2	2	0	2	0	2	0	1	0	1	1	0	1	2
% App. Total	0	0	100		0	100	0		0	100	0		50	0	50	
PHF	.000	.000	.500	.500	.000	.500	.000	.500	.000	.250	.000	.250	.250	.000	.250	.500

City of Indio  
 N/S: Jackson Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 05\_IND\_Jack\_A45 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

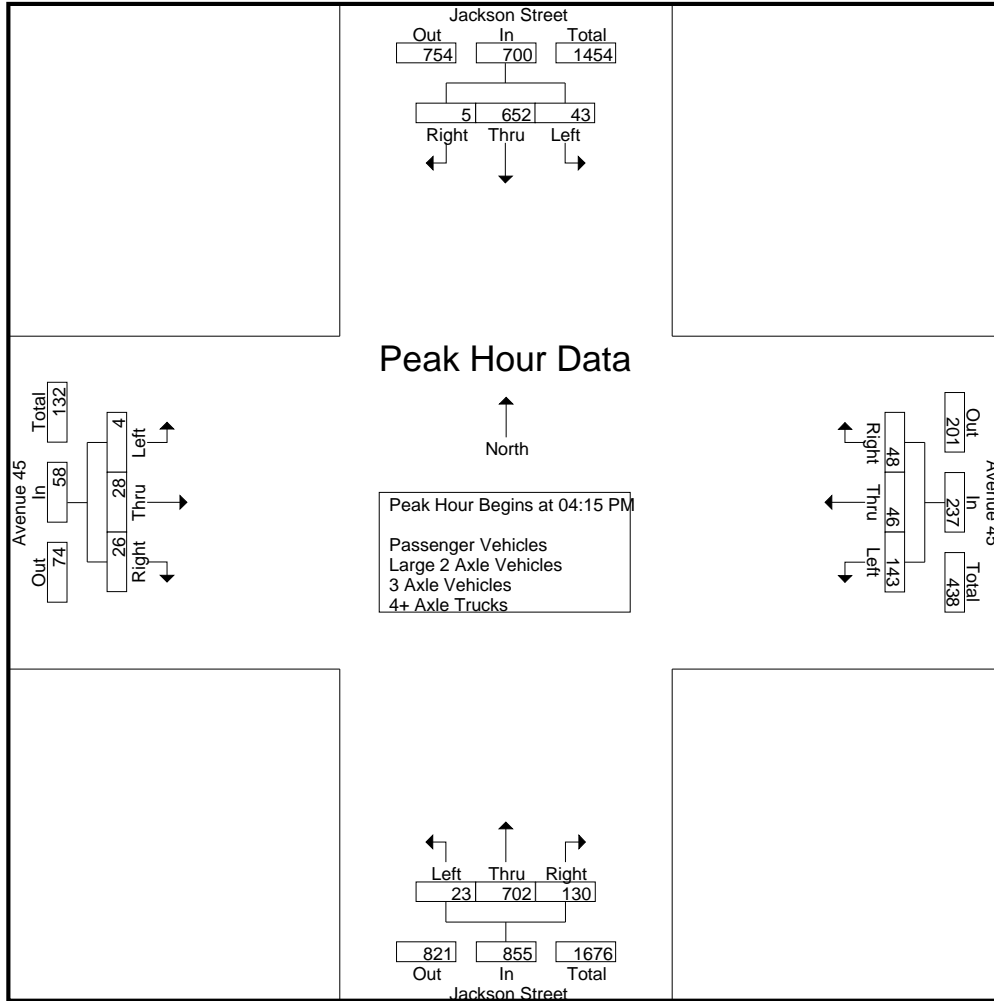
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Jackson Street Southbound				Avenue 45 Westbound				Jackson Street Northbound				Avenue 45 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	9	172	4	185	31	6	12	49	5	158	31	194	2	7	7	16	444
04:15 PM	14	164	1	179	37	6	7	50	6	179	39	224	1	8	5	14	467
04:30 PM	10	171	3	184	41	15	14	70	6	169	27	202	1	7	5	13	469
04:45 PM	8	156	0	164	36	8	20	64	2	156	36	194	2	3	6	11	433
<b>Total</b>	<b>41</b>	<b>663</b>	<b>8</b>	<b>712</b>	<b>145</b>	<b>35</b>	<b>53</b>	<b>233</b>	<b>19</b>	<b>662</b>	<b>133</b>	<b>814</b>	<b>6</b>	<b>25</b>	<b>23</b>	<b>54</b>	<b>1813</b>
05:00 PM	11	161	1	173	29	17	7	53	9	198	28	235	0	10	10	20	481
05:15 PM	11	168	0	179	31	11	10	52	3	166	37	206	0	6	8	14	451
05:30 PM	9	207	3	219	23	1	7	31	8	148	17	173	1	3	7	11	434
05:45 PM	9	179	2	190	24	4	8	36	3	136	30	169	0	7	6	13	408
<b>Total</b>	<b>40</b>	<b>715</b>	<b>6</b>	<b>761</b>	<b>107</b>	<b>33</b>	<b>32</b>	<b>172</b>	<b>23</b>	<b>648</b>	<b>112</b>	<b>783</b>	<b>1</b>	<b>26</b>	<b>31</b>	<b>58</b>	<b>1774</b>
<b>Grand Total</b>	<b>81</b>	<b>1378</b>	<b>14</b>	<b>1473</b>	<b>252</b>	<b>68</b>	<b>85</b>	<b>405</b>	<b>42</b>	<b>1310</b>	<b>245</b>	<b>1597</b>	<b>7</b>	<b>51</b>	<b>54</b>	<b>112</b>	<b>3587</b>
Apprch %	5.5	93.6	1		62.2	16.8	21		2.6	82	15.3		6.2	45.5	48.2		
Total %	2.3	38.4	0.4	41.1	7	1.9	2.4	11.3	1.2	36.5	6.8	44.5	0.2	1.4	1.5	3.1	
Passenger Vehicles	79	1356	13	1448	244	63	84	391	41	1289	232	1562	6	47	52	105	3506
% Passenger Vehicles	97.5	98.4	92.9	98.3	96.8	92.6	98.8	96.5	97.6	98.4	94.7	97.8	85.7	92.2	96.3	93.8	97.7
Large 2 Axle Vehicles	2	18	0	20	8	5	1	14	1	18	10	29	0	4	1	5	68
% Large 2 Axle Vehicles	2.5	1.3	0	1.4	3.2	7.4	1.2	3.5	2.4	1.4	4.1	1.8	0	7.8	1.9	4.5	1.9
3 Axle Vehicles	0	2	0	2	0	0	0	0	0	2	3	5	0	0	0	0	7
% 3 Axle Vehicles	0	0.1	0	0.1	0	0	0	0	0	0.2	1.2	0.3	0	0	0	0	0.2
4+ Axle Trucks	0	2	1	3	0	0	0	0	0	1	0	1	1	0	1	2	6
% 4+ Axle Trucks	0	0.1	7.1	0.2	0	0	0	0	0	0.1	0	0.1	14.3	0	1.9	1.8	0.2

Start Time	Jackson Street Southbound				Avenue 45 Westbound				Jackson Street Northbound				Avenue 45 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	14	164	1	179	37	6	7	50	6	179	39	224	1	8	5	14	467
04:30 PM	10	171	3	184	41	15	14	70	6	169	27	202	1	7	5	13	469
04:45 PM	8	156	0	164	36	8	20	64	2	156	36	194	2	3	6	11	433
05:00 PM	11	161	1	173	29	17	7	53	9	198	28	235	0	10	10	20	481
Total Volume	43	652	5	700	143	46	48	237	23	702	130	855	4	28	26	58	1850
% App. Total	6.1	93.1	0.7		60.3	19.4	20.3		2.7	82.1	15.2		6.9	48.3	44.8		
PHF	.768	.953	.417	.951	.872	.676	.600	.846	.639	.886	.833	.910	.500	.700	.650	.725	.962

City of Indio  
 N/S: Jackson Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 05\_IND\_Jack\_A45 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				04:15 PM				04:00 PM			
+0 mins.	11	161	1	173	41	15	14	70	6	179	39	224	1	8	5	14
+15 mins.	11	168	0	179	36	8	20	64	6	169	27	202	1	7	5	13
+30 mins.	9	207	3	219	29	17	7	53	2	156	36	194	2	3	6	11
+45 mins.	9	179	2	190	31	11	10	52	9	198	28	235	0	10	10	20
Total Volume	40	715	6	761	137	51	51	239	23	702	130	855	4	28	26	58
% App. Total	5.3	94	0.8		57.3	21.3	21.3		2.7	82.1	15.2		6.9	48.3	44.8	
PHF	.909	.864	.500	.869	.835	.750	.638	.854	.639	.886	.833	.910	.500	.700	.650	.725

City of Indio  
 N/S: Jackson Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 05\_IND\_Jack\_A45 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

Groups Printed- Passenger Vehicles

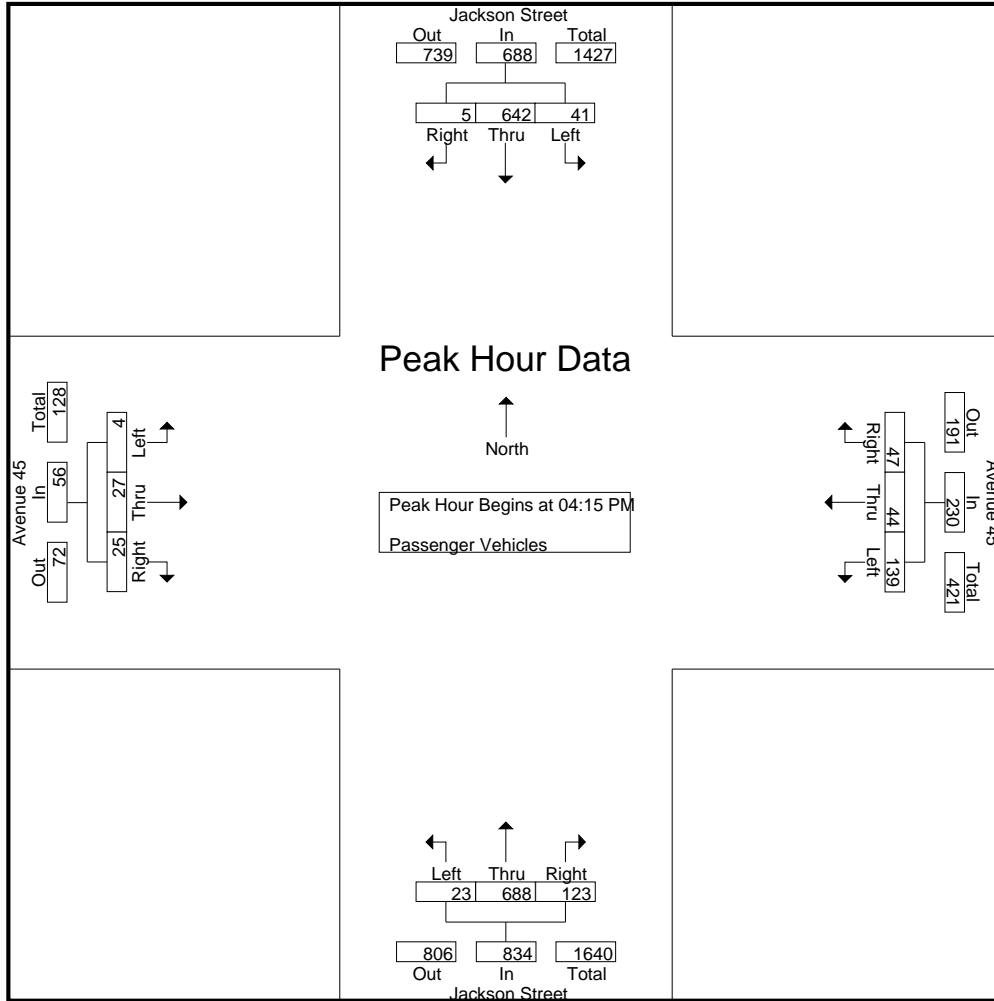
Start Time	Jackson Street Southbound				Avenue 45 Westbound				Jackson Street Northbound				Avenue 45 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	9	166	3	178	27	5	12	44	4	155	26	185	1	6	6	13	420
04:15 PM	12	161	1	174	35	5	7	47	6	177	35	218	1	8	5	14	453
04:30 PM	10	169	3	182	40	14	14	68	6	167	25	198	1	7	5	13	461
04:45 PM	8	153	0	161	36	8	19	63	2	153	35	190	2	3	6	11	425
Total	39	649	7	695	138	32	52	222	18	652	121	791	5	24	22	51	1759
05:00 PM	11	159	1	171	28	17	7	52	9	191	28	228	0	9	9	18	469
05:15 PM	11	166	0	177	31	11	10	52	3	166	37	206	0	5	8	13	448
05:30 PM	9	205	3	217	23	0	7	30	8	144	17	169	1	3	7	11	427
05:45 PM	9	177	2	188	24	3	8	35	3	136	29	168	0	6	6	12	403
Total	40	707	6	753	106	31	32	169	23	637	111	771	1	23	30	54	1747
Grand Total	79	1356	13	1448	244	63	84	391	41	1289	232	1562	6	47	52	105	3506
Apprch %	5.5	93.6	0.9		62.4	16.1	21.5		2.6	82.5	14.9		5.7	44.8	49.5		
Total %	2.3	38.7	0.4	41.3	7	1.8	2.4	11.2	1.2	36.8	6.6	44.6	0.2	1.3	1.5	3	

Start Time	Jackson Street Southbound				Avenue 45 Westbound				Jackson Street Northbound				Avenue 45 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	12	161	1	174	35	5	7	47	6	177	35	218	1	8	5	14	453
04:30 PM	10	169	3	182	40	14	14	68	6	167	25	198	1	7	5	13	461
04:45 PM	8	153	0	161	36	8	19	63	2	153	35	190	2	3	6	11	425
05:00 PM	11	159	1	171	28	17	7	52	9	191	28	228	0	9	9	18	469
Total Volume	41	642	5	688	139	44	47	230	23	688	123	834	4	27	25	56	1808
% App. Total	6	93.3	0.7		60.4	19.1	20.4		2.8	82.5	14.7		7.1	48.2	44.6		
PHF	.854	.950	.417	.945	.869	.647	.618	.846	.639	.901	.879	.914	.500	.750	.694	.778	.964



City of Indio  
 N/S: Jackson Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 05\_IND\_Jack\_A45 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM							
+0 mins.	12	161	1	174	35	5	7	47	6	177	35	218	1	8	5	14
+15 mins.	10	169	3	182	40	14	14	68	6	167	25	198	1	7	5	13
+30 mins.	8	153	0	161	36	8	19	63	2	153	35	190	2	3	6	11
+45 mins.	11	159	1	171	28	17	7	52	9	191	28	228	0	9	9	18
Total Volume	41	642	5	688	139	44	47	230	23	688	123	834	4	27	25	56
% App. Total	6	93.3	0.7		60.4	19.1	20.4		2.8	82.5	14.7		7.1	48.2	44.6	
PHF	.854	.950	.417	.945	.869	.647	.618	.846	.639	.901	.879	.914	.500	.750	.694	.778

City of Indio  
 N/S: Jackson Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 05\_IND\_Jack\_A45 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

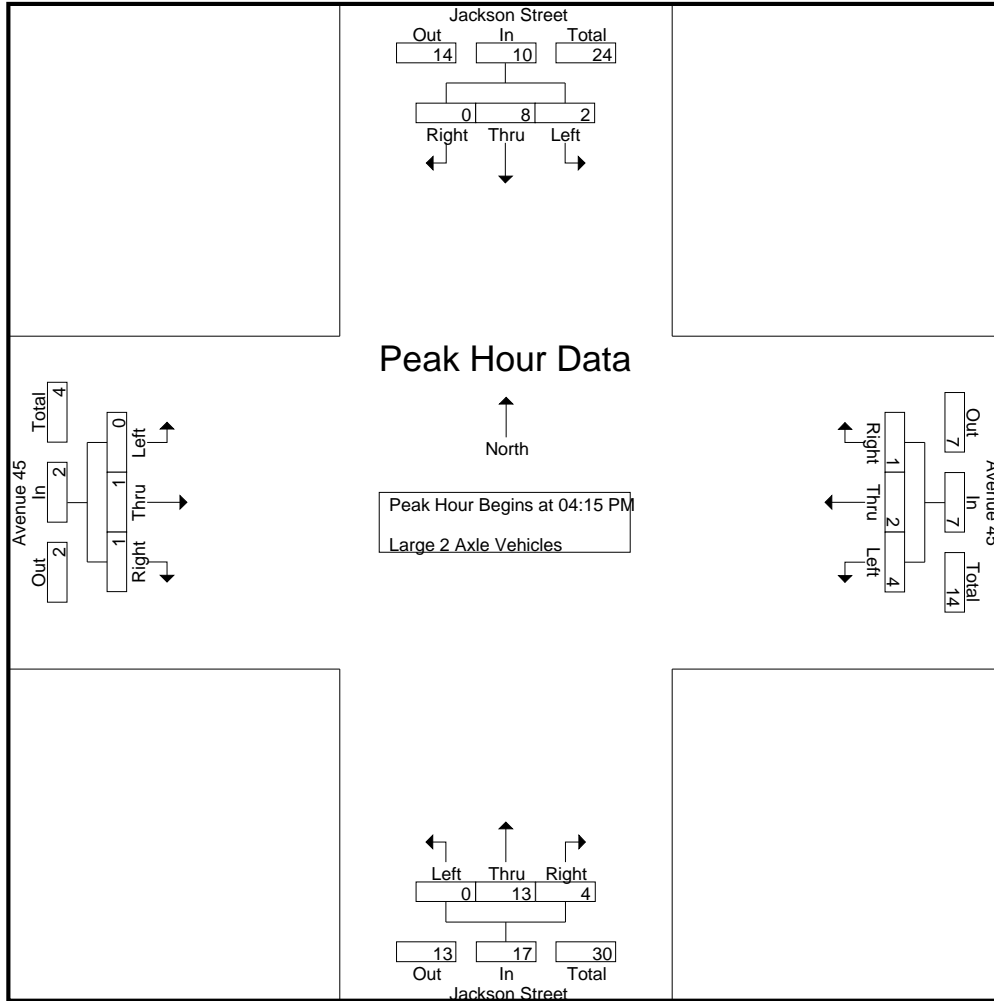
Groups Printed- Large 2 Axle Vehicles

Start Time	Jackson Street Southbound				Avenue 45 Westbound				Jackson Street Northbound				Avenue 45 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	5	0	5	4	1	0	5	1	3	5	9	0	1	0	1	20
04:15 PM	2	3	0	5	2	1	0	3	0	2	2	4	0	0	0	0	12
04:30 PM	0	0	0	0	1	1	0	2	0	1	1	2	0	0	0	0	4
04:45 PM	0	3	0	3	0	0	1	1	0	3	1	4	0	0	0	0	8
<b>Total</b>	<b>2</b>	<b>11</b>	<b>0</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>11</b>	<b>1</b>	<b>9</b>	<b>9</b>	<b>19</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>44</b>
05:00 PM	0	2	0	2	1	0	0	1	0	7	0	7	0	1	1	2	12
05:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
05:30 PM	0	1	0	1	0	1	0	1	0	2	0	2	0	0	0	0	4
05:45 PM	0	2	0	2	0	1	0	1	0	0	1	1	0	1	0	1	5
<b>Total</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>24</b>
<b>Grand Total</b>	<b>2</b>	<b>18</b>	<b>0</b>	<b>20</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>14</b>	<b>1</b>	<b>18</b>	<b>10</b>	<b>29</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>5</b>	<b>68</b>
Apprch %	10	90	0		57.1	35.7	7.1		3.4	62.1	34.5		0	80	20		
Total %	2.9	26.5	0	29.4	11.8	7.4	1.5	20.6	1.5	26.5	14.7	42.6	0	5.9	1.5	7.4	

Start Time	Jackson Street Southbound				Avenue 45 Westbound				Jackson Street Northbound				Avenue 45 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	3	0	5	2	1	0	3	0	2	2	4	0	0	0	0	12
04:30 PM	0	0	0	0	1	1	0	2	0	1	1	2	0	0	0	0	4
04:45 PM	0	3	0	3	0	0	1	1	0	3	1	4	0	0	0	0	8
05:00 PM	0	2	0	2	1	0	0	1	0	7	0	7	0	1	1	2	12
Total Volume	2	8	0	10	4	2	1	7	0	13	4	17	0	1	1	2	36
% App. Total	20	80	0		57.1	28.6	14.3		0	76.5	23.5		0	50	50		
PHF	.250	.667	.000	.500	.500	.500	.250	.583	.000	.464	.500	.607	.000	.250	.250	.250	.750

City of Indio  
 N/S: Jackson Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 05\_IND\_Jack\_A45 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	2	3	0	5	2	1	0	3	0	2	2	4	0	0	0	0
+15 mins.	0	0	0	0	1	1	0	2	0	1	1	2	0	0	0	0
+30 mins.	0	3	0	3	0	0	1	1	0	3	1	4	0	0	0	0
+45 mins.	0	2	0	2	1	0	0	1	0	7	0	7	0	1	1	2
Total Volume	2	8	0	10	4	2	1	7	0	13	4	17	0	1	1	2
% App. Total	20	80	0		57.1	28.6	14.3		0	76.5	23.5		0	50	50	
PHF	.250	.667	.000	.500	.500	.500	.250	.583	.000	.464	.500	.607	.000	.250	.250	.250

City of Indio  
 N/S: Jackson Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 05\_IND\_Jack\_A45 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

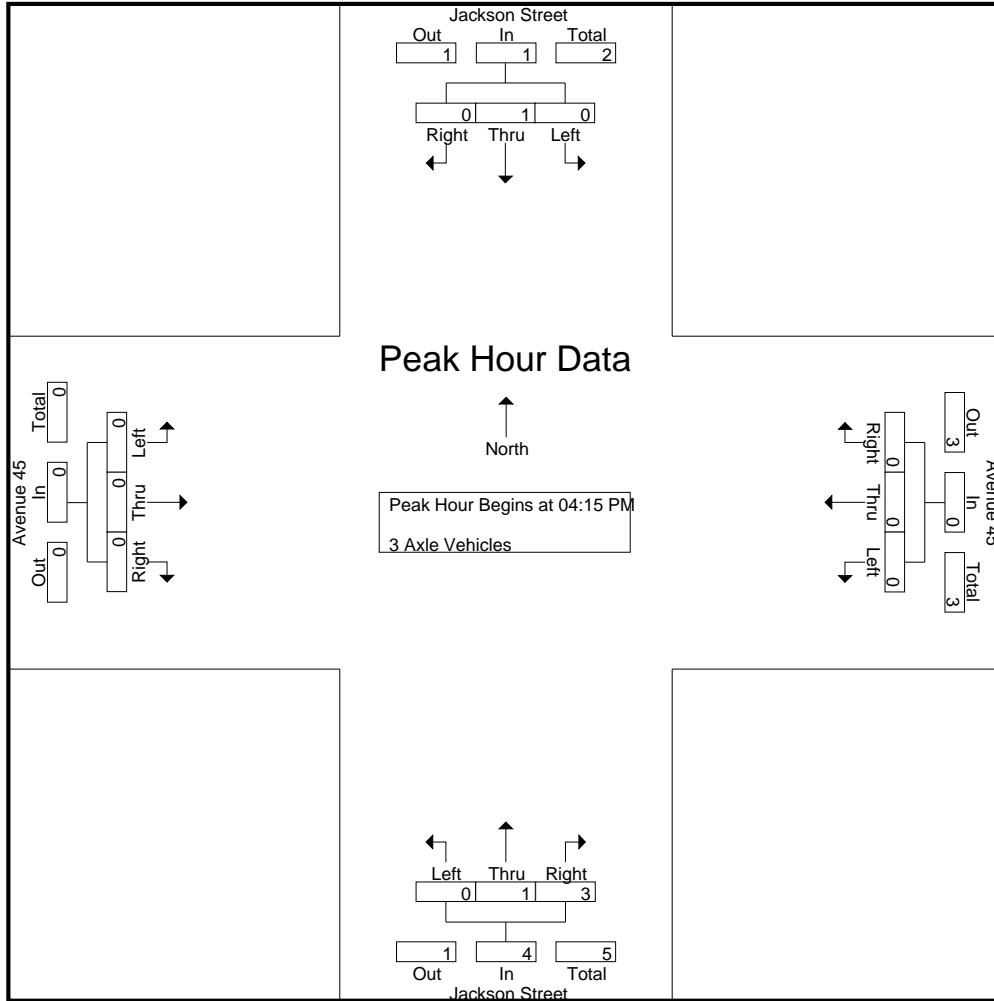
Groups Printed- 3 Axle Vehicles

Start Time	Jackson Street Southbound				Avenue 45 Westbound				Jackson Street Northbound				Avenue 45 Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
04:30 PM	0	1	0	1	0	0	0	0	0	1	1	2	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	1	3	4	0	0	0	0	0	6
05:00 PM	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
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
05:45 PM	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	1	0	1	0	0	0	0	0	1
Grand Total	0	2	0	2	0	0	0	0	0	2	3	5	0	0	0	0	0	7
Apprch %	0	100	0		0	0	0		0	40	60		0	0	0			
Total %	0	28.6	0	28.6	0	0	0	0	0	28.6	42.9	71.4	0	0	0	0	0	

Start Time	Jackson Street Southbound				Avenue 45 Westbound				Jackson Street Northbound				Avenue 45 Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:15 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
04:30 PM	0	1	0	1	0	0	0	0	0	1	1	2	0	0	0	0	0	3
04:45 PM	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
Total Volume	0	1	0	1	0	0	0	0	0	1	3	4	0	0	0	0	0	5
% App. Total	0	100	0		0	0	0		0	25	75		0	0	0			
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.375	.500	.000	.000	.000	.000	.000	.417

City of Indio  
 N/S: Jackson Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 05\_IND\_Jack\_A45 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	<b>2</b>	<b>2</b>	0	0	0	0
+15 mins.	0	<b>1</b>	0	<b>1</b>	0	0	0	0	0	<b>1</b>	<b>1</b>	<b>2</b>	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	1	0	1	0	0	0	0	0	1	3	4	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	0	25	75	0	0	0	0	0
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.375	.500	.000	.000	.000	.000

City of Indio  
 N/S: Jackson Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 05\_IND\_Jack\_A45 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

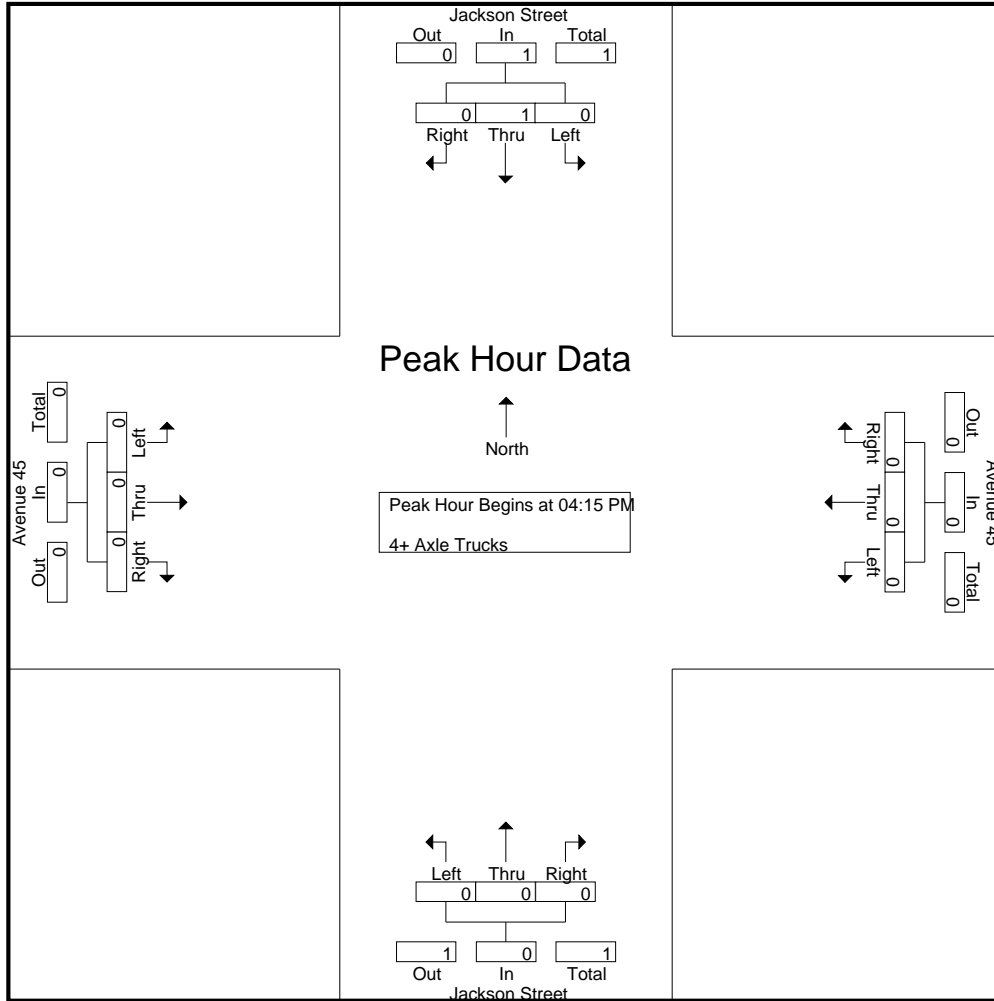
Groups Printed- 4+ Axle Trucks

Start Time	Jackson Street Southbound				Avenue 45 Westbound				Jackson Street Northbound				Avenue 45 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	1	2	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	2	0	0	0	0	0	0	0	0	1	0	1	2	4
05:00 PM	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
05:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Grand Total	0	2	1	3	0	0	0	0	0	1	0	1	1	0	1	2	6
Apprch %	0	66.7	33.3		0	0	0		0	100	0		50	0	50		
Total %	0	33.3	16.7	50	0	0	0	0	0	16.7	0	16.7	16.7	0	16.7	33.3	

Start Time	Jackson Street Southbound				Avenue 45 Westbound				Jackson Street Northbound				Avenue 45 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	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
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

City of Indio  
 N/S: Jackson Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 05\_IND\_Jack\_A45 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+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	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Avenue 45  
 Weather: Clear

File Name : 06\_IND\_GCP\_A45 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

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

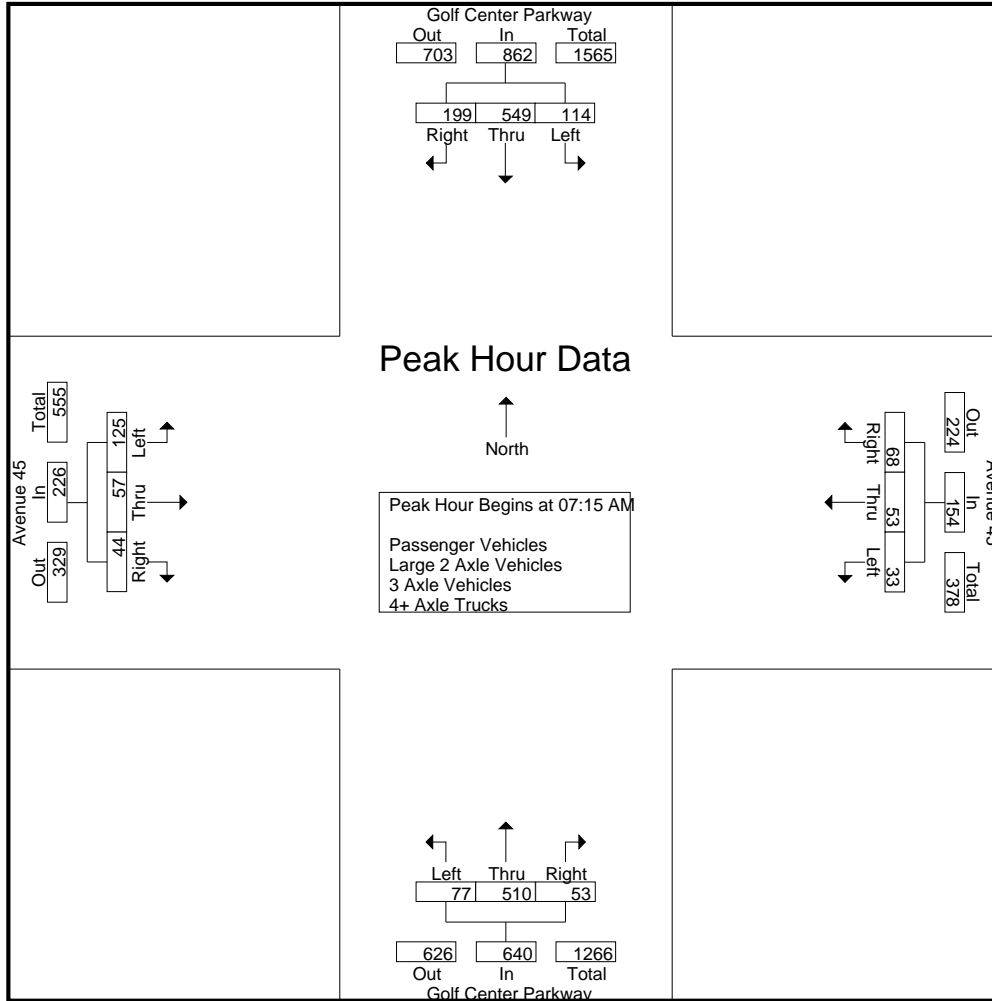
Start Time	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	12	102	38	152	6	12	18	36	14	115	12	141	14	4	8	26	355
07:15 AM	30	127	40	197	4	12	18	34	22	136	12	170	24	11	10	45	446
07:30 AM	22	145	61	228	13	15	18	46	21	130	12	163	32	11	9	52	489
07:45 AM	28	160	61	249	7	12	17	36	20	136	19	175	39	17	13	69	529
Total	92	534	200	826	30	51	71	152	77	517	55	649	109	43	40	192	1819
08:00 AM	34	117	37	188	9	14	15	38	14	108	10	132	30	18	12	60	418
08:15 AM	36	118	30	184	6	10	11	27	15	115	26	156	21	17	11	49	416
08:30 AM	19	99	37	155	11	6	9	26	18	132	9	159	30	15	8	53	393
08:45 AM	15	89	22	126	10	6	14	30	15	71	9	95	23	10	15	48	299
Total	104	423	126	653	36	36	49	121	62	426	54	542	104	60	46	210	1526
Grand Total	196	957	326	1479	66	87	120	273	139	943	109	1191	213	103	86	402	3345
Apprch %	13.3	64.7	22		24.2	31.9	44		11.7	79.2	9.2		53	25.6	21.4		
Total %	5.9	28.6	9.7	44.2	2	2.6	3.6	8.2	4.2	28.2	3.3	35.6	6.4	3.1	2.6	12	
Passenger Vehicles	161	920	290	1371	55	79	94	228	127	911	98	1136	189	94	82	365	3100
% Passenger Vehicles	82.1	96.1	89	92.7	83.3	90.8	78.3	83.5	91.4	96.6	89.9	95.4	88.7	91.3	95.3	90.8	92.7
Large 2 Axle Vehicles	9	24	28	61	7	6	17	30	10	19	6	35	18	7	4	29	155
% Large 2 Axle Vehicles	4.6	2.5	8.6	4.1	10.6	6.9	14.2	11	7.2	2	5.5	2.9	8.5	6.8	4.7	7.2	4.6
3 Axle Vehicles	21	4	0	25	2	2	2	6	1	4	3	8	1	1	0	2	41
% 3 Axle Vehicles	10.7	0.4	0	1.7	3	2.3	1.7	2.2	0.7	0.4	2.8	0.7	0.5	1	0	0.5	1.2
4+ Axle Trucks	5	9	8	22	2	0	7	9	1	9	2	12	5	1	0	6	49
% 4+ Axle Trucks	2.6	0.9	2.5	1.5	3	0	5.8	3.3	0.7	1	1.8	1	2.3	1	0	1.5	1.5

Start Time	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	30	127	40	197	4	12	18	34	22	136	12	170	24	11	10	45	446
07:30 AM	22	145	61	228	13	15	18	46	21	130	12	163	32	11	9	52	489
07:45 AM	28	160	61	249	7	12	17	36	20	136	19	175	39	17	13	69	529
08:00 AM	34	117	37	188	9	14	15	38	14	108	10	132	30	18	12	60	418
Total Volume	114	549	199	862	33	53	68	154	77	510	53	640	125	57	44	226	1882
% App. Total	13.2	63.7	23.1		21.4	34.4	44.2		12	79.7	8.3		55.3	25.2	19.5		
PHF	.838	.858	.816	.865	.635	.883	.944	.837	.875	.938	.697	.914	.801	.792	.846	.819	.889



City of Indio  
 N/S: Golf Center Parkway  
 E/W: Avenue 45  
 Weather: Clear

File Name : 06\_IND\_GCP\_A45 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:00 AM				07:45 AM			
+0 mins.	30	127	40	197	4	12	<b>18</b>	34	14	115	12	141	<b>39</b>	17	<b>13</b>	<b>69</b>
+15 mins.	22	145	<b>61</b>	228	<b>13</b>	<b>15</b>	18	<b>46</b>	<b>22</b>	<b>136</b>	12	170	30	<b>18</b>	12	60
+30 mins.	28	<b>160</b>	61	<b>249</b>	7	12	17	36	21	130	12	163	21	17	11	49
+45 mins.	<b>34</b>	117	37	188	9	14	15	38	20	136	<b>19</b>	<b>175</b>	30	15	8	53
Total Volume	114	549	199	862	33	53	68	154	77	517	55	649	120	67	44	231
% App. Total	13.2	63.7	23.1		21.4	34.4	44.2		11.9	79.7	8.5		51.9	29	19	
PHF	.838	.858	.816	.865	.635	.883	.944	.837	.875	.950	.724	.927	.769	.931	.846	.837

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Avenue 45  
 Weather: Clear

File Name : 06\_IND\_GCP\_A45 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

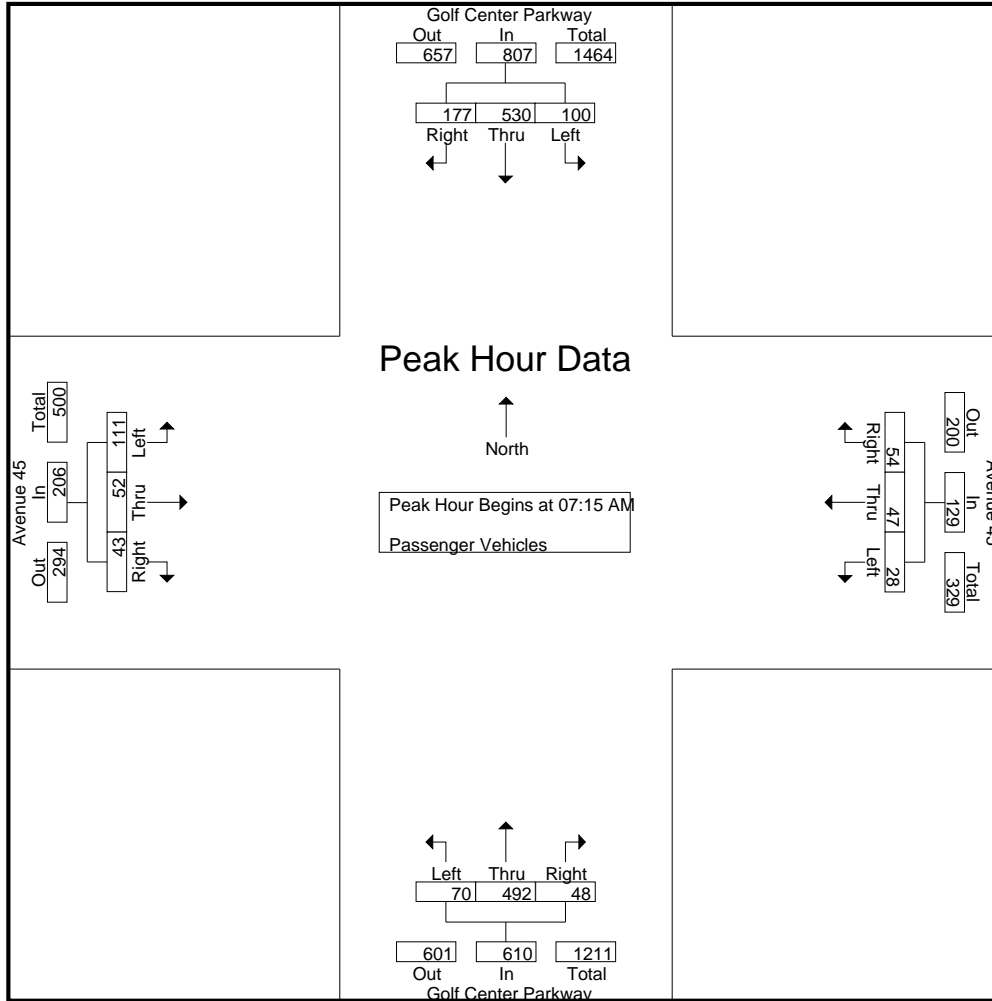
Groups Printed- Passenger Vehicles

Start Time	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	11	97	34	142	3	11	13	27	14	114	11	139	10	3	7	20	328
07:15 AM	26	123	33	182	4	11	15	30	20	128	12	160	20	10	10	40	412
07:30 AM	22	141	54	217	11	13	12	36	18	126	9	153	28	11	9	48	454
07:45 AM	23	155	54	232	4	11	13	28	20	131	18	169	34	15	13	62	491
Total	82	516	175	773	22	46	53	121	72	499	50	621	92	39	39	170	1685
08:00 AM	29	111	36	176	9	12	14	35	12	107	9	128	29	16	11	56	395
08:15 AM	27	112	28	167	5	10	8	23	15	113	23	151	19	16	11	46	387
08:30 AM	10	97	34	141	10	5	8	23	14	127	7	148	29	15	8	52	364
08:45 AM	13	84	17	114	9	6	11	26	14	65	9	88	20	8	13	41	269
Total	79	404	115	598	33	33	41	107	55	412	48	515	97	55	43	195	1415
Grand Total	161	920	290	1371	55	79	94	228	127	911	98	1136	189	94	82	365	3100
Apprch %	11.7	67.1	21.2		24.1	34.6	41.2		11.2	80.2	8.6		51.8	25.8	22.5		
Total %	5.2	29.7	9.4	44.2	1.8	2.5	3	7.4	4.1	29.4	3.2	36.6	6.1	3	2.6	11.8	

Start Time	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	26	123	33	182	4	11	<b>15</b>	30	<b>20</b>	128	12	160	20	10	10	40	412
07:30 AM	22	141	<b>54</b>	217	<b>11</b>	<b>13</b>	12	<b>36</b>	18	126	9	153	28	11	9	48	454
07:45 AM	23	<b>155</b>	54	<b>232</b>	4	11	13	28	20	<b>131</b>	<b>18</b>	<b>169</b>	<b>34</b>	15	<b>13</b>	<b>62</b>	<b>491</b>
08:00 AM	<b>29</b>	111	36	176	9	12	14	35	12	107	9	128	29	<b>16</b>	11	56	395
Total Volume	100	530	177	807	28	47	54	129	70	492	48	610	111	52	43	206	1752
% App. Total	12.4	65.7	21.9		21.7	36.4	41.9		11.5	80.7	7.9		53.9	25.2	20.9		
PHF	.862	.855	.819	.870	.636	.904	.900	.896	.875	.939	.667	.902	.816	.813	.827	.831	.892

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Avenue 45  
 Weather: Clear

File Name : 06\_IND\_GCP\_A45 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	26	123	33	182	4	11	15	30	20	128	12	160	20	10	10	40
+15 mins.	22	141	54	217	11	13	12	36	18	126	9	153	28	11	9	48
+30 mins.	23	155	54	232	4	11	13	28	20	131	18	169	34	15	13	62
+45 mins.	29	111	36	176	9	12	14	35	12	107	9	128	29	16	11	56
Total Volume	100	530	177	807	28	47	54	129	70	492	48	610	111	52	43	206
% App. Total	12.4	65.7	21.9		21.7	36.4	41.9		11.5	80.7	7.9		53.9	25.2	20.9	
PHF	.862	.855	.819	.870	.636	.904	.900	.896	.875	.939	.667	.902	.816	.813	.827	.831

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Avenue 45  
 Weather: Clear

File Name : 06\_IND\_GCP\_A45 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	4	4	9	1	0	4	5	0	1	1	2	3	1	1	5	21
07:15 AM	2	3	6	11	0	0	1	1	2	4	0	6	3	0	0	3	21
07:30 AM	0	3	4	7	1	2	4	7	3	1	3	7	3	0	0	3	24
07:45 AM	2	3	6	11	2	1	3	6	0	2	1	3	4	2	0	6	26
Total	5	13	20	38	4	3	12	19	5	8	5	18	13	3	1	17	92
08:00 AM	1	3	1	5	0	2	1	3	2	0	1	3	1	2	1	4	15
08:15 AM	1	3	2	6	1	0	1	2	0	2	0	2	2	1	0	3	13
08:30 AM	1	2	1	4	1	1	1	3	2	4	0	6	1	0	0	1	14
08:45 AM	1	3	4	8	1	0	2	3	1	5	0	6	1	1	2	4	21
Total	4	11	8	23	3	3	5	11	5	11	1	17	5	4	3	12	63
Grand Total	9	24	28	61	7	6	17	30	10	19	6	35	18	7	4	29	155
Apprch %	14.8	39.3	45.9		23.3	20	56.7		28.6	54.3	17.1		62.1	24.1	13.8		
Total %	5.8	15.5	18.1	39.4	4.5	3.9	11	19.4	6.5	12.3	3.9	22.6	11.6	4.5	2.6	18.7	

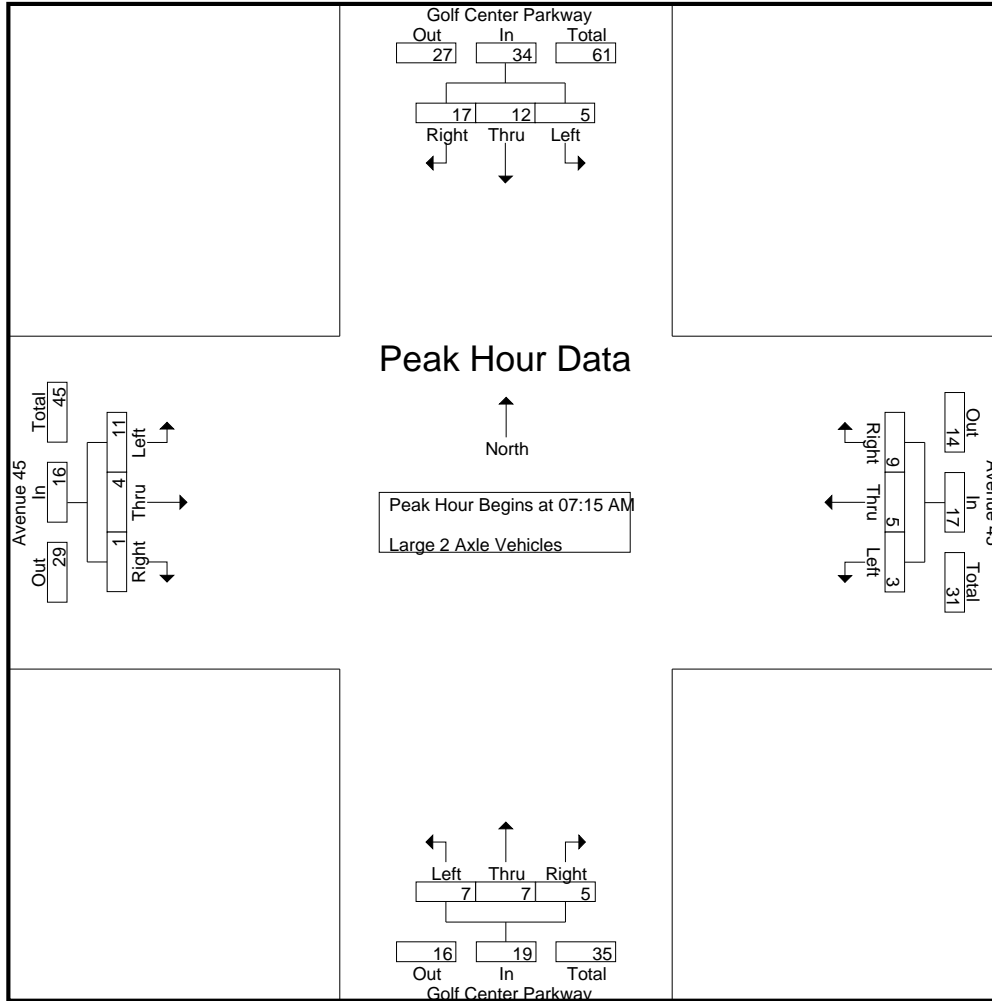
Start Time	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	2	3	6	11	0	0	1	1	2	4	0	6	3	0	0	3	21
07:30 AM	0	3	4	7	1	2	4	7	3	1	3	7	3	0	0	3	24
07:45 AM	2	3	6	11	2	1	3	6	0	2	1	3	4	2	0	6	26
08:00 AM	1	3	1	5	0	2	1	3	2	0	1	3	1	2	1	4	15
Total Volume	5	12	17	34	3	5	9	17	7	7	5	19	11	4	1	16	86
% App. Total	14.7	35.3	50		17.6	29.4	52.9		36.8	36.8	26.3		68.8	25	6.2		
PHF	.625	1.00	.708	.773	.375	.625	.563	.607	.583	.438	.417	.679	.688	.500	.250	.667	.827

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Avenue 45  
 Weather: Clear

File Name : 06\_IND\_GCP\_A45 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	2	3	6	11	0	0	1	1	2	4	0	6	3	0	0	3
+15 mins.	0	3	4	7	1	2	4	7	3	1	3	7	3	0	0	3
+30 mins.	2	3	6	11	2	1	3	6	0	2	1	3	4	2	0	6
+45 mins.	1	3	1	5	0	2	1	3	2	0	1	3	1	2	1	4
Total Volume	5	12	17	34	3	5	9	17	7	7	5	19	11	4	1	16
% App. Total	14.7	35.3	50		17.6	29.4	52.9		36.8	36.8	26.3		68.8	25	6.2	
PHF	.625	1.000	.708	.773	.375	.625	.563	.607	.583	.438	.417	.679	.688	.500	.250	.667

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Avenue 45  
 Weather: Clear

File Name : 06\_IND\_GCP\_A45 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	1	2	0	0	0	0	1	0	0	1	3
07:15 AM	1	0	0	1	0	1	0	1	0	1	0	1	0	1	0	1	4
07:30 AM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
07:45 AM	2	0	0	2	1	0	0	1	0	1	0	1	0	0	0	0	4
Total	3	0	0	3	2	2	1	5	0	3	0	3	1	1	0	2	13
08:00 AM	4	3	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
08:15 AM	8	1	0	9	0	0	1	1	0	0	3	3	0	0	0	0	13
08:30 AM	5	0	0	5	0	0	0	0	1	1	0	2	0	0	0	0	7
08:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	18	4	0	22	0	0	1	1	1	1	3	5	0	0	0	0	28
Grand Total	21	4	0	25	2	2	2	6	1	4	3	8	1	1	0	2	41
Apprch %	84	16	0		33.3	33.3	33.3		12.5	50	37.5		50	50	0		
Total %	51.2	9.8	0	61	4.9	4.9	4.9	14.6	2.4	9.8	7.3	19.5	2.4	2.4	0	4.9	

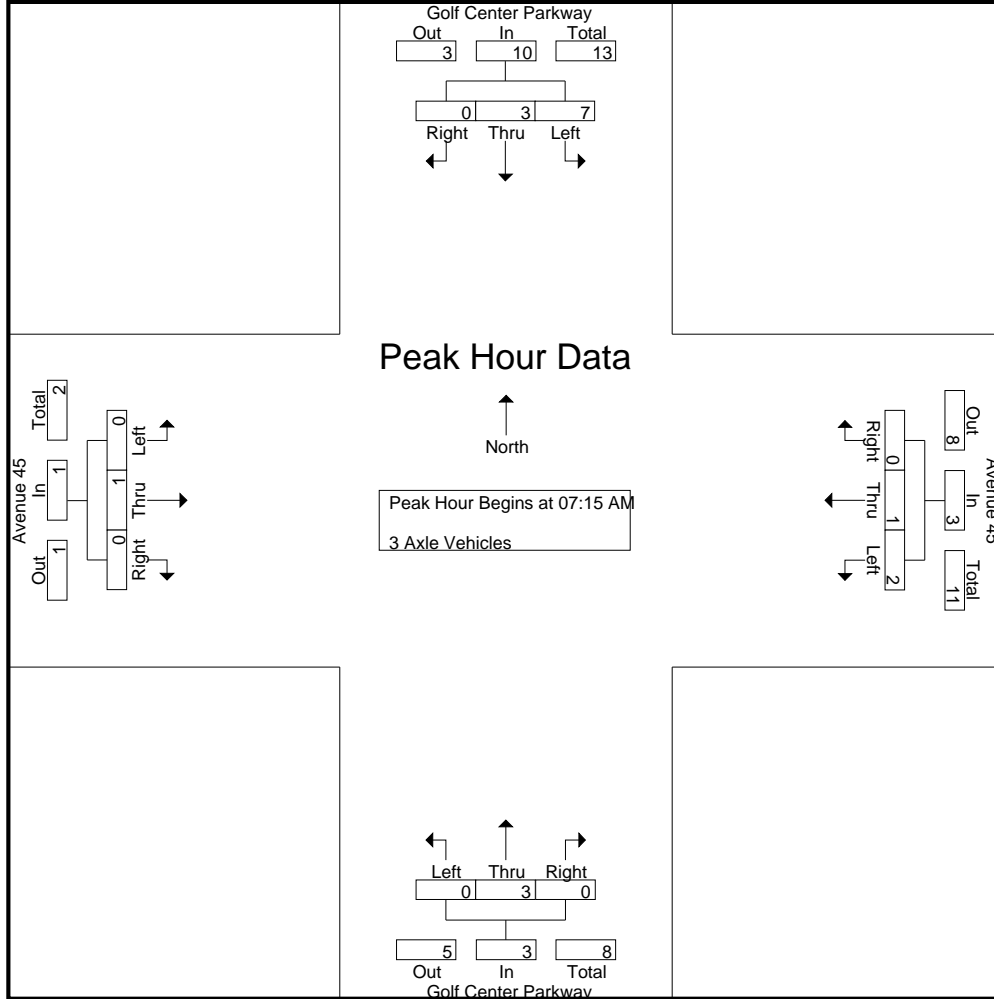
Start Time	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	1	0	0	1	0	1	0	1	0	1	0	1	0	1	0	1	4
07:30 AM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
07:45 AM	2	0	0	2	1	0	0	1	0	1	0	1	0	0	0	0	4
08:00 AM	4	3	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
Total Volume	7	3	0	10	2	1	0	3	0	3	0	3	0	1	0	1	17
% App. Total	70	30	0		66.7	33.3	0		0	100	0		0	100	0		
PHF	.438	.250	.000	.357	.500	.250	.000	.750	.000	.750	.000	.750	.000	.250	.000	.250	.607

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Avenue 45  
 Weather: Clear

File Name : 06\_IND\_GCP\_A45 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	0	0	1	0	1	0	1	0	1	0	1	0	1	0	1
+15 mins.	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0
+30 mins.	2	0	0	2	1	0	0	1	0	1	0	1	0	0	0	0
+45 mins.	4	3	0	7	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	7	3	0	10	2	1	0	3	0	3	0	3	0	1	0	1
% App. Total	70	30	0		66.7	33.3	0		0	100	0		0	100	0	
PHF	.438	.250	.000	.357	.500	.250	.000	.750	.000	.750	.000	.750	.000	.250	.000	.250

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Avenue 45  
 Weather: Clear

File Name : 06\_IND\_GCP\_A45 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	1	0	1	2	0	0	2	0	0	0	0	0	0	0	0	0	3
07:15 AM	1	1	1	3	0	0	2	2	0	3	0	3	1	0	0	1	1	9
07:30 AM	0	1	3	4	0	0	2	2	0	2	0	2	1	0	0	1	1	9
07:45 AM	1	2	1	4	0	0	1	1	0	2	0	2	1	0	0	1	1	8
Total	2	5	5	12	2	0	5	7	0	7	0	7	3	0	0	3	3	29
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
08:15 AM	0	2	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	3
08:30 AM	3	0	2	5	0	0	0	0	1	0	2	3	0	0	0	0	0	8
08:45 AM	0	2	1	3	0	0	1	1	0	1	0	1	2	1	0	3	3	8
Total	3	4	3	10	0	0	2	2	1	2	2	5	2	1	0	3	3	20
Grand Total	5	9	8	22	2	0	7	9	1	9	2	12	5	1	0	6	6	49
Apprch %	22.7	40.9	36.4		22.2	0	77.8		8.3	75	16.7		83.3	16.7	0			
Total %	10.2	18.4	16.3	44.9	4.1	0	14.3	18.4	2	18.4	4.1	24.5	10.2	2	0	12.2		

Start Time	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:15 AM	1	1	1	3	0	0	2	2	0	3	0	3	1	0	0	1	1	9
07:30 AM	0	1	3	4	0	0	2	2	0	2	0	2	1	0	0	1	1	9
07:45 AM	1	2	1	4	0	0	1	1	0	2	0	2	1	0	0	1	1	8
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total Volume	2	4	5	11	0	0	5	5	0	8	0	8	3	0	0	3	3	27
% App. Total	18.2	36.4	45.5		0	0	100		0	100	0		100	0	0			
PHF	.500	.500	.417	.688	.000	.000	.625	.625	.000	.667	.000	.667	.750	.000	.000	.750	.750	.750

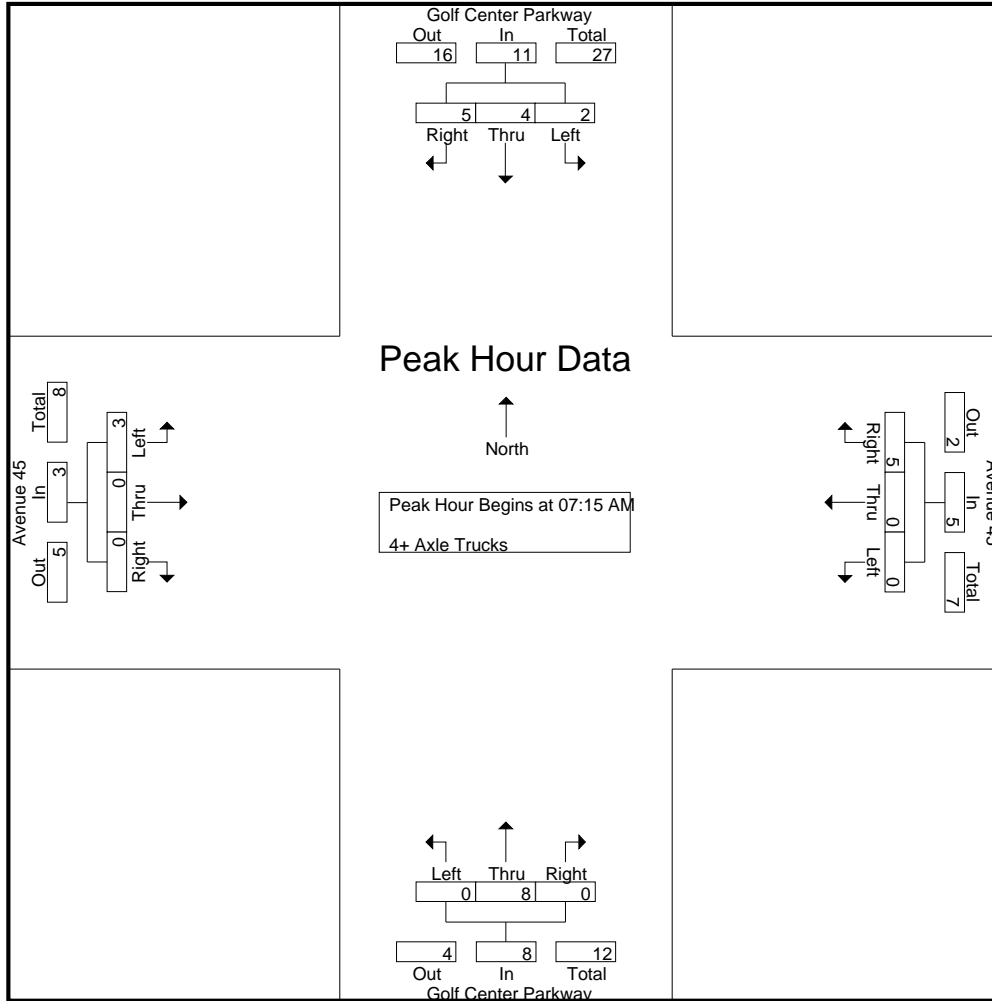
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM



City of Indio  
 N/S: Golf Center Parkway  
 E/W: Avenue 45  
 Weather: Clear

File Name : 06\_IND\_GCP\_A45 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	1	1	3	0	0	2	2	0	3	0	3	1	0	0	1
+15 mins.	0	1	3	4	0	0	2	2	0	2	0	2	1	0	0	1
+30 mins.	1	2	1	4	0	0	1	1	0	2	0	2	1	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	2	4	5	11	0	0	5	5	0	8	0	8	3	0	0	3
% App. Total	18.2	36.4	45.5		0	0	100		0	100	0		100	0	0	
PHF	.500	.500	.417	.688	.000	.000	.625	.625	.000	.667	.000	.667	.750	.000	.000	.750

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Avenue 45  
 Weather: Clear

File Name : 06\_IND\_GCP\_A45 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

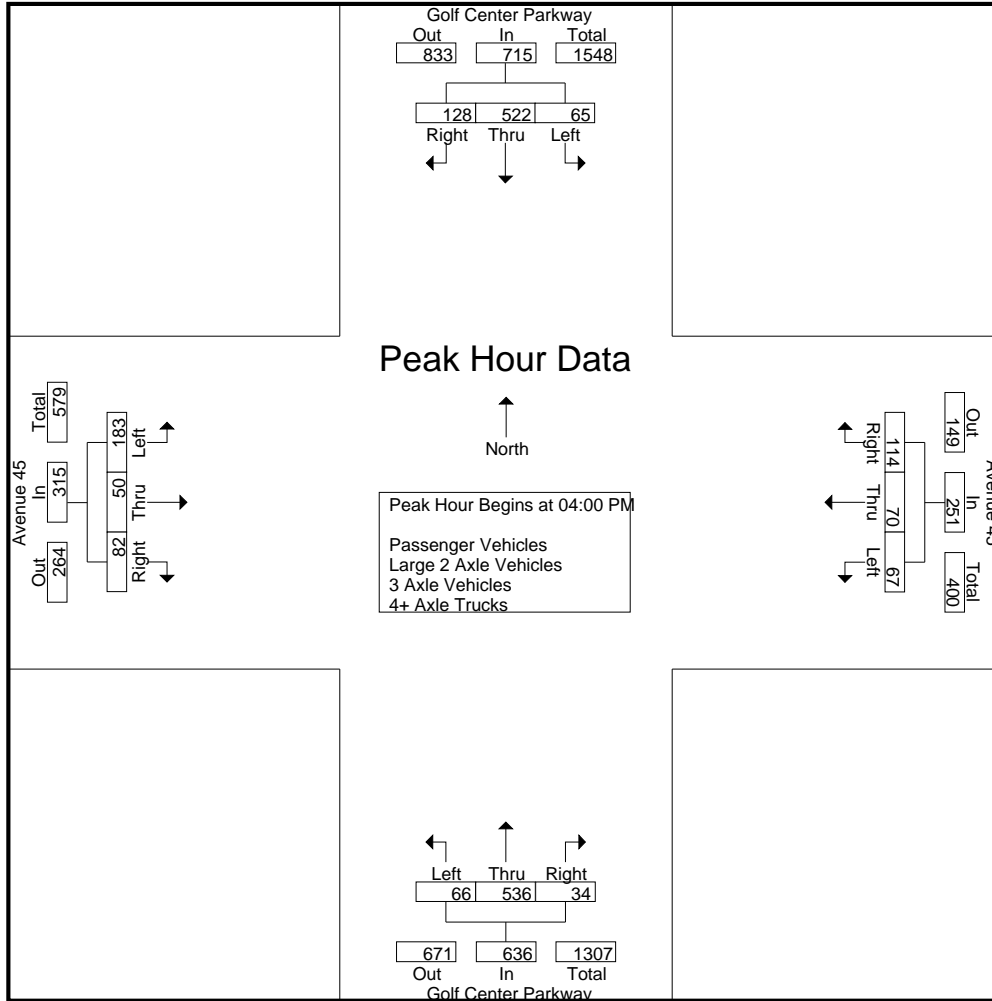
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	15	142	33	190	20	13	32	65	11	134	15	160	53	11	19	83	498
04:15 PM	21	125	33	179	15	20	32	67	21	128	9	158	44	15	26	85	489
04:30 PM	13	135	33	181	13	17	20	50	18	154	6	178	42	7	15	64	473
04:45 PM	16	120	29	165	19	20	30	69	16	120	4	140	44	17	22	83	457
<b>Total</b>	<b>65</b>	<b>522</b>	<b>128</b>	<b>715</b>	<b>67</b>	<b>70</b>	<b>114</b>	<b>251</b>	<b>66</b>	<b>536</b>	<b>34</b>	<b>636</b>	<b>183</b>	<b>50</b>	<b>82</b>	<b>315</b>	<b>1917</b>
05:00 PM	10	131	30	171	20	17	21	58	10	135	7	152	56	14	11	81	462
05:15 PM	11	134	24	169	18	9	23	50	13	152	10	175	42	9	11	62	456
05:30 PM	6	139	36	181	8	8	14	30	11	132	9	152	27	6	13	46	409
05:45 PM	7	135	25	167	7	6	10	23	5	136	7	148	29	8	16	53	391
<b>Total</b>	<b>34</b>	<b>539</b>	<b>115</b>	<b>688</b>	<b>53</b>	<b>40</b>	<b>68</b>	<b>161</b>	<b>39</b>	<b>555</b>	<b>33</b>	<b>627</b>	<b>154</b>	<b>37</b>	<b>51</b>	<b>242</b>	<b>1718</b>
<b>Grand Total</b>	<b>99</b>	<b>1061</b>	<b>243</b>	<b>1403</b>	<b>120</b>	<b>110</b>	<b>182</b>	<b>412</b>	<b>105</b>	<b>1091</b>	<b>67</b>	<b>1263</b>	<b>337</b>	<b>87</b>	<b>133</b>	<b>557</b>	<b>3635</b>
Apprch %	7.1	75.6	17.3		29.1	26.7	44.2		8.3	86.4	5.3		60.5	15.6	23.9		
Total %	2.7	29.2	6.7	38.6	3.3	3	5	11.3	2.9	30	1.8	34.7	9.3	2.4	3.7	15.3	
Passenger Vehicles	89	1046	223	1358	115	108	170	393	103	1075	64	1242	328	83	133	544	3537
% Passenger Vehicles	89.9	98.6	91.8	96.8	95.8	98.2	93.4	95.4	98.1	98.5	95.5	98.3	97.3	95.4	100	97.7	97.3
Large 2 Axle Vehicles	5	10	20	35	5	2	3	10	2	14	3	19	6	4	0	10	74
% Large 2 Axle Vehicles	5.1	0.9	8.2	2.5	4.2	1.8	1.6	2.4	1.9	1.3	4.5	1.5	1.8	4.6	0	1.8	2
3 Axle Vehicles	2	2	0	4	0	0	3	3	0	2	0	2	3	0	0	3	12
% 3 Axle Vehicles	2	0.2	0	0.3	0	0	1.6	0.7	0	0.2	0	0.2	0.9	0	0	0.5	0.3
4+ Axle Trucks	3	3	0	6	0	0	6	6	0	0	0	0	0	0	0	0	12
% 4+ Axle Trucks	3	0.3	0	0.4	0	0	3.3	1.5	0	0	0	0	0	0	0	0	0.3

Start Time	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	15	<b>142</b>	<b>33</b>	<b>190</b>	<b>20</b>	13	<b>32</b>	65	11	134	<b>15</b>	160	<b>53</b>	11	19	83	<b>498</b>
04:15 PM	<b>21</b>	125	33	179	15	<b>20</b>	32	67	<b>21</b>	128	9	158	44	15	<b>26</b>	<b>85</b>	489
04:30 PM	13	135	33	181	13	17	20	50	18	<b>154</b>	6	<b>178</b>	42	7	15	64	473
04:45 PM	16	120	29	165	19	20	30	<b>69</b>	16	120	4	140	44	<b>17</b>	22	83	457
Total Volume	65	522	128	715	67	70	114	251	66	536	34	636	183	50	82	315	1917
% App. Total	9.1	73	17.9		26.7	27.9	45.4		10.4	84.3	5.3		58.1	15.9	26		
PHF	.774	.919	.970	.941	.838	.875	.891	.909	.786	.870	.567	.893	.863	.735	.788	.926	.962

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Avenue 45  
 Weather: Clear

File Name : 06\_IND\_GCP\_A45 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:30 PM				04:00 PM			
+0 mins.	15	142	33	190	20	13	32	65	18	154	6	178	53	11	19	83
+15 mins.	21	125	33	179	15	20	32	67	16	120	4	140	44	15	26	85
+30 mins.	13	135	33	181	13	17	20	50	10	135	7	152	42	7	15	64
+45 mins.	16	120	29	165	19	20	30	69	13	152	10	175	44	17	22	83
Total Volume	65	522	128	715	67	70	114	251	57	561	27	645	183	50	82	315
% App. Total	9.1	73	17.9		26.7	27.9	45.4		8.8	87	4.2		58.1	15.9	26	
PHF	.774	.919	.970	.941	.838	.875	.891	.909	.792	.911	.675	.906	.863	.735	.788	.926

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Avenue 45  
 Weather: Clear

File Name : 06\_IND\_GCP\_A45 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	13	138	27	178	18	13	30	61	11	132	15	158	51	10	19	80	477
04:15 PM	19	124	28	171	15	20	26	61	20	126	8	154	41	14	26	81	467
04:30 PM	9	132	29	170	13	16	19	48	18	152	6	176	40	7	15	62	456
04:45 PM	15	120	26	161	18	20	30	68	16	119	4	139	44	17	22	83	451
Total	56	514	110	680	64	69	105	238	65	529	33	627	176	48	82	306	1851
05:00 PM	9	129	29	167	19	17	21	57	10	133	7	150	55	13	11	79	453
05:15 PM	11	133	24	168	18	9	21	48	13	152	9	174	42	9	11	62	452
05:30 PM	6	138	36	180	7	7	13	27	10	128	8	146	27	6	13	46	399
05:45 PM	7	132	24	163	7	6	10	23	5	133	7	145	28	7	16	51	382
Total	33	532	113	678	51	39	65	155	38	546	31	615	152	35	51	238	1686
Grand Total	89	1046	223	1358	115	108	170	393	103	1075	64	1242	328	83	133	544	3537
Apprch %	6.6	77	16.4		29.3	27.5	43.3		8.3	86.6	5.2		60.3	15.3	24.4		
Total %	2.5	29.6	6.3	38.4	3.3	3.1	4.8	11.1	2.9	30.4	1.8	35.1	9.3	2.3	3.8	15.4	

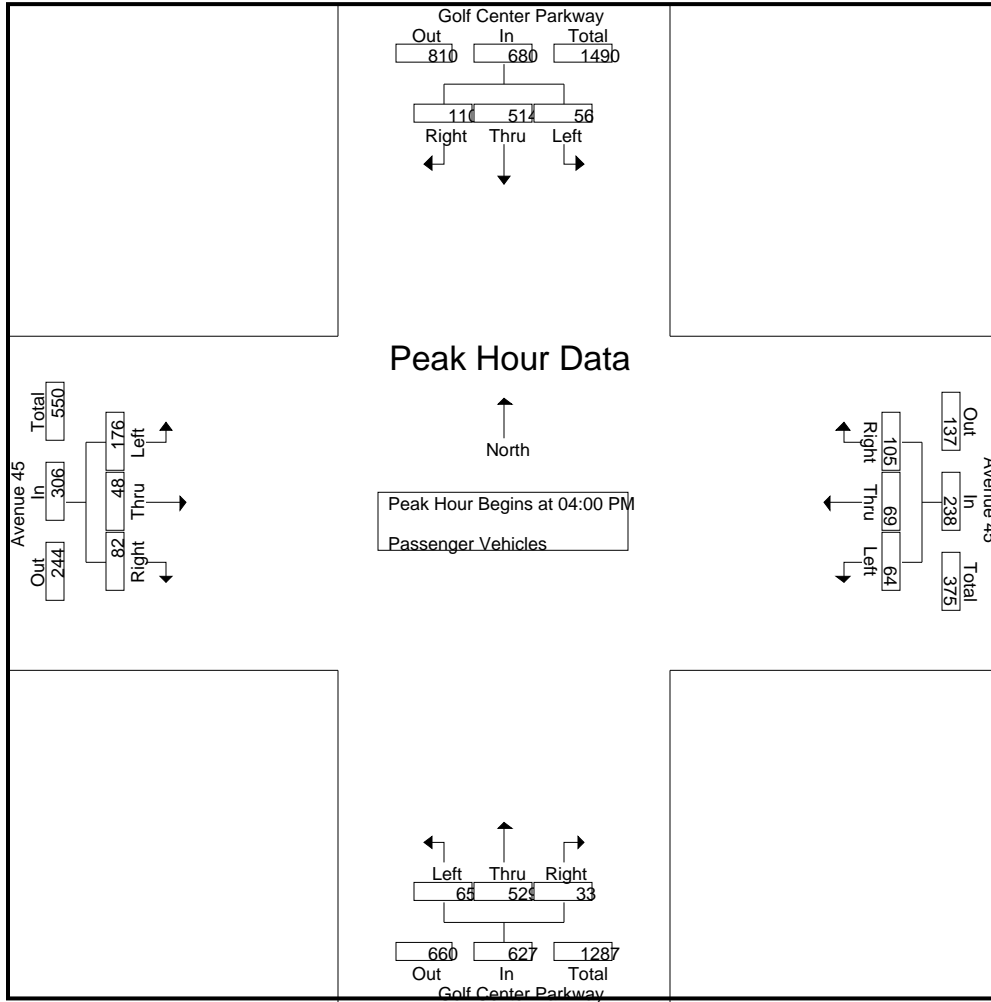
Start Time	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	13	<b>138</b>	27	<b>178</b>	<b>18</b>	13	<b>30</b>	61	11	132	<b>15</b>	158	<b>51</b>	10	19	80	<b>477</b>
04:15 PM	<b>19</b>	124	<b>28</b>	171	15	<b>20</b>	26	61	<b>20</b>	126	8	154	41	14	<b>26</b>	81	467
04:30 PM	9	132	<b>29</b>	170	13	16	19	48	18	<b>152</b>	6	<b>176</b>	40	7	15	62	456
04:45 PM	15	120	26	161	18	20	30	<b>68</b>	16	119	4	139	44	<b>17</b>	22	<b>83</b>	451
Total Volume	56	514	110	680	64	69	105	238	65	529	33	627	176	48	82	306	1851
% App. Total	8.2	75.6	16.2		26.9	29	44.1		10.4	84.4	5.3		57.5	15.7	26.8		
PHF	.737	.931	.948	.955	.889	.863	.875	.875	.813	.870	.550	.891	.863	.706	.788	.922	.970

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Avenue 45  
 Weather: Clear

File Name : 06\_IND\_GCP\_A45 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	13	<b>138</b>	27	<b>178</b>	<b>18</b>	13	<b>30</b>	61	11	132	<b>15</b>	158	<b>51</b>	10	19	80
+15 mins.	<b>19</b>	124	28	171	15	<b>20</b>	26	61	<b>20</b>	126	8	154	41	14	<b>26</b>	81
+30 mins.	9	132	<b>29</b>	170	13	16	19	48	18	<b>152</b>	6	<b>176</b>	40	7	15	62
+45 mins.	15	120	26	161	18	20	30	<b>68</b>	16	119	4	139	44	<b>17</b>	22	<b>83</b>
Total Volume	56	514	110	680	64	69	105	238	65	529	33	627	176	48	82	306
% App. Total	8.2	75.6	16.2		26.9	29	44.1		10.4	84.4	5.3		57.5	15.7	26.8	
PHF	.737	.931	.948	.955	.889	.863	.875	.875	.813	.870	.550	.891	.863	.706	.788	.922

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Avenue 45  
 Weather: Clear

File Name : 06\_IND\_GCP\_A45 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	3	6	10	2	0	1	3	0	2	0	2	2	1	0	3	18
04:15 PM	2	1	5	8	0	0	1	1	1	2	1	4	1	1	0	2	15
04:30 PM	2	2	4	8	0	1	0	1	0	2	0	2	1	0	0	1	12
04:45 PM	0	0	3	3	1	0	0	1	0	0	0	0	0	0	0	0	4
<b>Total</b>	<b>5</b>	<b>6</b>	<b>18</b>	<b>29</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>49</b>
05:00 PM	0	2	1	3	1	0	0	1	0	2	0	2	1	1	0	2	8
05:15 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
05:30 PM	0	0	0	0	1	1	1	3	1	4	1	6	0	0	0	0	9
05:45 PM	0	1	1	2	0	0	0	0	0	2	0	2	1	1	0	2	6
<b>Total</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>8</b>	<b>2</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>25</b>
<b>Grand Total</b>	<b>5</b>	<b>10</b>	<b>20</b>	<b>35</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>10</b>	<b>2</b>	<b>14</b>	<b>3</b>	<b>19</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>74</b>
Apprch %	14.3	28.6	57.1		50	20	30		10.5	73.7	15.8		60	40	0		
Total %	6.8	13.5	27	47.3	6.8	2.7	4.1	13.5	2.7	18.9	4.1	25.7	8.1	5.4	0	13.5	

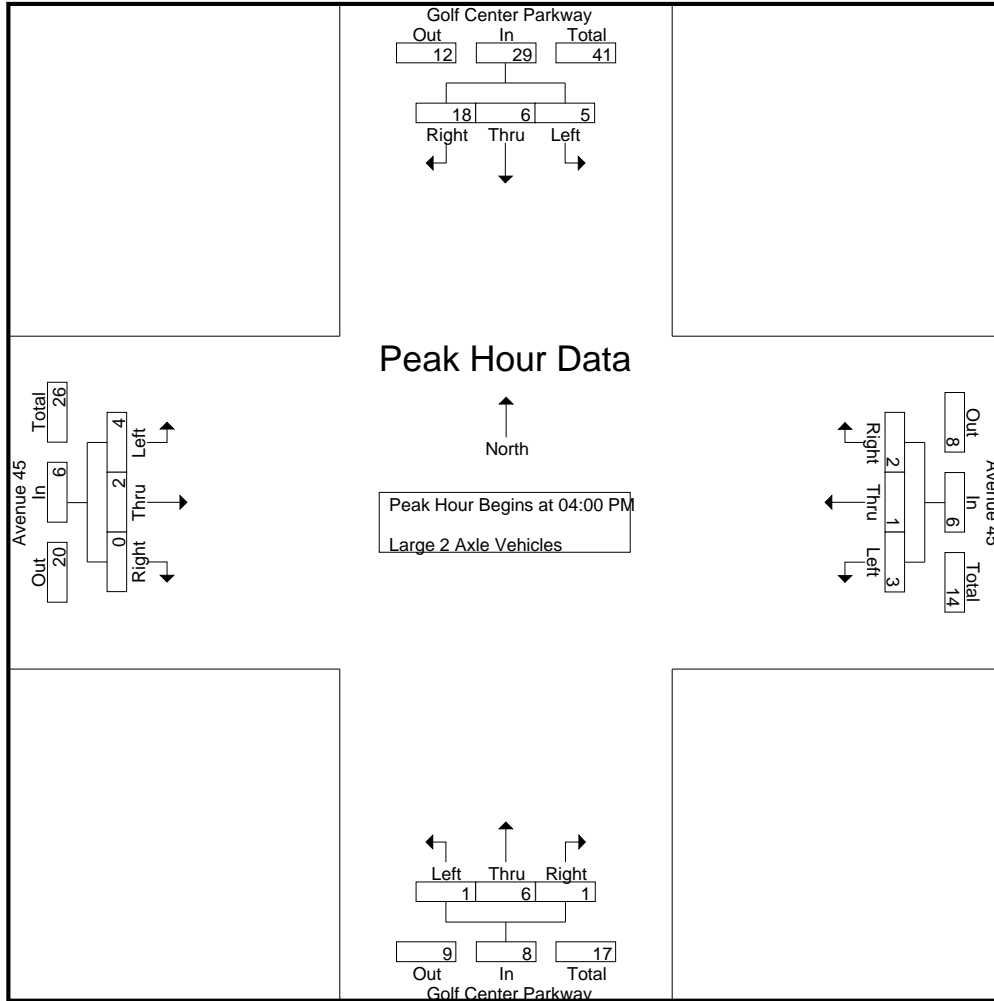
Start Time	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	3	6	10	2	0	1	3	0	2	0	2	2	1	0	3	18
04:15 PM	2	1	5	8	0	0	1	1	1	2	1	4	1	1	0	2	15
04:30 PM	2	2	4	8	0	1	0	1	0	2	0	2	1	0	0	1	12
04:45 PM	0	0	3	3	1	0	0	1	0	0	0	0	0	0	0	0	4
<b>Total Volume</b>	<b>5</b>	<b>6</b>	<b>18</b>	<b>29</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>49</b>
% App. Total	17.2	20.7	62.1		50	16.7	33.3		12.5	75	12.5		66.7	33.3	0		
PHF	.625	.500	.750	.725	.375	.250	.500	.500	.250	.750	.250	.500	.500	.500	.000	.500	.681

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Avenue 45  
 Weather: Clear

File Name : 06\_IND\_GCP\_A45 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	3	6	10	2	0	1	3	0	2	0	2	2	1	0	3
+15 mins.	2	1	5	8	0	0	1	1	1	2	1	4	1	1	0	2
+30 mins.	2	2	4	8	0	1	0	1	0	2	0	2	1	0	0	1
+45 mins.	0	0	3	3	1	0	0	1	0	0	0	0	0	0	0	0
Total Volume	5	6	18	29	3	1	2	6	1	6	1	8	4	2	0	6
% App. Total	17.2	20.7	62.1		50	16.7	33.3		12.5	75	12.5		66.7	33.3	0	
PHF	.625	.500	.750	.725	.375	.250	.500	.500	.250	.750	.250	.500	.500	.500	.000	.500

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Avenue 45  
 Weather: Clear

File Name : 06\_IND\_GCP\_A45 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	2	2	0	0	0	0	2	0	0	0	0	4
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2
04:45 PM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Total	2	0	0	2	0	0	3	3	0	1	0	1	3	0	0	0	3	9
05:00 PM	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
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Total	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	0	3
Grand Total	2	2	0	4	0	0	3	3	0	2	0	2	3	0	0	0	3	12
Apprch %	50	50	0		0	0	100		0	100	0		100	0	0			
Total %	16.7	16.7	0	33.3	0	0	25	25	0	16.7	0	16.7	25	0	0	25		

Start Time	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	2	2	0	0	0	0	2	0	0	0	0	4
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2
04:45 PM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Total Volume	2	0	0	2	0	0	3	3	0	1	0	1	3	0	0	0	3	9
% App. Total	100	0	0		0	0	100		0	100	0		100	0	0			
PHF	.500	.000	.000	.500	.000	.000	.375	.375	.000	.250	.000	.250	.375	.000	.000	.375	.563	

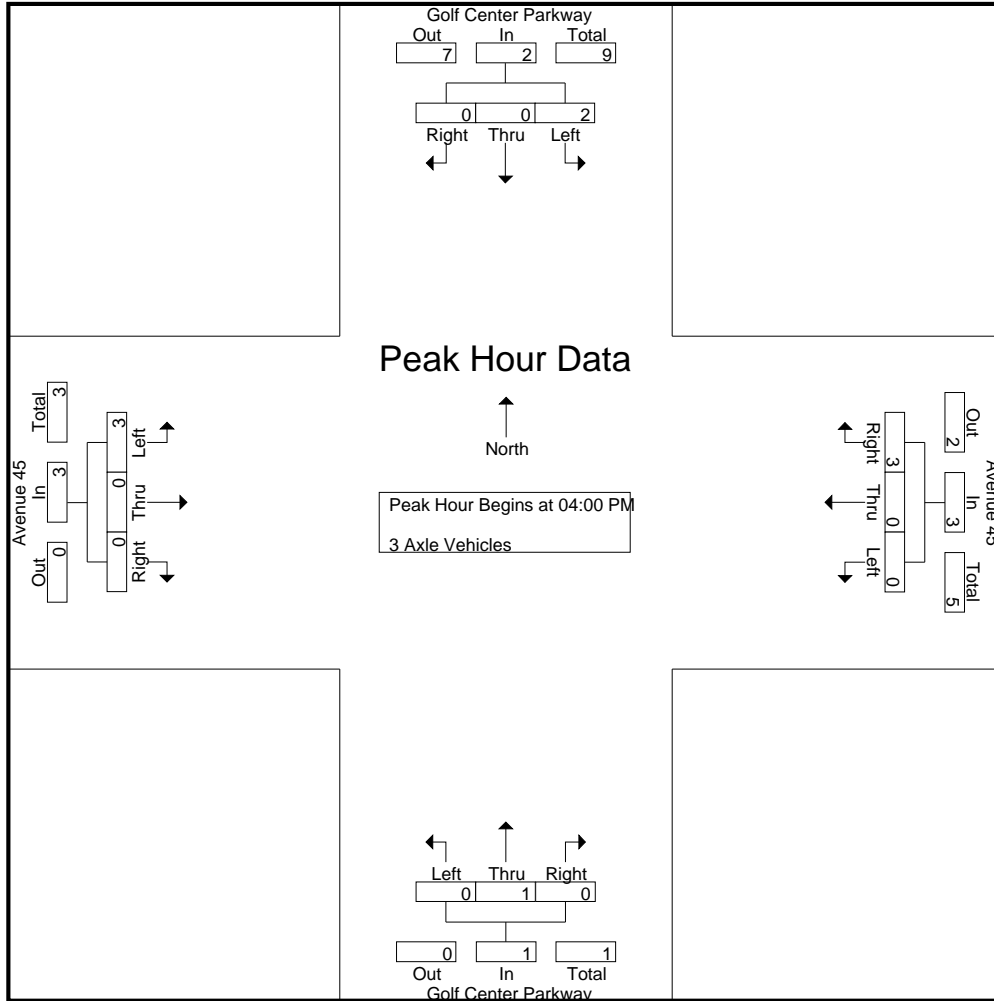
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM



City of Indio  
 N/S: Golf Center Parkway  
 E/W: Avenue 45  
 Weather: Clear

File Name : 06\_IND\_GCP\_A45 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 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	2	2	0	0	0	0	2	0	0	2
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	2	0	0	2	0	0	3	3	0	1	0	1	3	0	0	3
% App. Total	100	0	0	0	0	0	100	0	0	100	0	0	100	0	0	0
PHF	.500	.000	.000	.500	.000	.000	.375	.375	.000	.250	.000	.250	.375	.000	.000	.375

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Avenue 45  
 Weather: Clear

File Name : 06\_IND\_GCP\_A45 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

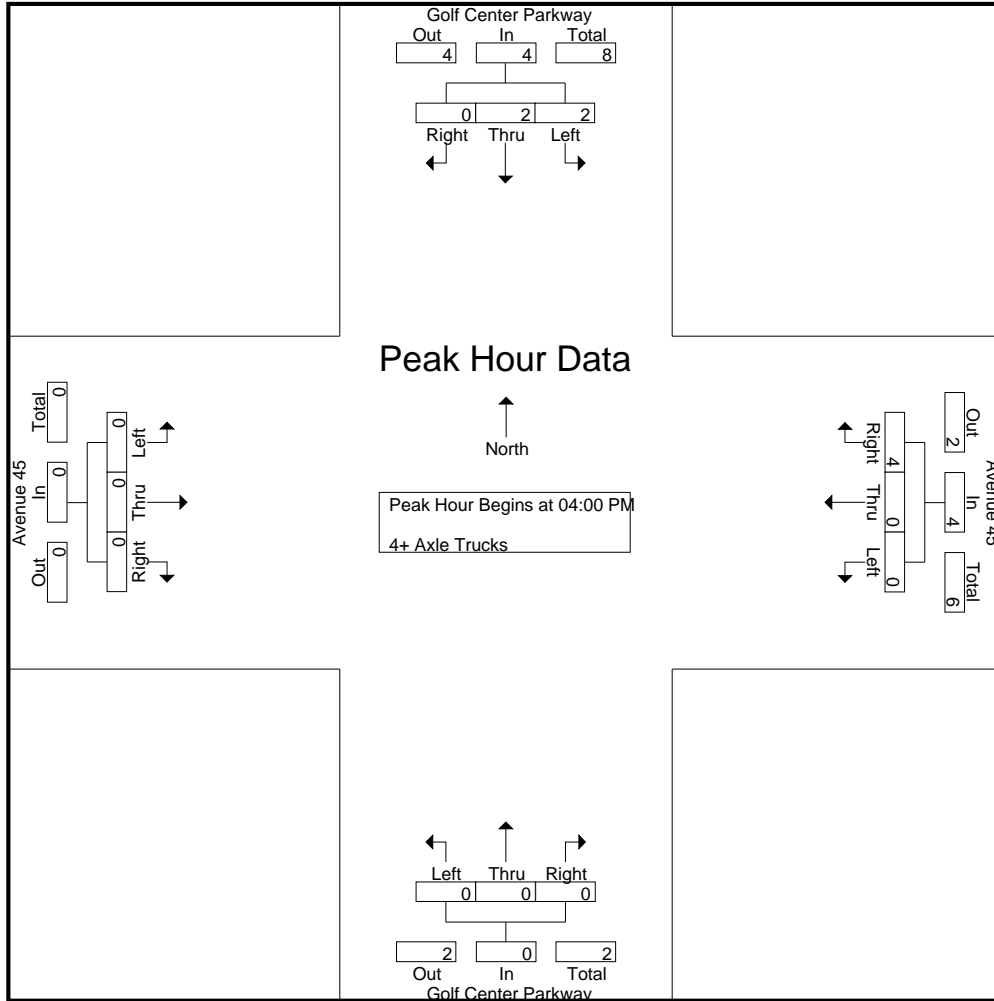
Groups Printed- 4+ Axle Trucks

Start Time	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	3
04:30 PM	1	1	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	0	4	0	0	4	4	0	0	0	0	0	0	0	0	0	8
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	1	0	2	0	0	2	2	0	0	0	0	0	0	0	0	0	4
Grand Total	3	3	0	6	0	0	6	6	0	0	0	0	0	0	0	0	0	12
Apprch %	50	50	0		0	0	100		0	0	0		0	0	0			
Total %	25	25	0	50	0	0	50	50	0	0	0	0	0	0	0	0		

Start Time	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	3
04:30 PM	1	1	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	2	0	4	0	0	4	4	0	0	0	0	0	0	0	0	0	8
% App. Total	50	50	0		0	0	100		0	0	0		0	0	0			
PHF	.500	.500	.000	.500	.000	.000	.333	.333	.000	.000	.000	.000	.000	.000	.000	.000	.000	.667

City of Indio  
 N/S: Golf Center Parkway  
 E/W: Avenue 45  
 Weather: Clear

File Name : 06\_IND\_GCP\_A45 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
+30 mins.	1	1	0	2	0	0	1	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	2	2	0	4	0	0	4	4	0	0	0	0	0	0	0	0
% App. Total	50	50	0	100	0	0	100	100	0	0	0	0	0	0	0	0
PHF	.500	.500	.000	.500	.000	.000	.333	.333	.000	.000	.000	.000	.000	.000	.000	.000

City of Indio  
 N/S: Commerce Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 08\_IND\_Com\_A45 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

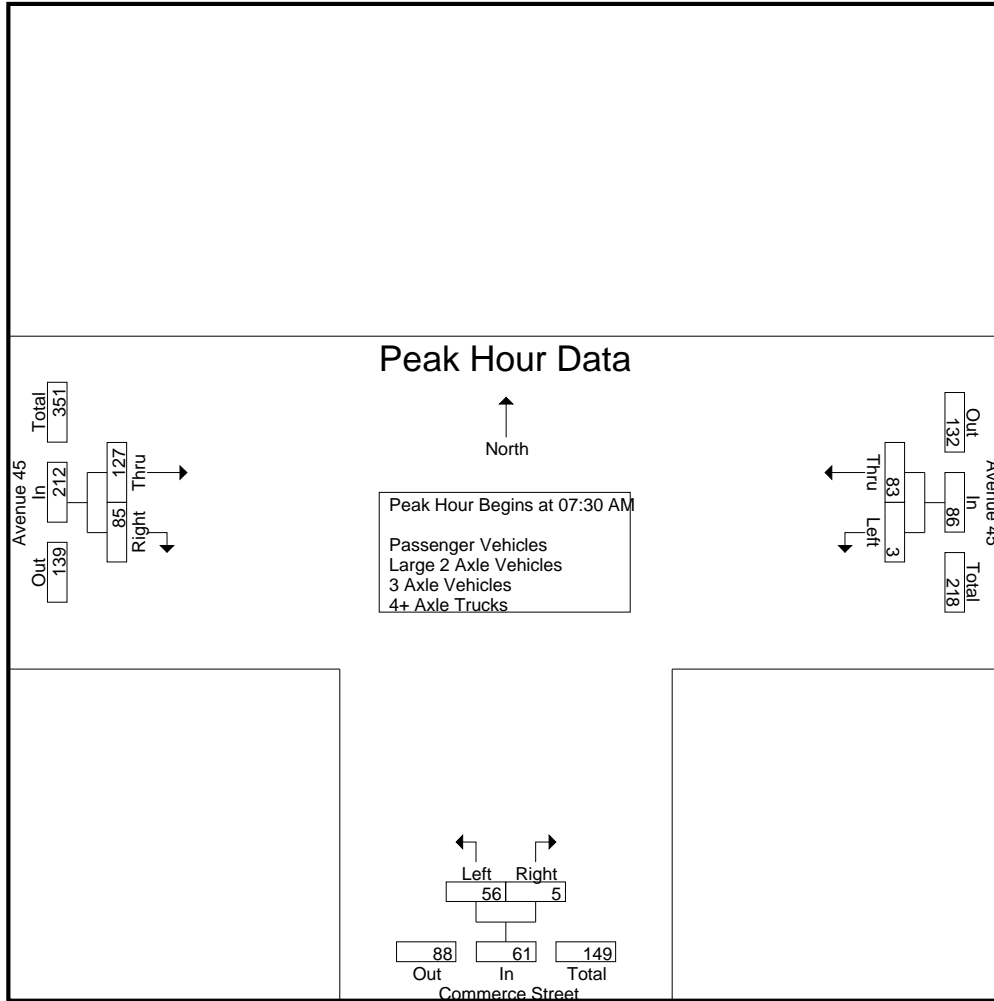
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Avenue 45 Westbound			Commerce Street Northbound			Avenue 45 Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	15	15	13	1	14	23	22	45	74
07:15 AM	1	22	23	10	0	10	20	15	35	68
07:30 AM	1	23	24	14	0	14	30	15	45	83
07:45 AM	0	24	24	10	2	12	25	29	54	90
Total	2	84	86	47	3	50	98	81	179	315
08:00 AM	1	18	19	21	3	24	37	15	52	95
08:15 AM	1	18	19	11	0	11	35	26	61	91
08:30 AM	2	16	18	9	4	13	26	24	50	81
08:45 AM	2	21	23	8	2	10	15	14	29	62
Total	6	73	79	49	9	58	113	79	192	329
Grand Total	8	157	165	96	12	108	211	160	371	644
Apprch %	4.8	95.2		88.9	11.1		56.9	43.1		
Total %	1.2	24.4	25.6	14.9	1.9	16.8	32.8	24.8	57.6	
Passenger Vehicles	8	115	123	72	7	79	193	134	327	529
% Passenger Vehicles	100	73.2	74.5	75	58.3	73.1	91.5	83.8	88.1	82.1
Large 2 Axle Vehicles	0	38	38	15	4	19	18	14	32	89
% Large 2 Axle Vehicles	0	24.2	23	15.6	33.3	17.6	8.5	8.8	8.6	13.8
3 Axle Vehicles	0	2	2	3	1	4	0	5	5	11
% 3 Axle Vehicles	0	1.3	1.2	3.1	8.3	3.7	0	3.1	1.3	1.7
4+ Axle Trucks	0	2	2	6	0	6	0	7	7	15
% 4+ Axle Trucks	0	1.3	1.2	6.2	0	5.6	0	4.4	1.9	2.3

Start Time	Avenue 45 Westbound			Commerce Street Northbound			Avenue 45 Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	1	23	24	14	0	14	30	15	45	83
07:45 AM	0	24	24	10	2	12	25	29	54	90
08:00 AM	1	18	19	21	3	24	37	15	52	95
08:15 AM	1	18	19	11	0	11	35	26	61	91
Total Volume	3	83	86	56	5	61	127	85	212	359
% App. Total	3.5	96.5		91.8	8.2		59.9	40.1		
PHF	.750	.865	.896	.667	.417	.635	.858	.733	.869	.945

City of Indio  
 N/S: Commerce Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 08\_IND\_Com\_A45 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:30 AM			07:45 AM		
+0 mins.	1	22	23	14	0	14	25	<b>29</b>	54
+15 mins.	1	23	<b>24</b>	10	2	12	<b>37</b>	15	52
+30 mins.	0	<b>24</b>	24	<b>21</b>	<b>3</b>	<b>24</b>	35	26	<b>61</b>
+45 mins.	1	18	19	11	0	11	26	24	50
Total Volume	3	87	90	56	5	61	123	94	217
% App. Total	3.3	96.7		91.8	8.2		56.7	43.3	
PHF	.750	.906	.938	.667	.417	.635	.831	.810	.889

City of Indio  
 N/S: Commerce Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 08\_IND\_Com\_A45 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Avenue 45 Westbound			Commerce Street Northbound			Avenue 45 Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	9	9	10	0	10	20	18	38	57
07:15 AM	1	13	14	5	0	5	19	12	31	50
07:30 AM	1	17	18	13	0	13	27	12	39	70
07:45 AM	0	17	17	7	0	7	24	24	48	72
Total	2	56	58	35	0	35	90	66	156	249
08:00 AM	1	14	15	14	1	15	34	13	47	77
08:15 AM	1	17	18	10	0	10	31	24	55	83
08:30 AM	2	12	14	7	4	11	23	20	43	68
08:45 AM	2	16	18	6	2	8	15	11	26	52
Total	6	59	65	37	7	44	103	68	171	280
Grand Total	8	115	123	72	7	79	193	134	327	529
Apprch %	6.5	93.5		91.1	8.9		59	41		
Total %	1.5	21.7	23.3	13.6	1.3	14.9	36.5	25.3	61.8	

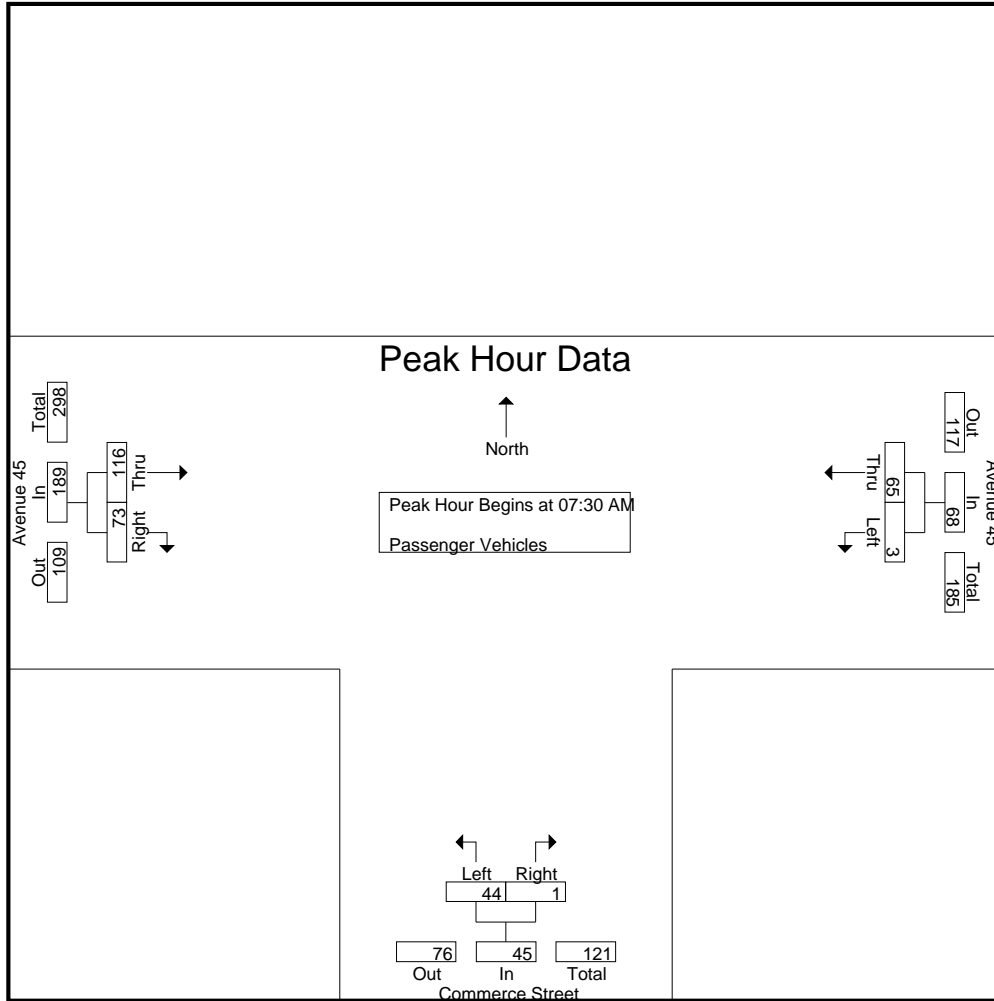
Start Time	Avenue 45 Westbound			Commerce Street Northbound			Avenue 45 Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:30 AM	1	17	18	13	0	13	27	12	39	70
07:45 AM	0	17	17	7	0	7	24	24	48	72
08:00 AM	1	14	15	14	1	15	34	13	47	77
08:15 AM	1	17	18	10	0	10	31	24	55	83
Total Volume	3	65	68	44	1	45	116	73	189	302
% App. Total	4.4	95.6		97.8	2.2		61.4	38.6		
PHF	.750	.956	.944	.786	.250	.750	.853	.760	.859	.910

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

City of Indio  
 N/S: Commerce Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 08\_IND\_Com\_A45 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	1	17	18	13	0	13	27	12	39
+15 mins.	0	17	17	7	0	7	24	24	48
+30 mins.	1	14	15	14	1	15	34	13	47
+45 mins.	1	17	18	10	0	10	31	24	55
Total Volume	3	65	68	44	1	45	116	73	189
% App. Total	4.4	95.6		97.8	2.2		61.4	38.6	
PHF	.750	.956	.944	.786	.250	.750	.853	.760	.859

City of Indio  
 N/S: Commerce Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 08\_IND\_Com\_A45 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Avenue 45 Westbound			Commerce Street Northbound			Avenue 45 Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	5	5	2	1	3	3	3	6	14
07:15 AM	0	8	8	3	0	3	1	1	2	13
07:30 AM	0	4	4	0	0	0	3	2	5	9
07:45 AM	0	7	7	3	1	4	1	5	6	17
Total	0	24	24	8	2	10	8	11	19	53
08:00 AM	0	4	4	5	2	7	3	1	4	15
08:15 AM	0	1	1	1	0	1	4	1	5	7
08:30 AM	0	4	4	0	0	0	3	1	4	8
08:45 AM	0	5	5	1	0	1	0	0	0	6
Total	0	14	14	7	2	9	10	3	13	36
Grand Total	0	38	38	15	4	19	18	14	32	89
Apprch %	0	100		78.9	21.1		56.2	43.8		
Total %	0	42.7	42.7	16.9	4.5	21.3	20.2	15.7	36	

Start Time	Avenue 45 Westbound			Commerce Street Northbound			Avenue 45 Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:30 AM	0	4	4	0	0	0	3	2	5	9
07:45 AM	0	7	7	3	1	4	1	5	6	17
08:00 AM	0	4	4	5	2	7	3	1	4	15
08:15 AM	0	1	1	1	0	1	4	1	5	7
Total Volume	0	16	16	9	3	12	11	9	20	48
% App. Total	0	100		75	25		55	45		
PHF	.000	.571	.571	.450	.375	.429	.688	.450	.833	.706

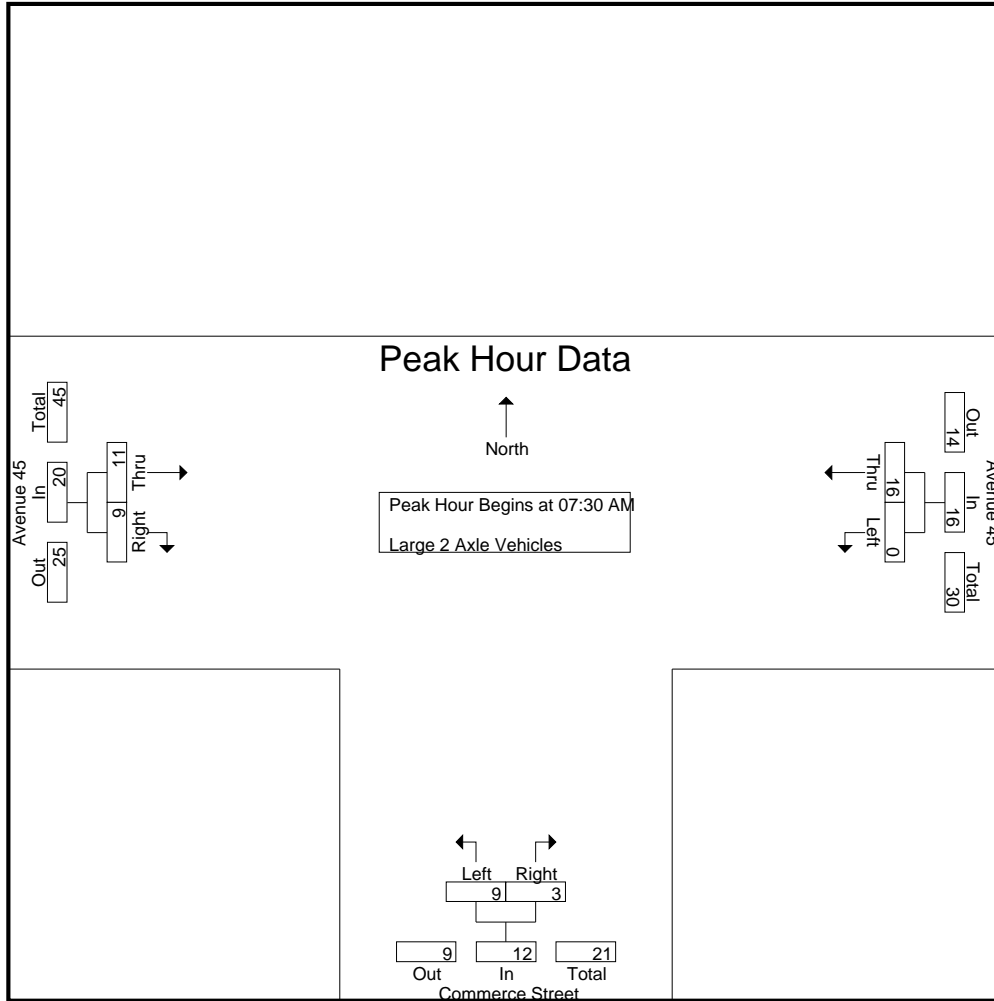
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM



City of Indio  
 N/S: Commerce Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 08\_IND\_Com\_A45 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	4	4	0	0	0	3	2	5
+15 mins.	0	7	7	3	1	4	1	5	6
+30 mins.	0	4	4	5	2	7	3	1	4
+45 mins.	0	1	1	1	0	1	4	1	5
Total Volume	0	16	16	9	3	12	11	9	20
% App. Total	0	100		75	25		55	45	
PHF	.000	.571	.571	.450	.375	.429	.688	.450	.833

City of Indio  
 N/S: Commerce Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 08\_IND\_Com\_A45 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Avenue 45 Westbound			Commerce Street Northbound			Avenue 45 Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	1	1	0	0	0	0	1	1	2
07:15 AM	0	1	1	0	0	0	0	2	2	3
07:30 AM	0	0	0	1	0	1	0	0	0	1
07:45 AM	0	0	0	0	1	1	0	0	0	1
Total	0	2	2	1	1	2	0	3	3	7
08:00 AM	0	0	0	1	0	1	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	1	1	1
08:30 AM	0	0	0	1	0	1	0	1	1	2
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	2	0	2	2	4
Grand Total	0	2	2	3	1	4	0	5	5	11
Apprch %	0	100		75	25		0	100		
Total %	0	18.2	18.2	27.3	9.1	36.4	0	45.5	45.5	

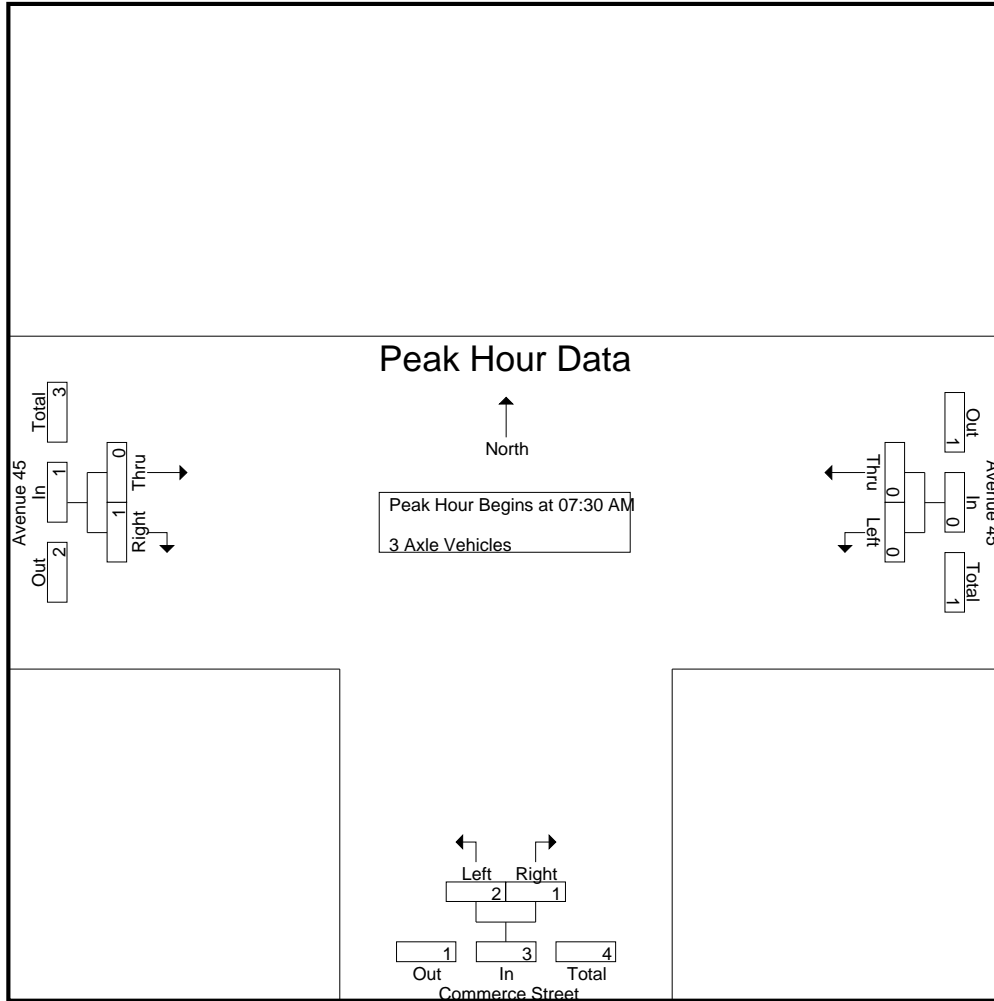
Start Time	Avenue 45 Westbound			Commerce Street Northbound			Avenue 45 Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:30 AM	0	0	0	1	0	1	0	0	0	1
07:45 AM	0	0	0	0	1	1	0	0	0	1
08:00 AM	0	0	0	1	0	1	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	2	1	3	0	1	1	4
% App. Total	0	0		66.7	33.3		0	100		
PHF	.000	.000	.000	.500	.250	.750	.000	.250	.250	1.00

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

City of Indio  
 N/S: Commerce Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 08\_IND\_Com\_A45 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	1	0	1	0	0	0
+15 mins.	0	0	0	0	1	1	0	0	0
+30 mins.	0	0	0	1	0	1	0	0	0
+45 mins.	0	0	0	0	0	0	0	1	1
Total Volume	0	0	0	2	1	3	0	1	1
% App. Total	0	0	0	66.7	33.3		0	100	
PHF	.000	.000	.000	.500	.250	.750	.000	.250	.250

City of Indio  
 N/S: Commerce Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 08\_IND\_Com\_A45 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

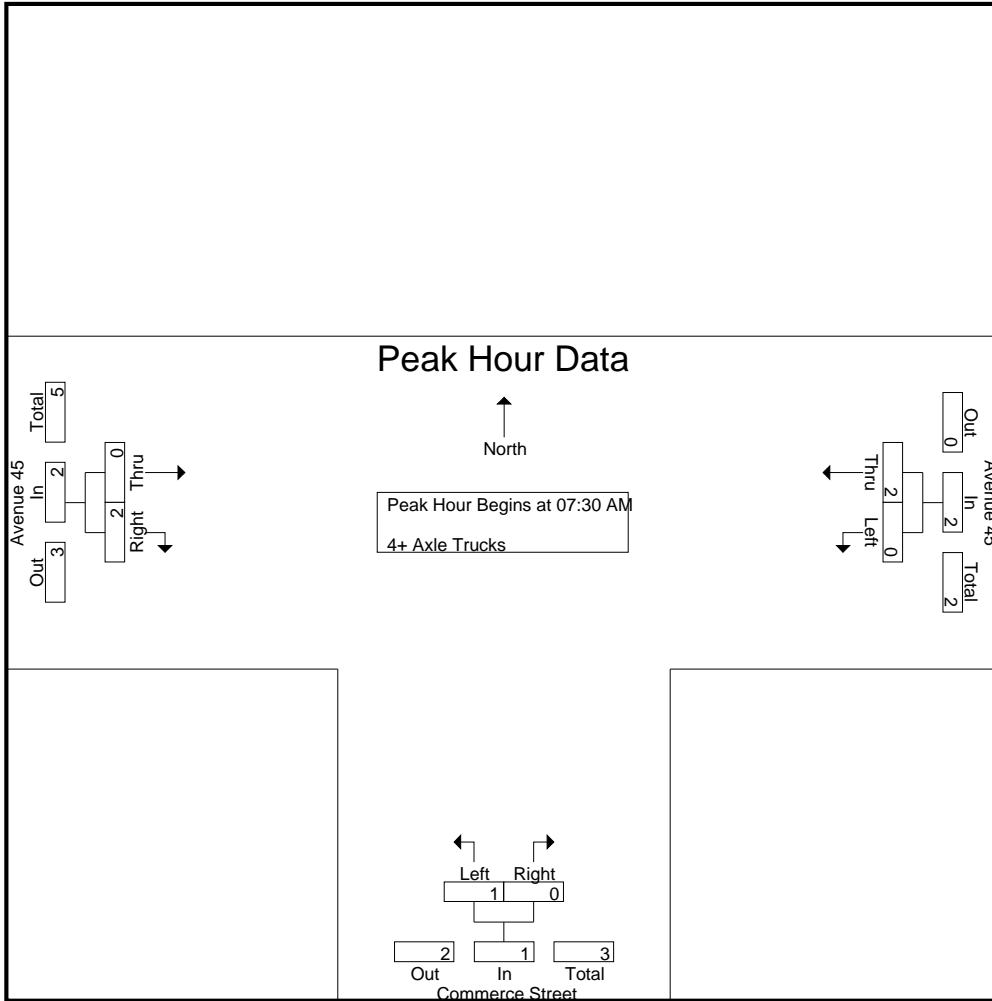
Groups Printed- 4+ Axle Trucks

Start Time	Avenue 45 Westbound			Commerce Street Northbound			Avenue 45 Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	1	0	1	0	0	0	1
07:15 AM	0	0	0	2	0	2	0	0	0	2
07:30 AM	0	2	2	0	0	0	0	1	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	2	2	3	0	3	0	1	1	6
08:00 AM	0	0	0	1	0	1	0	1	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	1	0	1	0	2	2	3
08:45 AM	0	0	0	1	0	1	0	3	3	4
Total	0	0	0	3	0	3	0	6	6	9
Grand Total	0	2	2	6	0	6	0	7	7	15
Apprch %	0	100		100	0		0	100		
Total %	0	13.3	13.3	40	0	40	0	46.7	46.7	

Start Time	Avenue 45 Westbound			Commerce Street Northbound			Avenue 45 Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:30 AM	0	2	2	0	0	0	0	1	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	1	0	1	0	1	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	2	1	0	1	0	2	2	5
% App. Total	0	100		100	0		0	100		
PHF	.000	.250	.250	.250	.000	.250	.000	.500	.500	.417

City of Indio  
 N/S: Commerce Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 08\_IND\_Com\_A45 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	2	2	0	0	0	0	1	1
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	1	0	1	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	2	2	1	0	1	0	2	2
% App. Total	0	100		100	0		0	100	
PHF	.000	.250	.250	.250	.000	.250	.000	.500	.500

City of Indio  
 N/S: Commerce Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 08\_IND\_Com\_A45 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

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

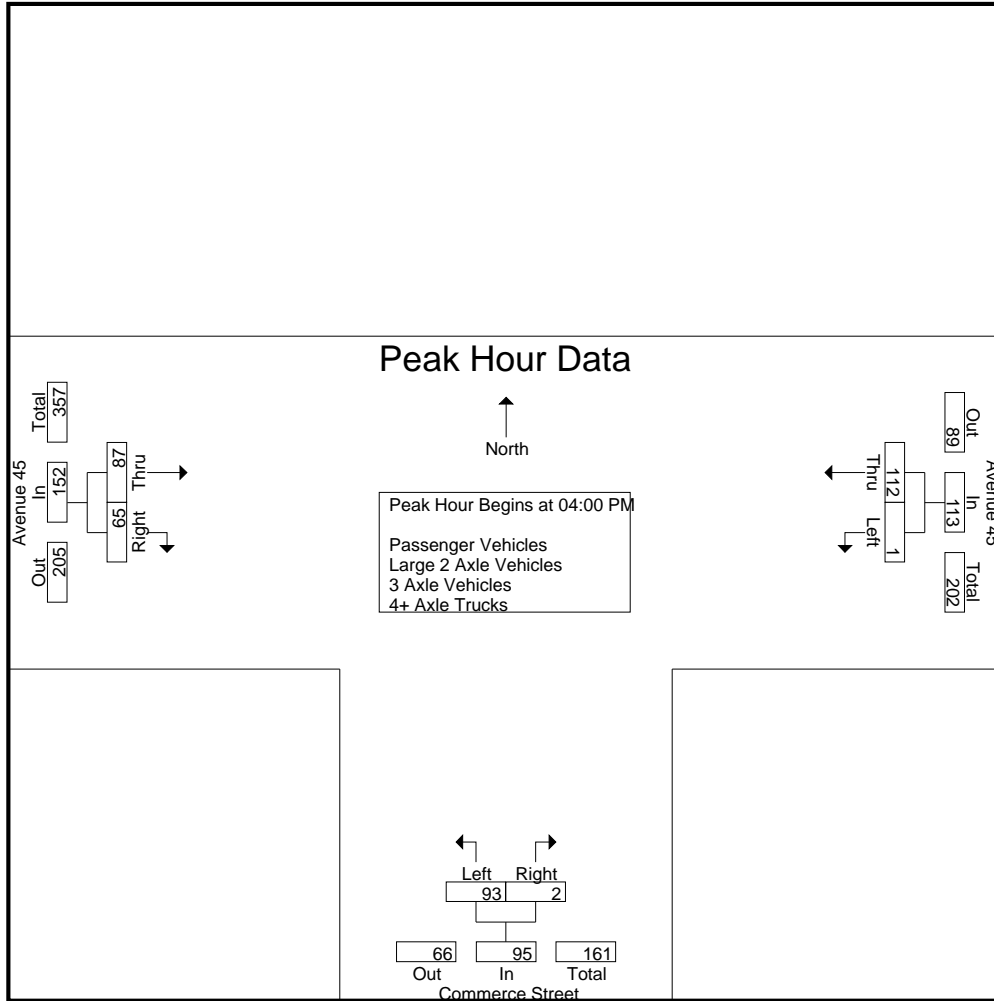
Start Time	Avenue 45 Westbound			Commerce Street Northbound			Avenue 45 Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	31	31	27	2	29	23	20	43	103
04:15 PM	1	28	29	23	0	23	30	13	43	95
04:30 PM	0	29	29	28	0	28	20	19	39	96
04:45 PM	0	24	24	15	0	15	14	13	27	66
Total	1	112	113	93	2	95	87	65	152	360
05:00 PM	0	30	30	34	1	35	23	13	36	101
05:15 PM	0	21	21	24	0	24	21	6	27	72
05:30 PM	0	25	25	14	0	14	18	7	25	64
05:45 PM	0	14	14	16	0	16	13	9	22	52
Total	0	90	90	88	1	89	75	35	110	289
Grand Total	1	202	203	181	3	184	162	100	262	649
Apprch %	0.5	99.5		98.4	1.6		61.8	38.2		
Total %	0.2	31.1	31.3	27.9	0.5	28.4	25	15.4	40.4	
Passenger Vehicles	1	193	194	166	1	167	149	88	237	598
% Passenger Vehicles	100	95.5	95.6	91.7	33.3	90.8	92	88	90.5	92.1
Large 2 Axle Vehicles	0	8	8	7	2	9	12	8	20	37
% Large 2 Axle Vehicles	0	4	3.9	3.9	66.7	4.9	7.4	8	7.6	5.7
3 Axle Vehicles	0	1	1	2	0	2	1	0	1	4
% 3 Axle Vehicles	0	0.5	0.5	1.1	0	1.1	0.6	0	0.4	0.6
4+ Axle Trucks	0	0	0	6	0	6	0	4	4	10
% 4+ Axle Trucks	0	0	0	3.3	0	3.3	0	4	1.5	1.5

Start Time	Avenue 45 Westbound			Commerce Street Northbound			Avenue 45 Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	31	31	27	2	29	23	20	43	103
04:15 PM	1	28	29	23	0	23	30	13	43	95
04:30 PM	0	29	29	28	0	28	20	19	39	96
04:45 PM	0	24	24	15	0	15	14	13	27	66
Total Volume	1	112	113	93	2	95	87	65	152	360
% App. Total	0.9	99.1		97.9	2.1		57.2	42.8		
PHF	.250	.903	.911	.830	.250	.819	.725	.813	.884	.874

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Indio  
 N/S: Commerce Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 08\_IND\_Com\_A45 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:30 PM			04:00 PM		
+0 mins.	0	<b>31</b>	<b>31</b>	28	0	28	23	<b>20</b>	<b>43</b>
+15 mins.	<b>1</b>	28	29	15	0	15	<b>30</b>	13	43
+30 mins.	0	29	29	<b>34</b>	<b>1</b>	<b>35</b>	20	19	39
+45 mins.	0	24	24	24	0	24	14	13	27
Total Volume	1	112	113	101	1	102	87	65	152
% App. Total	0.9	99.1		99	1		57.2	42.8	
PHF	.250	.903	.911	.743	.250	.729	.725	.813	.884

City of Indio  
 N/S: Commerce Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 08\_IND\_Com\_A45 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

Groups Printed- Passenger Vehicles

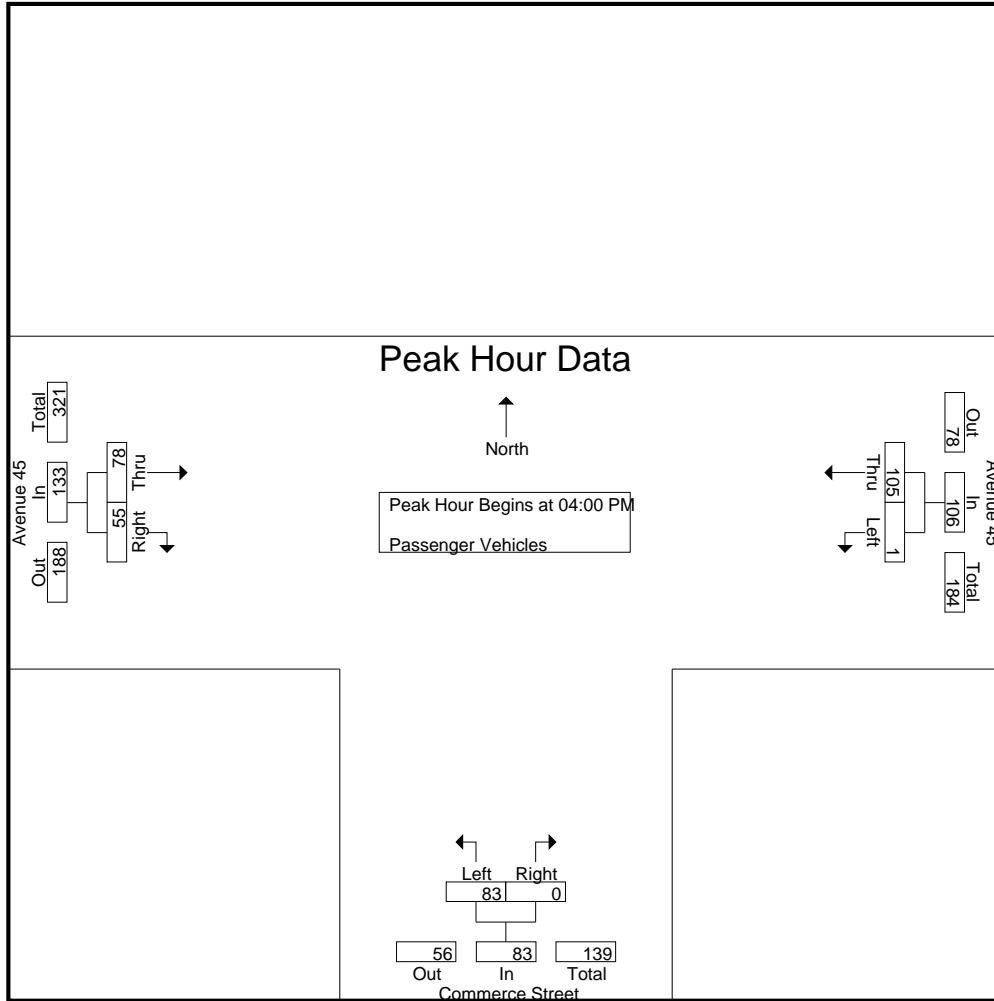
Start Time	Avenue 45 Westbound			Commerce Street Northbound			Avenue 45 Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	28	28	26	0	26	20	15	35	89
04:15 PM	1	26	27	19	0	19	29	12	41	87
04:30 PM	0	28	28	23	0	23	16	16	32	83
04:45 PM	0	23	23	15	0	15	13	12	25	63
<b>Total</b>	<b>1</b>	<b>105</b>	<b>106</b>	<b>83</b>	<b>0</b>	<b>83</b>	<b>78</b>	<b>55</b>	<b>133</b>	<b>322</b>
05:00 PM	0	30	30	34	1	35	22	12	34	99
05:15 PM	0	20	20	23	0	23	19	6	25	68
05:30 PM	0	25	25	12	0	12	18	6	24	61
05:45 PM	0	13	13	14	0	14	12	9	21	48
<b>Total</b>	<b>0</b>	<b>88</b>	<b>88</b>	<b>83</b>	<b>1</b>	<b>84</b>	<b>71</b>	<b>33</b>	<b>104</b>	<b>276</b>
Grand Total	1	193	194	166	1	167	149	88	237	598
Apprch %	0.5	99.5		99.4	0.6		62.9	37.1		
Total %	0.2	32.3	32.4	27.8	0.2	27.9	24.9	14.7	39.6	

Start Time	Avenue 45 Westbound			Commerce Street Northbound			Avenue 45 Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	<b>28</b>	<b>28</b>	<b>26</b>	0	<b>26</b>	20	15	35	<b>89</b>
04:15 PM	<b>1</b>	26	27	19	0	19	<b>29</b>	12	<b>41</b>	87
04:30 PM	0	28	28	23	0	23	16	<b>16</b>	32	83
04:45 PM	0	23	23	15	0	15	13	12	25	63
<b>Total Volume</b>	<b>1</b>	<b>105</b>	<b>106</b>	<b>83</b>	<b>0</b>	<b>83</b>	<b>78</b>	<b>55</b>	<b>133</b>	<b>322</b>
<b>% App. Total</b>	<b>0.9</b>	<b>99.1</b>		<b>100</b>	<b>0</b>		<b>58.6</b>	<b>41.4</b>		
<b>PHF</b>	<b>.250</b>	<b>.938</b>	<b>.946</b>	<b>.798</b>	<b>.000</b>	<b>.798</b>	<b>.672</b>	<b>.859</b>	<b>.811</b>	<b>.904</b>



City of Indio  
 N/S: Commerce Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 08\_IND\_Com\_A45 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	<b>28</b>	<b>28</b>	<b>26</b>	0	<b>26</b>	20	15	35
+15 mins.	<b>1</b>	26	27	19	0	19	<b>29</b>	12	<b>41</b>
+30 mins.	0	28	28	23	0	23	16	<b>16</b>	32
+45 mins.	0	23	23	15	0	15	13	12	25
Total Volume	1	105	106	83	0	83	78	55	133
% App. Total	0.9	99.1		100	0		58.6	41.4	
PHF	.250	.938	.946	.798	.000	.798	.672	.859	.811

City of Indio  
 N/S: Commerce Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 08\_IND\_Com\_A45 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

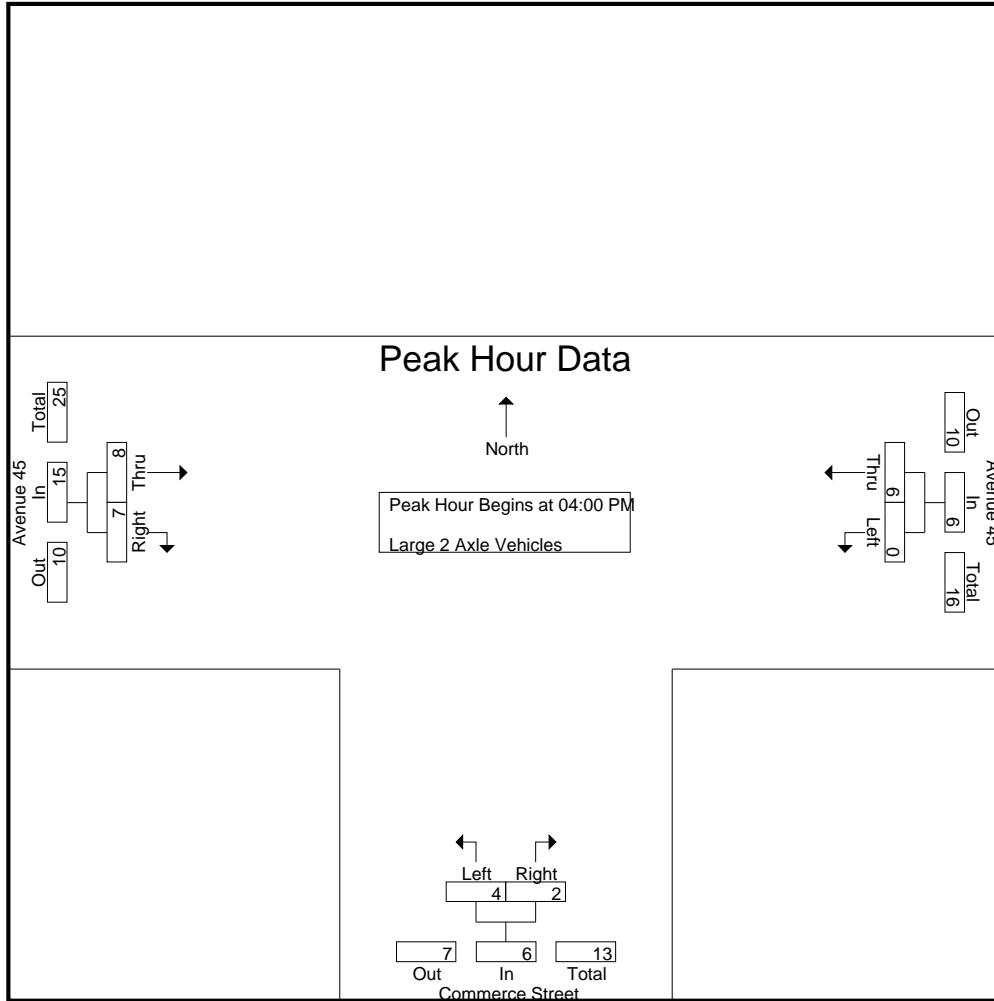
Groups Printed- Large 2 Axle Vehicles

Start Time	Avenue 45 Westbound			Commerce Street Northbound			Avenue 45 Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	3	3	1	2	3	3	3	6	12
04:15 PM	0	1	1	1	0	1	1	1	2	4
04:30 PM	0	1	1	2	0	2	3	2	5	8
04:45 PM	0	1	1	0	0	0	1	1	2	3
Total	0	6	6	4	2	6	8	7	15	27
05:00 PM	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	1	1	0	0	0	2	0	2	3
05:30 PM	0	0	0	1	0	1	0	1	1	2
05:45 PM	0	1	1	2	0	2	1	0	1	4
Total	0	2	2	3	0	3	4	1	5	10
Grand Total	0	8	8	7	2	9	12	8	20	37
Apprch %	0	100		77.8	22.2		60	40		
Total %	0	21.6	21.6	18.9	5.4	24.3	32.4	21.6	54.1	

Start Time	Avenue 45 Westbound			Commerce Street Northbound			Avenue 45 Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	3	3	1	2	3	3	3	6	12
04:15 PM	0	1	1	1	0	1	1	1	2	4
04:30 PM	0	1	1	2	0	2	3	2	5	8
04:45 PM	0	1	1	0	0	0	1	1	2	3
Total Volume	0	6	6	4	2	6	8	7	15	27
% App. Total	0	100		66.7	33.3		53.3	46.7		
PHF	.000	.500	.500	.500	.250	.500	.667	.583	.625	.563

City of Indio  
 N/S: Commerce Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 08\_IND\_Com\_A45 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	3	3	1	2	3	3	3	6
+15 mins.	0	1	1	1	0	1	1	1	2
+30 mins.	0	1	1	2	0	2	3	2	5
+45 mins.	0	1	1	0	0	0	1	1	2
Total Volume	0	6	6	4	2	6	8	7	15
% App. Total	0	100		66.7	33.3		53.3	46.7	
PHF	.000	.500	.500	.500	.250	.500	.667	.583	.625

City of Indio  
 N/S: Commerce Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 08\_IND\_Com\_A45 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

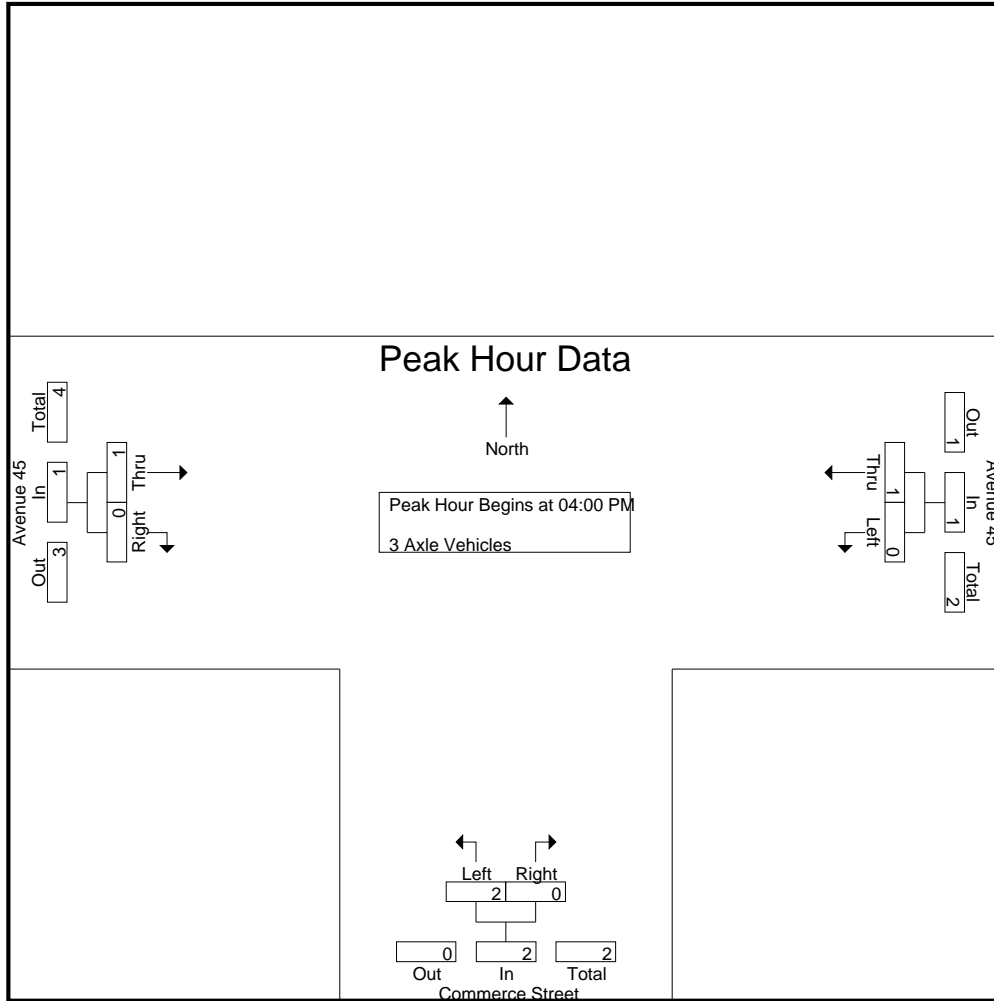
Groups Printed- 3 Axle Vehicles

Start Time	Avenue 45 Westbound			Commerce Street Northbound			Avenue 45 Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	1	1	0	1	0	0	0	2
04:30 PM	0	0	0	1	0	1	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	2	0	2	1	0	1	4
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	1	2	0	2	1	0	1	4
Apprch %	0	100		100	0		100	0		
Total %	0	25	25	50	0	50	25	0	25	

Start Time	Avenue 45 Westbound			Commerce Street Northbound			Avenue 45 Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	1	1	0	1	0	0	0	2
04:30 PM	0	0	0	1	0	1	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	2	0	2	1	0	1	4
% App. Total	0	100		100	0		100	0		
PHF	.000	.250	.250	.500	.000	.500	.250	.000	.250	.500

City of Indio  
 N/S: Commerce Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 08\_IND\_Com\_A45 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	1	1	0	1	0	0	0
+30 mins.	0	0	0	1	0	1	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	2	0	2	1	0	1
% App. Total	0	100		100	0		100	0	
PHF	.000	.250	.250	.500	.000	.500	.250	.000	.250

City of Indio  
 N/S: Commerce Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 08\_IND\_Com\_A45 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

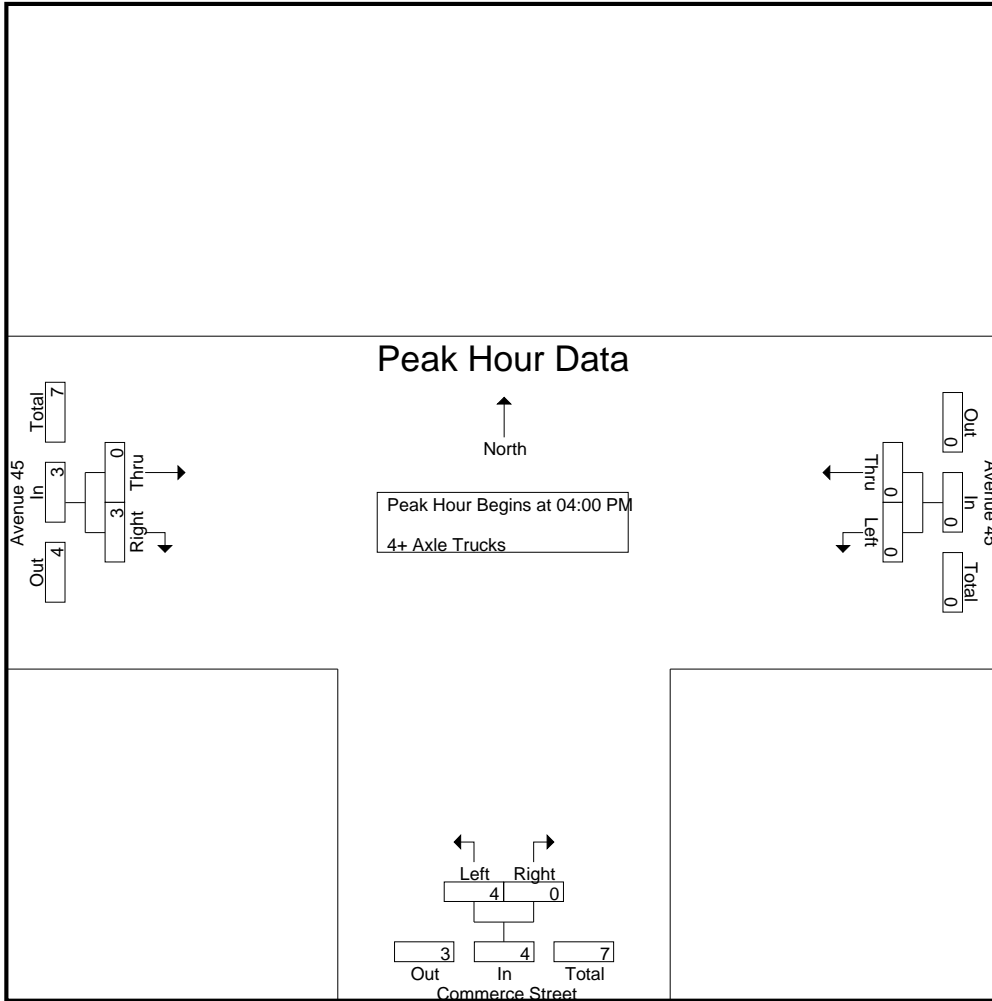
Groups Printed- 4+ Axle Trucks

Start Time	Avenue 45 Westbound			Commerce Street Northbound			Avenue 45 Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	2	2	2
04:15 PM	0	0	0	2	0	2	0	0	0	2
04:30 PM	0	0	0	2	0	2	0	1	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	4	0	4	0	3	3	7
05:00 PM	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	1	0	1	0	0	0	1
05:30 PM	0	0	0	1	0	1	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	2	0	1	1	3
Grand Total	0	0	0	6	0	6	0	4	4	10
Apprch %	0	0	0	100	0	60	0	100	40	
Total %	0	0	0	60	0	60	0	40	40	

Start Time	Avenue 45 Westbound			Commerce Street Northbound			Avenue 45 Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	2	2	2
04:15 PM	0	0	0	2	0	2	0	0	0	2
04:30 PM	0	0	0	2	0	2	0	1	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	4	0	4	0	3	3	7
% App. Total	0	0	0	100	0	60	0	100	40	
PHF	.000	.000	.000	.500	.000	.500	.000	.375	.375	.583

City of Indio  
 N/S: Commerce Street  
 E/W: Avenue 45  
 Weather: Clear

File Name : 08\_IND\_Com\_A45 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	<b>2</b>	<b>2</b>
+15 mins.	0	0	0	<b>2</b>	0	<b>2</b>	0	0	0
+30 mins.	0	0	0	2	0	2	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	4	0	4	0	3	3
% App. Total	0	0	0	100	0	100	0	100	100
PHF	.000	.000	.000	.500	.000	.500	.000	.375	.375

City of Indio  
 N/S: Golf Center Parkway/Lorraine Street  
 E/W: Highway 111  
 Weather: Clear

File Name : 07\_IND\_GCP\_H111 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

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

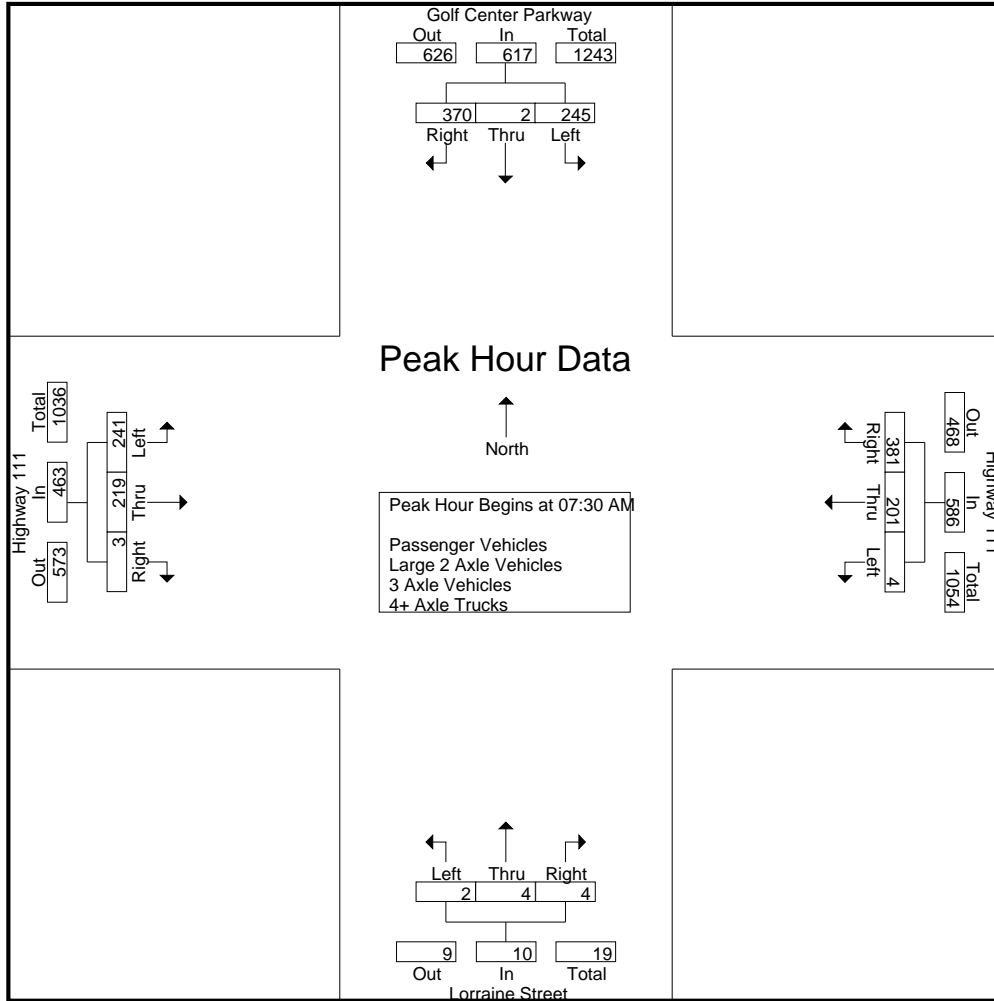
Start Time	Golf Center Parkway Southbound				Highway 111 Westbound				Lorraine Street Northbound				Highway 111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	54	0	58	112	2	22	101	125	0	0	4	4	37	21	2	60	301
07:15 AM	57	0	58	115	1	18	112	131	1	0	1	2	50	22	1	73	321
07:30 AM	73	0	80	153	1	42	113	156	0	4	1	5	57	39	0	96	410
07:45 AM	74	1	128	203	0	62	105	167	0	0	1	1	63	54	1	118	489
Total	258	1	324	583	4	144	431	579	1	4	7	12	207	136	4	347	1521
08:00 AM	56	1	86	143	0	48	94	142	2	0	1	3	55	59	1	115	403
08:15 AM	42	0	76	118	3	49	69	121	0	0	1	1	66	67	1	134	374
08:30 AM	52	0	72	124	3	57	101	161	1	1	3	5	60	56	3	119	409
08:45 AM	64	1	59	124	4	49	75	128	2	4	3	9	46	52	4	102	363
Total	214	2	293	509	10	203	339	552	5	5	8	18	227	234	9	470	1549
Grand Total	472	3	617	1092	14	347	770	1131	6	9	15	30	434	370	13	817	3070
Apprch %	43.2	0.3	56.5		1.2	30.7	68.1		20	30	50		53.1	45.3	1.6		
Total %	15.4	0.1	20.1	35.6	0.5	11.3	25.1	36.8	0.2	0.3	0.5	1	14.1	12.1	0.4	26.6	
Passenger Vehicles	430	3	580	1013	14	328	719	1061	6	7	13	26	406	346	13	765	2865
% Passenger Vehicles	91.1	100	94	92.8	100	94.5	93.4	93.8	100	77.8	86.7	86.7	93.5	93.5	100	93.6	93.3
Large 2 Axle Vehicles	34	0	36	70	0	18	44	62	0	2	1	3	20	17	0	37	172
% Large 2 Axle Vehicles	7.2	0	5.8	6.4	0	5.2	5.7	5.5	0	22.2	6.7	10	4.6	4.6	0	4.5	5.6
3 Axle Vehicles	0	0	0	0	0	0	2	2	0	0	1	1	2	6	0	8	11
% 3 Axle Vehicles	0	0	0	0	0	0	0.3	0.2	0	0	6.7	3.3	0.5	1.6	0	1	0.4
4+ Axle Trucks	8	0	1	9	0	1	5	6	0	0	0	0	6	1	0	7	22
% 4+ Axle Trucks	1.7	0	0.2	0.8	0	0.3	0.6	0.5	0	0	0	0	1.4	0.3	0	0.9	0.7

Start Time	Golf Center Parkway Southbound				Highway 111 Westbound				Lorraine Street Northbound				Highway 111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	73	0	80	153	1	42	<b>113</b>	156	0	<b>4</b>	<b>1</b>	<b>5</b>	57	39	0	96	410
07:45 AM	<b>74</b>	<b>1</b>	<b>128</b>	<b>203</b>	0	<b>62</b>	105	<b>167</b>	0	0	1	1	63	54	<b>1</b>	118	<b>489</b>
08:00 AM	56	1	86	143	0	48	94	142	<b>2</b>	0	1	3	55	59	1	115	403
08:15 AM	42	0	76	118	<b>3</b>	49	69	121	0	0	1	1	<b>66</b>	<b>67</b>	1	<b>134</b>	374
Total Volume	245	2	370	617	4	201	381	586	2	4	4	10	241	219	3	463	1676
% App. Total	39.7	0.3	60		0.7	34.3	65		20	40	40		52.1	47.3	0.6		
PHF	.828	.500	.723	.760	.333	.810	.843	.877	.250	.250	1.00	.500	.913	.817	.750	.864	.857



City of Indio  
 N/S: Golf Center Parkway/Lorraine Street  
 E/W: Highway 111  
 Weather: Clear

File Name : 07\_IND\_GCP\_H111 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				08:00 AM				07:45 AM			
+0 mins.	73	0	80	153	1	18	112	131	2	0	1	3	63	54	1	118
+15 mins.	<b>74</b>	<b>1</b>	<b>128</b>	<b>203</b>	1	42	<b>113</b>	156	0	0	1	1	55	59	1	115
+30 mins.	56	1	86	143	0	<b>62</b>	105	<b>167</b>	1	1	<b>3</b>	5	<b>66</b>	<b>67</b>	1	<b>134</b>
+45 mins.	42	0	76	118	0	48	94	142	2	<b>4</b>	3	<b>9</b>	60	56	<b>3</b>	119
Total Volume	245	2	370	617	2	170	424	596	5	5	8	18	244	236	6	486
% App. Total	39.7	0.3	60		0.3	28.5	71.1		27.8	27.8	44.4		50.2	48.6	1.2	
PHF	.828	.500	.723	.760	.500	.685	.938	.892	.625	.313	.667	.500	.924	.881	.500	.907

City of Indio  
 N/S: Golf Center Parkway/Lorraine Street  
 E/W: Highway 111  
 Weather: Clear

File Name : 07\_IND\_GCP\_H111 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Golf Center Parkway Southbound				Highway 111 Westbound				Lorraine Street Northbound				Highway 111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	49	0	52	101	2	21	96	119	0	0	4	4	35	16	2	53	277
07:15 AM	48	0	57	105	1	14	105	120	1	0	1	2	46	18	1	65	292
07:30 AM	68	0	76	144	1	39	101	141	0	2	0	2	53	36	0	89	376
07:45 AM	69	1	116	186	0	62	97	159	0	0	1	1	56	53	1	110	456
Total	234	1	301	536	4	136	399	539	1	2	6	9	190	123	4	317	1401
08:00 AM	54	1	84	139	0	45	90	135	2	0	1	3	52	57	1	110	387
08:15 AM	35	0	71	106	3	46	65	114	0	0	1	1	64	65	1	130	351
08:30 AM	49	0	69	118	3	52	97	152	1	1	2	4	58	50	3	111	385
08:45 AM	58	1	55	114	4	49	68	121	2	4	3	9	42	51	4	97	341
Total	196	2	279	477	10	192	320	522	5	5	7	17	216	223	9	448	1464
Grand Total	430	3	580	1013	14	328	719	1061	6	7	13	26	406	346	13	765	2865
Apprch %	42.4	0.3	57.3		1.3	30.9	67.8		23.1	26.9	50		53.1	45.2	1.7		
Total %	15	0.1	20.2	35.4	0.5	11.4	25.1	37	0.2	0.2	0.5	0.9	14.2	12.1	0.5	26.7	

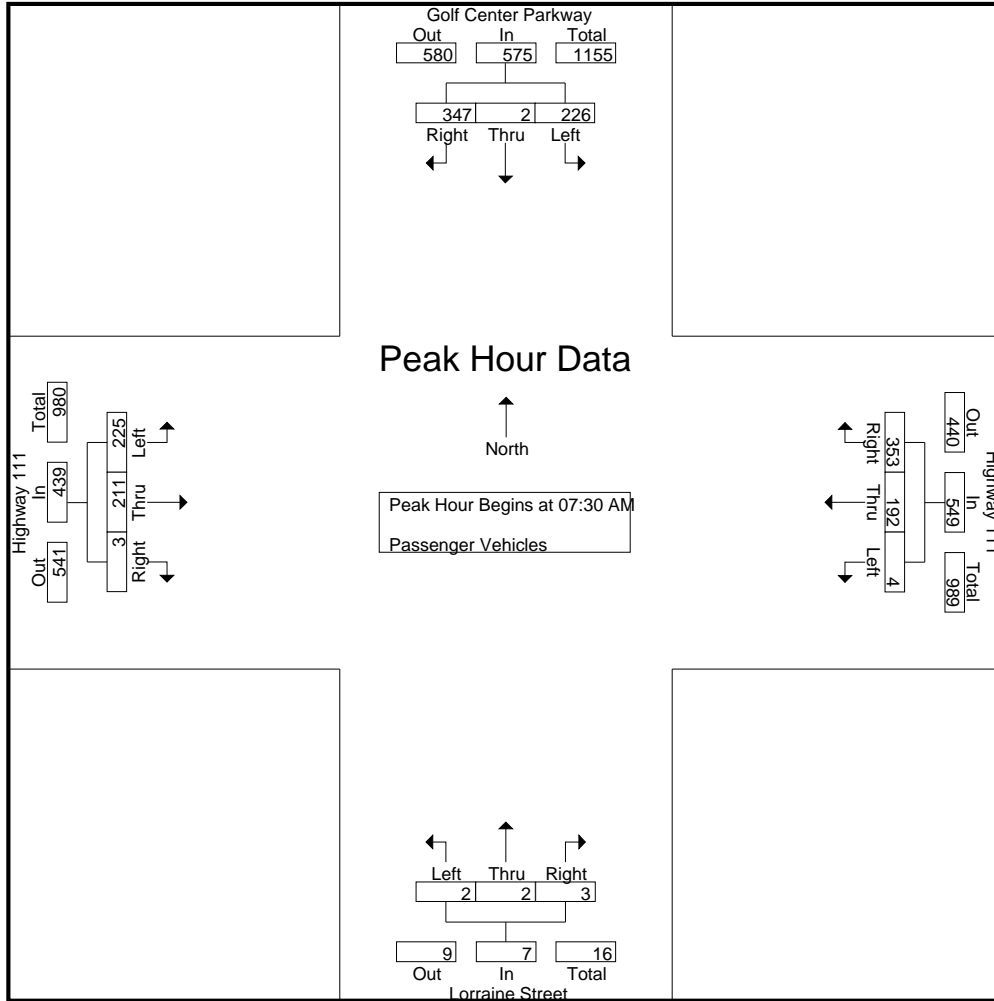
Start Time	Golf Center Parkway Southbound				Highway 111 Westbound				Lorraine Street Northbound				Highway 111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	68	0	76	144	1	39	<b>101</b>	141	0	<b>2</b>	0	2	53	36	0	89	376
07:45 AM	<b>69</b>	<b>1</b>	<b>116</b>	<b>186</b>	0	<b>62</b>	97	<b>159</b>	0	0	<b>1</b>	1	56	53	<b>1</b>	110	<b>456</b>
08:00 AM	54	1	84	139	0	45	90	135	<b>2</b>	0	1	<b>3</b>	52	57	1	110	387
08:15 AM	35	0	71	106	<b>3</b>	46	65	114	0	0	1	1	<b>64</b>	<b>65</b>	1	<b>130</b>	351
Total Volume	226	2	347	575	4	192	353	549	2	2	3	7	225	211	3	439	1570
% App. Total	39.3	0.3	60.3		0.7	35	64.3		28.6	28.6	42.9		51.3	48.1	0.7		
PHF	.819	.500	.748	.773	.333	.774	.874	.863	.250	.250	.750	.583	.879	.812	.750	.844	.861

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

City of Indio  
 N/S: Golf Center Parkway/Lorraine Street  
 E/W: Highway 111  
 Weather: Clear

File Name : 07\_IND\_GCP\_H111 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM							
+0 mins.	68	0	76	144	1	39	101	141	0	2	0	2	53	36	0	89
+15 mins.	69	1	116	186	0	62	97	159	0	0	1	1	56	53	1	110
+30 mins.	54	1	84	139	0	45	90	135	2	0	1	3	52	57	1	110
+45 mins.	35	0	71	106	3	46	65	114	0	0	1	1	64	65	1	130
Total Volume	226	2	347	575	4	192	353	549	2	2	3	7	225	211	3	439
% App. Total	39.3	0.3	60.3		0.7	35	64.3		28.6	28.6	42.9		51.3	48.1	0.7	
PHF	.819	.500	.748	.773	.333	.774	.874	.863	.250	.250	.750	.583	.879	.812	.750	.844

City of Indio  
 N/S: Golf Center Parkway/Lorraine Street  
 E/W: Highway 111  
 Weather: Clear

File Name : 07\_IND\_GCP\_H111 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

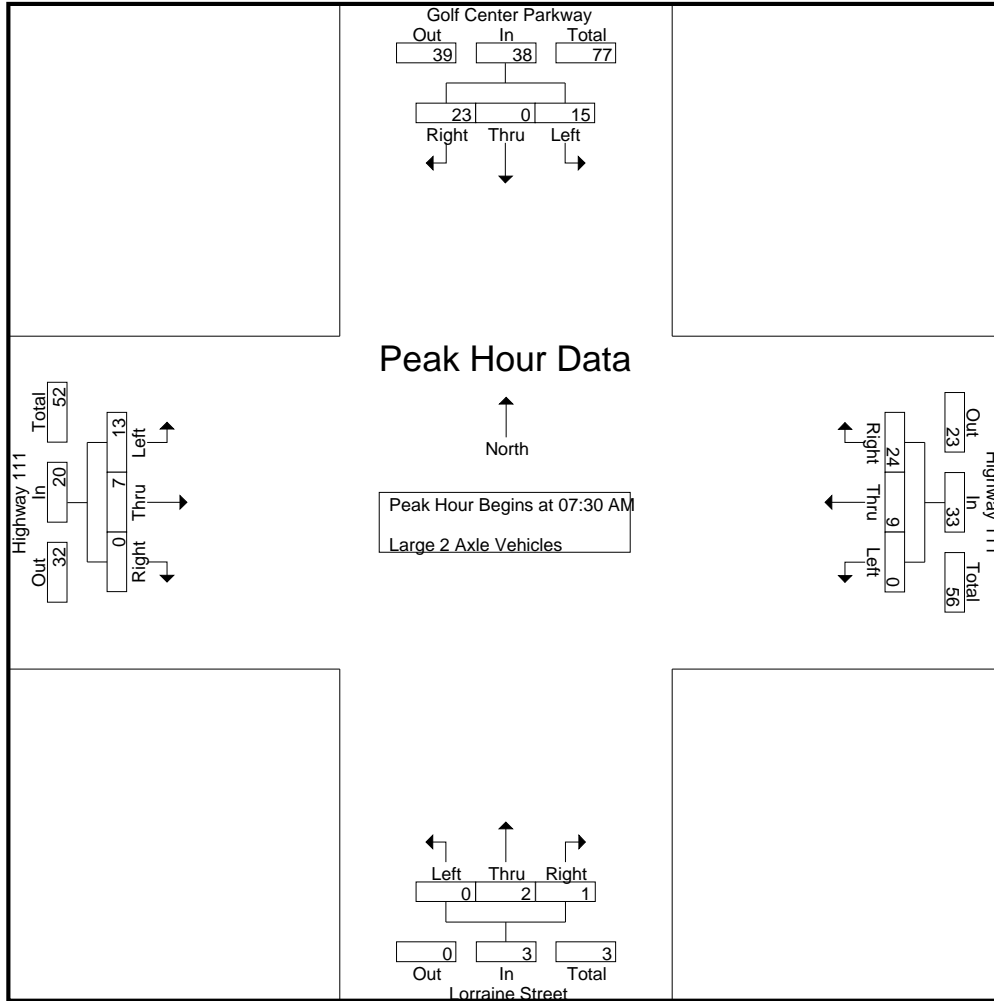
Groups Printed- Large 2 Axle Vehicles

Start Time	Golf Center Parkway Southbound				Highway 111 Westbound				Lorraine Street Northbound				Highway 111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	0	5	9	0	1	4	5	0	0	0	0	2	4	0	6	20
07:15 AM	8	0	1	9	0	4	6	10	0	0	0	0	1	0	0	1	20
07:30 AM	3	0	4	7	0	3	10	13	0	2	1	3	4	2	0	6	29
07:45 AM	4	0	12	16	0	0	6	6	0	0	0	0	6	1	0	7	29
Total	19	0	22	41	0	8	26	34	0	2	1	3	13	7	0	20	98
08:00 AM	1	0	2	3	0	3	4	7	0	0	0	0	1	2	0	3	13
08:15 AM	7	0	5	12	0	3	4	7	0	0	0	0	2	2	0	4	23
08:30 AM	1	0	3	4	0	4	3	7	0	0	0	0	2	5	0	7	18
08:45 AM	6	0	4	10	0	0	7	7	0	0	0	0	2	1	0	3	20
Total	15	0	14	29	0	10	18	28	0	0	0	0	7	10	0	17	74
Grand Total	34	0	36	70	0	18	44	62	0	2	1	3	20	17	0	37	172
Apprch %	48.6	0	51.4		0	29	71		0	66.7	33.3		54.1	45.9	0		
Total %	19.8	0	20.9	40.7	0	10.5	25.6	36	0	1.2	0.6	1.7	11.6	9.9	0	21.5	

Start Time	Golf Center Parkway Southbound				Highway 111 Westbound				Lorraine Street Northbound				Highway 111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	3	0	4	7	0	3	10	13	0	2	1	3	4	2	0	6	29
07:45 AM	4	0	12	16	0	0	6	6	0	0	0	0	6	1	0	7	29
08:00 AM	1	0	2	3	0	3	4	7	0	0	0	0	1	2	0	3	13
08:15 AM	7	0	5	12	0	3	4	7	0	0	0	0	2	2	0	4	23
Total Volume	15	0	23	38	0	9	24	33	0	2	1	3	13	7	0	20	94
% App. Total	39.5	0	60.5		0	27.3	72.7		0	66.7	33.3		65	35	0		
PHF	.536	.000	.479	.594	.000	.750	.600	.635	.000	.250	.250	.250	.542	.875	.000	.714	.810

City of Indio  
 N/S: Golf Center Parkway/Lorraine Street  
 E/W: Highway 111  
 Weather: Clear

File Name : 07\_IND\_GCP\_H111 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	3	0	4	7	0	3	10	13	0	2	1	3	4	2	0	6
+15 mins.	4	0	12	16	0	0	6	6	0	0	0	0	6	1	0	7
+30 mins.	1	0	2	3	0	3	4	7	0	0	0	0	1	2	0	3
+45 mins.	7	0	5	12	0	3	4	7	0	0	0	0	2	2	0	4
Total Volume	15	0	23	38	0	9	24	33	0	2	1	3	13	7	0	20
% App. Total	39.5	0	60.5		0	27.3	72.7		0	66.7	33.3		65	35	0	
PHF	.536	.000	.479	.594	.000	.750	.600	.635	.000	.250	.250	.250	.542	.875	.000	.714

City of Indio  
 N/S: Golf Center Parkway/Lorraine Street  
 E/W: Highway 111  
 Weather: Clear

File Name : 07\_IND\_GCP\_H111 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

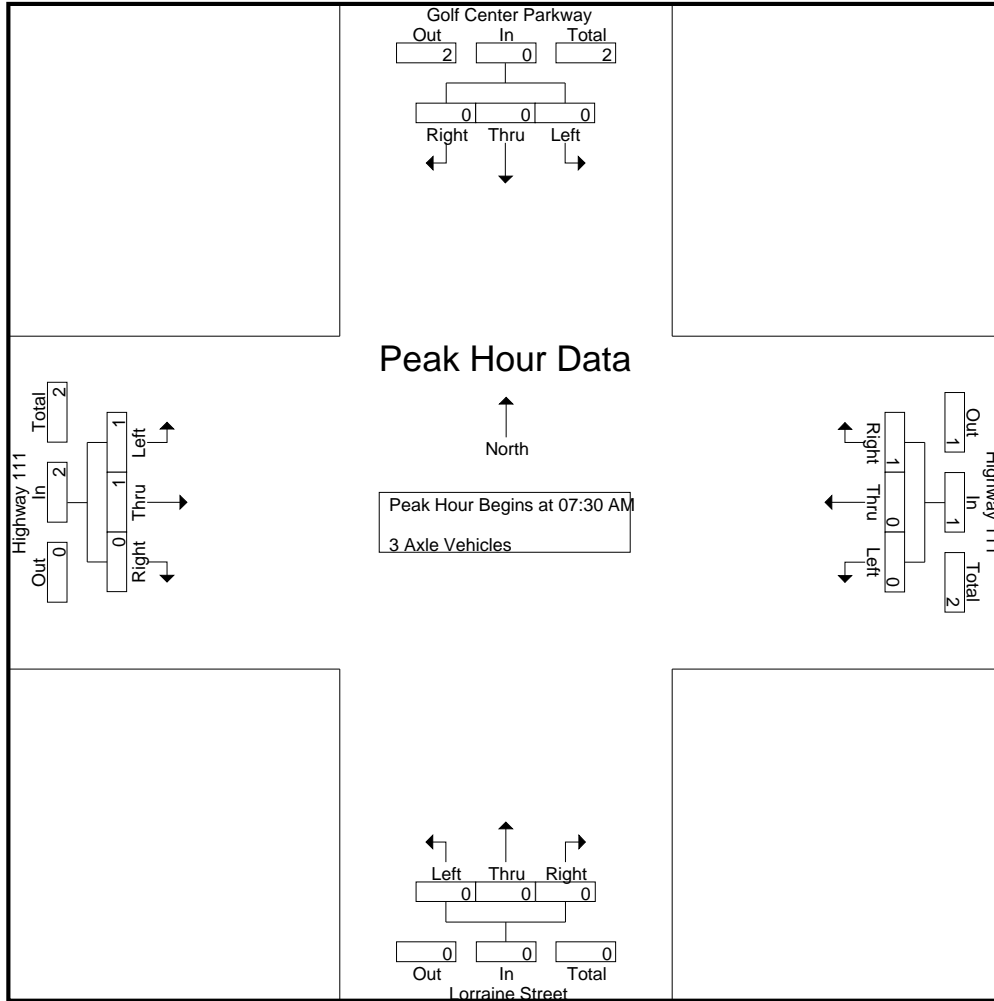
Groups Printed- 3 Axle Vehicles

Start Time	Golf Center Parkway Southbound				Highway 111 Westbound				Lorraine Street Northbound				Highway 111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	5	5
07:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
07:45 AM	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	2	0	0	0	0	1	6	0	7	9
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
08:45 AM	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	1	1	0	0	1	2
Grand Total	0	0	0	0	0	0	2	2	0	0	1	1	2	6	0	8	11
Apprch %	0	0	0		0	0	100		0	0	100		25	75	0		
Total %	0	0	0	0	0	0	18.2	18.2	0	0	9.1	9.1	18.2	54.5	0	72.7	

Start Time	Golf Center Parkway Southbound				Highway 111 Westbound				Lorraine Street Northbound				Highway 111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:15 AM	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	1	1	0	0	0	0	1	1	0	2	3
% App. Total	0	0	0		0	0	100		0	0	0		50	50	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.250	.250	.000	.500	.375

City of Indio  
 N/S: Golf Center Parkway/Lorraine Street  
 E/W: Highway 111  
 Weather: Clear

File Name : 07\_IND\_GCP\_H111 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	1	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	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	1	1	0	0	0	0	1	1	0	2
% App. Total	0	0	0	0	0	0	100		0	0	0	0	50	50	0	
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.250	.250	.000	.500

City of Indio  
 N/S: Golf Center Parkway/Lorraine Street  
 E/W: Highway 111  
 Weather: Clear

File Name : 07\_IND\_GCP\_H111 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

Groups Printed- 4+ Axle Trucks

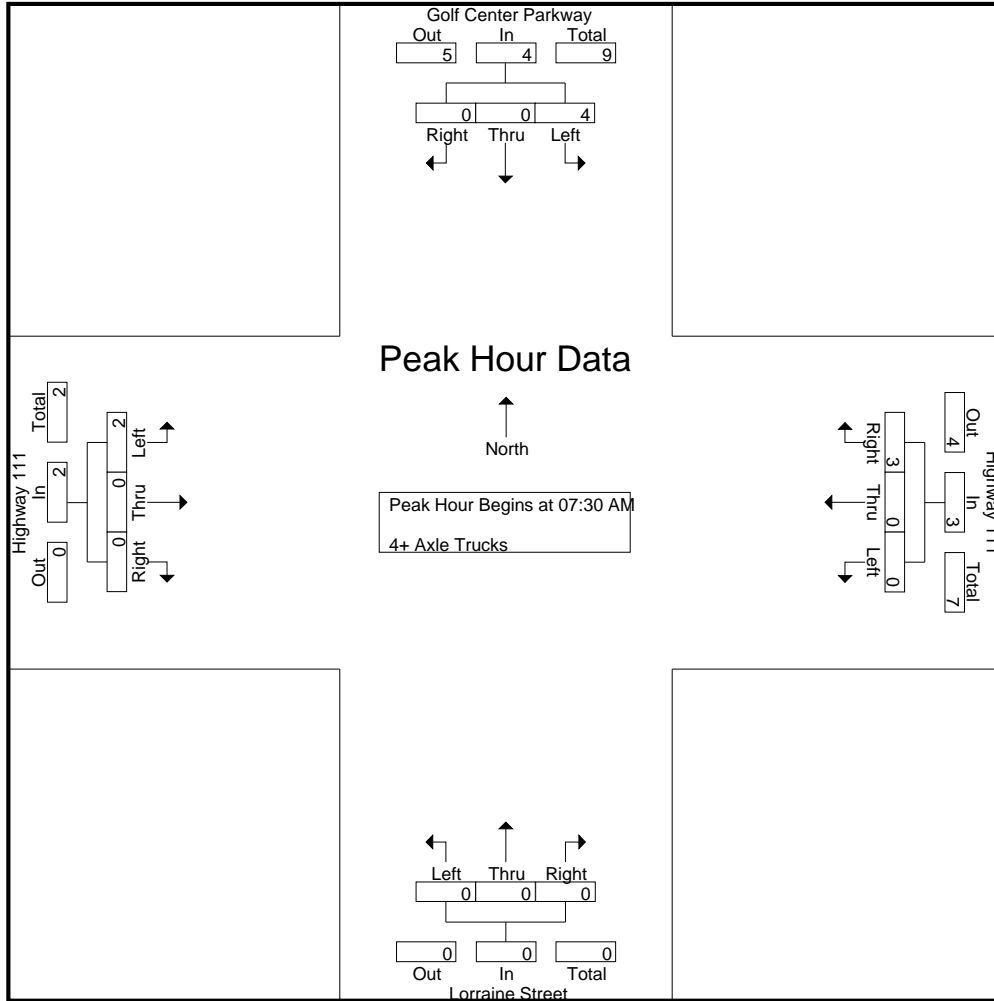
Start Time	Golf Center Parkway Southbound				Highway 111 Westbound				Lorraine Street Northbound				Highway 111 Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	1	0	0	1	0	0	1	1	0	0	0	0	2	0	0	0	0	4
07:30 AM	2	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	3
07:45 AM	1	0	0	1	0	0	2	2	0	0	0	0	1	0	0	0	1	4
Total	5	0	1	6	0	0	4	4	0	0	0	0	3	0	0	0	3	13
08:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	2	0	0	2	0	1	1	2	0	0	0	0	0	1	0	0	1	5
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Total	3	0	0	3	0	1	1	2	0	0	0	0	3	1	0	0	4	9
Grand Total	8	0	1	9	0	1	5	6	0	0	0	0	6	1	0	0	7	22
Apprch %	88.9	0	11.1		0	16.7	83.3		0	0	0		85.7	14.3	0			
Total %	36.4	0	4.5	40.9	0	4.5	22.7	27.3	0	0	0	0	27.3	4.5	0	31.8		

Start Time	Golf Center Parkway Southbound				Highway 111 Westbound				Lorraine Street Northbound				Highway 111 Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:30 AM	2	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	3
07:45 AM	1	0	0	1	0	0	2	2	0	0	0	0	1	0	0	0	1	4
08:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	4	0	0	4	0	0	3	3	0	0	0	0	2	0	0	0	2	9
% App. Total	100	0	0		0	0	100		0	0	0		100	0	0			
PHF	.500	.000	.000	.500	.000	.000	.375	.375	.000	.000	.000	.000	.500	.000	.000	.500		.563



City of Indio  
 N/S: Golf Center Parkway/Lorraine Street  
 E/W: Highway 111  
 Weather: Clear

File Name : 07\_IND\_GCP\_H111 AM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	2	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0
+15 mins.	1	0	0	1	0	0	2	2	0	0	0	0	1	0	0	1
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	4	0	0	4	0	0	3	3	0	0	0	0	2	0	0	2
% App. Total	100	0	0	100	0	0	100	100	0	0	0	0	100	0	0	100
PHF	.500	.000	.000	.500	.000	.000	.375	.375	.000	.000	.000	.000	.500	.000	.000	.500

City of Indio  
 N/S: Golf Center Parkway/Lorraine Street  
 E/W: Highway 111  
 Weather: Clear

File Name : 07\_IND\_GCP\_H111 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

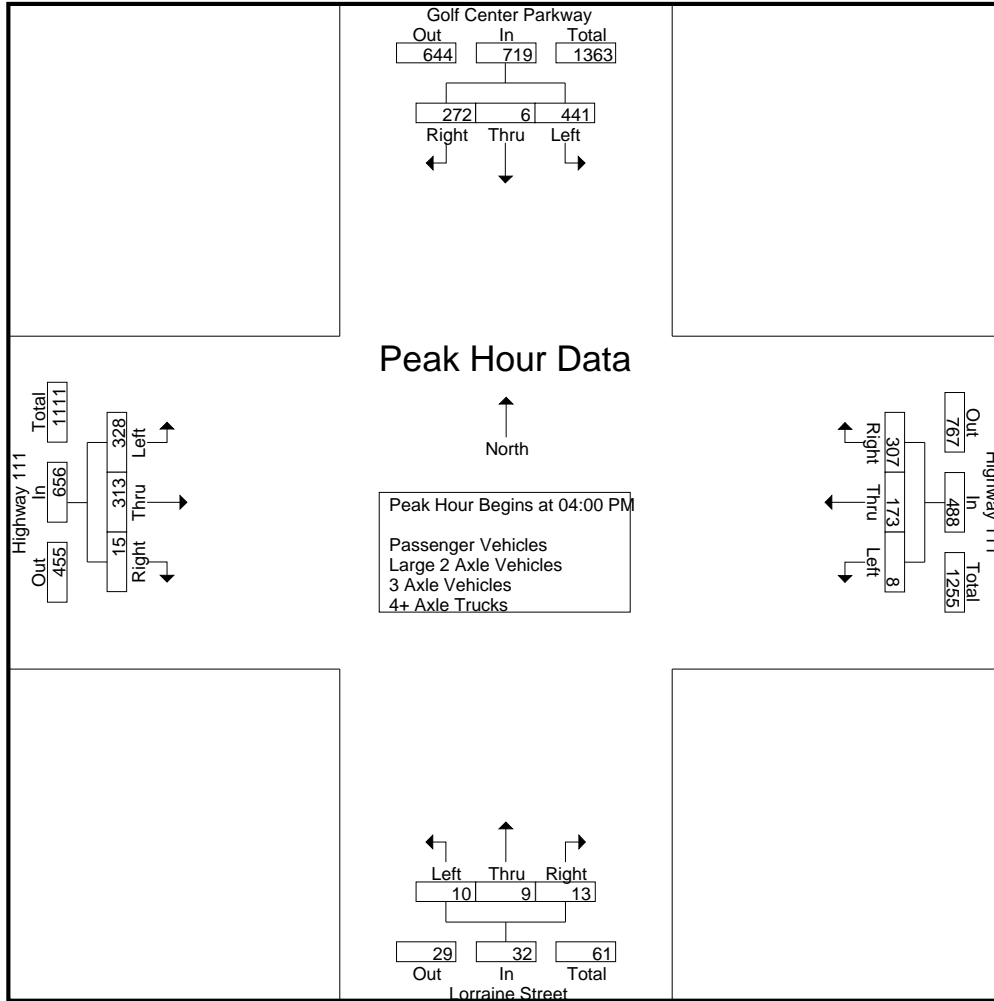
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Golf Center Parkway Southbound				Highway 111 Westbound				Lorraine Street Northbound				Highway 111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	116	1	71	188	2	36	89	127	3	3	5	11	80	75	3	158	484
04:15 PM	107	2	69	178	1	56	61	118	1	1	3	5	84	79	5	168	469
04:30 PM	109	3	63	175	3	40	85	128	5	3	2	10	85	86	5	176	489
04:45 PM	109	0	69	178	2	41	72	115	1	2	3	6	79	73	2	154	453
Total	441	6	272	719	8	173	307	488	10	9	13	32	328	313	15	656	1895
05:00 PM	112	1	51	164	3	39	75	117	5	0	3	8	84	84	3	171	460
05:15 PM	90	5	85	180	4	41	76	121	1	1	3	5	83	69	3	155	461
05:30 PM	96	3	59	158	2	38	78	118	2	3	2	7	84	76	5	165	448
05:45 PM	101	13	70	184	9	31	74	114	3	1	3	7	81	54	6	141	446
Total	399	22	265	686	18	149	303	470	11	5	11	27	332	283	17	632	1815
Grand Total	840	28	537	1405	26	322	610	958	21	14	24	59	660	596	32	1288	3710
Apprch %	59.8	2	38.2		2.7	33.6	63.7		35.6	23.7	40.7		51.2	46.3	2.5		
Total %	22.6	0.8	14.5	37.9	0.7	8.7	16.4	25.8	0.6	0.4	0.6	1.6	17.8	16.1	0.9	34.7	
Passenger Vehicles	815	27	519	1361	26	313	589	928	21	13	24	58	640	583	31	1254	3601
% Passenger Vehicles	97	96.4	96.6	96.9	100	97.2	96.6	96.9	100	92.9	100	98.3	97	97.8	96.9	97.4	97.1
Large 2 Axle Vehicles	24	0	13	37	0	8	18	26	0	1	0	1	15	11	1	27	91
% Large 2 Axle Vehicles	2.9	0	2.4	2.6	0	2.5	3	2.7	0	7.1	0	1.7	2.3	1.8	3.1	2.1	2.5
3 Axle Vehicles	1	1	3	5	0	0	3	3	0	0	0	0	4	2	0	6	14
% 3 Axle Vehicles	0.1	3.6	0.6	0.4	0	0	0.5	0.3	0	0	0	0	0.6	0.3	0	0.5	0.4
4+ Axle Trucks	0	0	2	2	0	1	0	1	0	0	0	0	1	0	0	1	4
% 4+ Axle Trucks	0	0	0.4	0.1	0	0.3	0	0.1	0	0	0	0	0.2	0	0	0.1	0.1

Start Time	Golf Center Parkway Southbound				Highway 111 Westbound				Lorraine Street Northbound				Highway 111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	116	1	71	188	2	36	89	127	3	3	5	11	80	75	3	158	484
04:15 PM	107	2	69	178	1	56	61	118	1	1	3	5	84	79	5	168	469
04:30 PM	109	3	63	175	3	40	85	128	5	3	2	10	85	86	5	176	489
04:45 PM	109	0	69	178	2	41	72	115	1	2	3	6	79	73	2	154	453
Total Volume	441	6	272	719	8	173	307	488	10	9	13	32	328	313	15	656	1895
% App. Total	61.3	0.8	37.8		1.6	35.5	62.9		31.2	28.1	40.6		50	47.7	2.3		
PHF	.950	.500	.958	.956	.667	.772	.862	.953	.500	.750	.650	.727	.965	.910	.750	.932	.969

City of Indio  
 N/S: Golf Center Parkway/Lorraine Street  
 E/W: Highway 111  
 Weather: Clear

File Name : 07\_IND\_GCP\_H111 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:15 PM							
+0 mins.	116	1	71	188	2	36	89	127	3	3	5	11	84	79	5	168
+15 mins.	107	2	69	178	1	56	61	118	1	1	3	5	85	86	5	176
+30 mins.	109	3	63	175	3	40	85	128	5	3	2	10	79	73	2	154
+45 mins.	109	0	69	178	2	41	72	115	1	2	3	6	84	84	3	171
Total Volume	441	6	272	719	8	173	307	488	10	9	13	32	332	322	15	669
% App. Total	61.3	0.8	37.8		1.6	35.5	62.9		31.2	28.1	40.6		49.6	48.1	2.2	
PHF	.950	.500	.958	.956	.667	.772	.862	.953	.500	.750	.650	.727	.976	.936	.750	.950

City of Indio  
 N/S: Golf Center Parkway/Lorraine Street  
 E/W: Highway 111  
 Weather: Clear

File Name : 07\_IND\_GCP\_H111 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

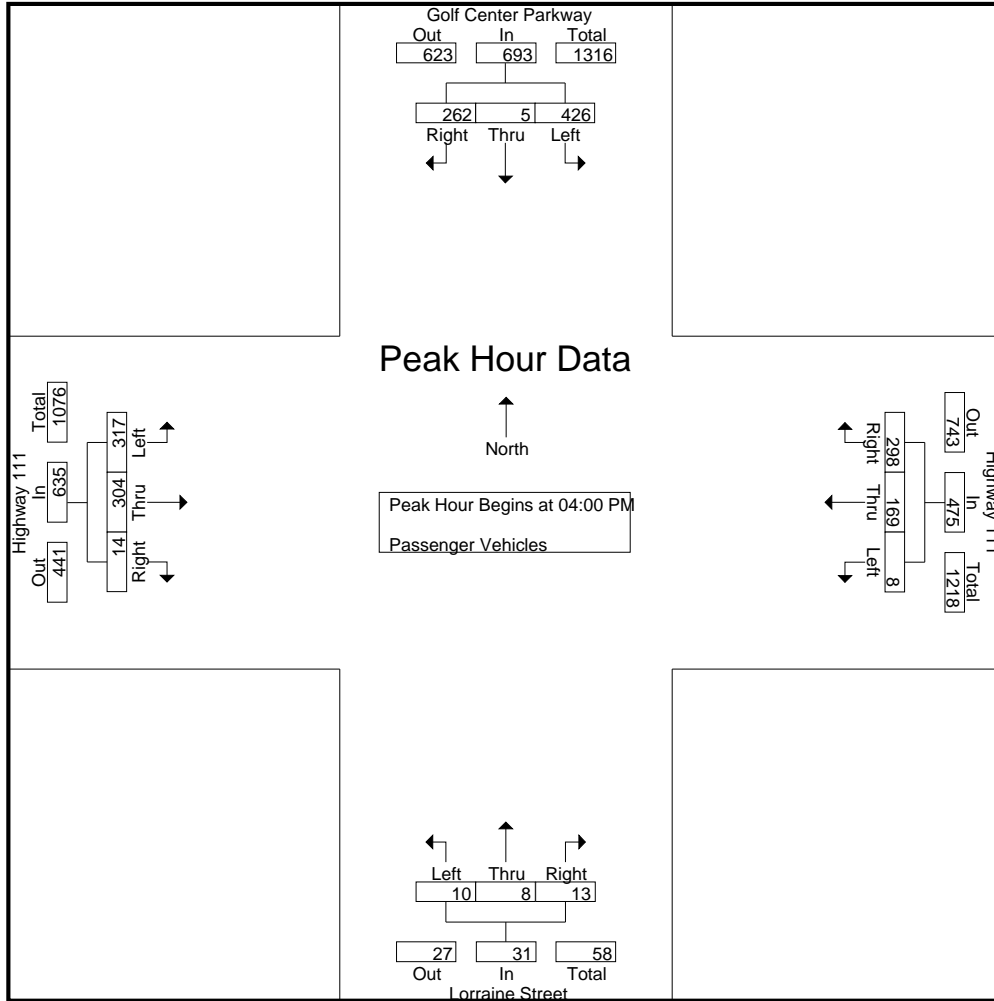
Groups Printed- Passenger Vehicles

Start Time	Golf Center Parkway Southbound				Highway 111 Westbound				Lorraine Street Northbound				Highway 111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	113	1	67	181	2	34	87	123	3	2	5	10	75	73	3	151	465
04:15 PM	104	2	67	173	1	56	58	115	1	1	3	5	84	76	4	164	457
04:30 PM	104	2	61	167	3	38	82	123	5	3	2	10	84	85	5	174	474
04:45 PM	105	0	67	172	2	41	71	114	1	2	3	6	74	70	2	146	438
Total	426	5	262	693	8	169	298	475	10	8	13	31	317	304	14	635	1834
05:00 PM	110	1	49	160	3	39	74	116	5	0	3	8	82	83	3	168	452
05:15 PM	88	5	82	175	4	39	73	116	1	1	3	5	82	67	3	152	448
05:30 PM	93	3	57	153	2	35	74	111	2	3	2	7	80	76	5	161	432
05:45 PM	98	13	69	180	9	31	70	110	3	1	3	7	79	53	6	138	435
Total	389	22	257	668	18	144	291	453	11	5	11	27	323	279	17	619	1767
Grand Total	815	27	519	1361	26	313	589	928	21	13	24	58	640	583	31	1254	3601
Apprch %	59.9	2	38.1		2.8	33.7	63.5		36.2	22.4	41.4		51	46.5	2.5		
Total %	22.6	0.7	14.4	37.8	0.7	8.7	16.4	25.8	0.6	0.4	0.7	1.6	17.8	16.2	0.9	34.8	

Start Time	Golf Center Parkway Southbound				Highway 111 Westbound				Lorraine Street Northbound				Highway 111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	113	1	67	181	2	34	87	123	3	2	5	10	75	73	3	151	465
04:15 PM	104	2	67	173	1	56	58	115	1	1	3	5	84	76	4	164	457
04:30 PM	104	2	61	167	3	38	82	123	5	3	2	10	84	85	5	174	474
04:45 PM	105	0	67	172	2	41	71	114	1	2	3	6	74	70	2	146	438
Total Volume	426	5	262	693	8	169	298	475	10	8	13	31	317	304	14	635	1834
% App. Total	61.5	0.7	37.8		1.7	35.6	62.7		32.3	25.8	41.9		49.9	47.9	2.2		
PHF	.942	.625	.978	.957	.667	.754	.856	.965	.500	.667	.650	.775	.943	.894	.700	.912	.967

City of Indio  
 N/S: Golf Center Parkway/Lorraine Street  
 E/W: Highway 111  
 Weather: Clear

File Name : 07\_IND\_GCP\_H111 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM							
+0 mins.	113	1	67	181	2	34	87	123	3	2	5	10	75	73	3	151
+15 mins.	104	2	67	173	1	56	58	115	1	1	3	5	84	76	4	164
+30 mins.	104	2	61	167	3	38	82	123	5	3	2	10	84	85	5	174
+45 mins.	105	0	67	172	2	41	71	114	1	2	3	6	74	70	2	146
Total Volume	426	5	262	693	8	169	298	475	10	8	13	31	317	304	14	635
% App. Total	61.5	0.7	37.8		1.7	35.6	62.7		32.3	25.8	41.9		49.9	47.9	2.2	
PHF	.942	.625	.978	.957	.667	.754	.856	.965	.500	.667	.650	.775	.943	.894	.700	.912

City of Indio  
 N/S: Golf Center Parkway/Lorraine Street  
 E/W: Highway 111  
 Weather: Clear

File Name : 07\_IND\_GCP\_H111 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Golf Center Parkway Southbound				Highway 111 Westbound				Lorraine Street Northbound				Highway 111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	3	0	3	6	0	2	2	4	0	1	0	1	4	2	0	6	17
04:15 PM	3	0	2	5	0	0	3	3	0	0	0	0	0	3	1	4	12
04:30 PM	5	0	1	6	0	2	3	5	0	0	0	0	1	0	0	1	12
04:45 PM	4	0	2	6	0	0	1	1	0	0	0	0	2	2	0	4	11
Total	15	0	8	23	0	4	9	13	0	1	0	1	7	7	1	15	52
05:00 PM	2	0	0	2	0	0	1	1	0	0	0	0	2	1	0	3	6
05:15 PM	2	0	2	4	0	2	1	3	0	0	0	0	1	2	0	3	10
05:30 PM	2	0	2	4	0	2	3	5	0	0	0	0	3	0	0	3	12
05:45 PM	3	0	1	4	0	0	4	4	0	0	0	0	2	1	0	3	11
Total	9	0	5	14	0	4	9	13	0	0	0	0	8	4	0	12	39
Grand Total	24	0	13	37	0	8	18	26	0	1	0	1	15	11	1	27	91
Apprch %	64.9	0	35.1		0	30.8	69.2		0	100	0		55.6	40.7	3.7		
Total %	26.4	0	14.3	40.7	0	8.8	19.8	28.6	0	1.1	0	1.1	16.5	12.1	1.1	29.7	

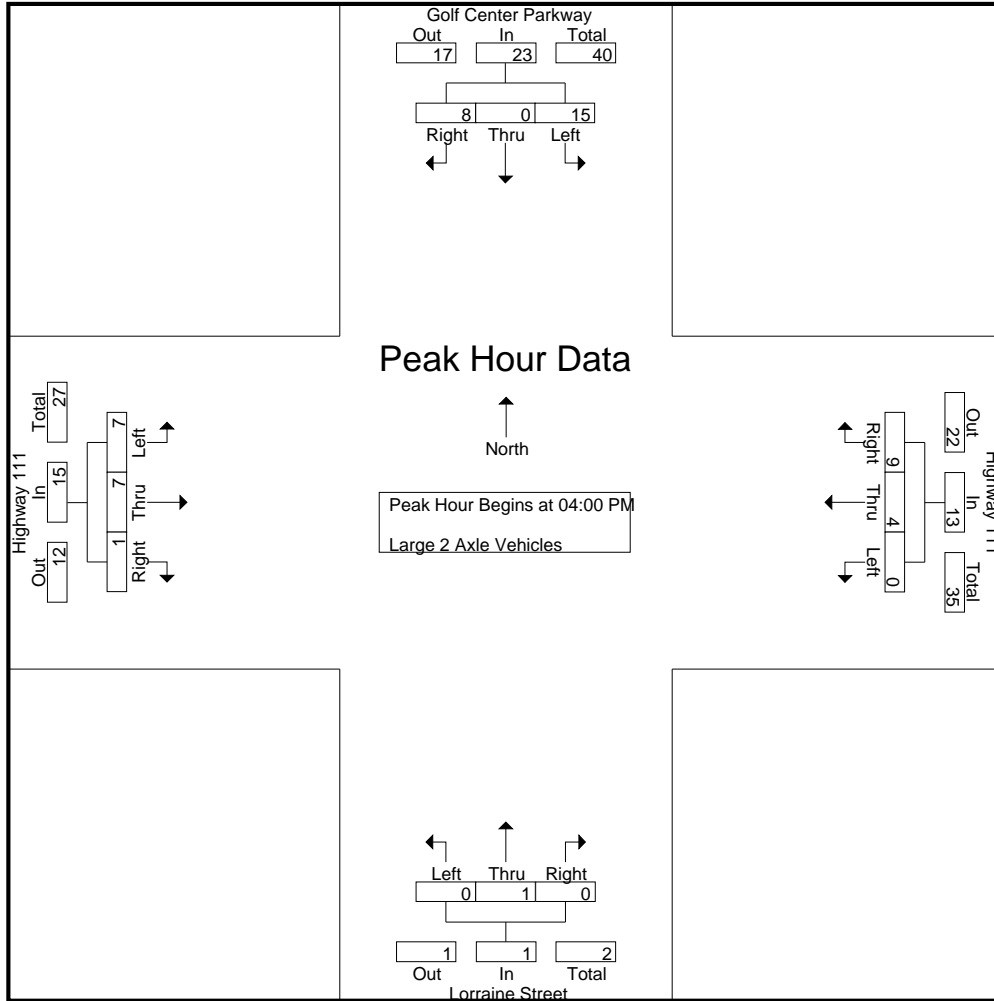
Start Time	Golf Center Parkway Southbound				Highway 111 Westbound				Lorraine Street Northbound				Highway 111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	3	0	3	6	0	2	2	4	0	1	0	1	4	2	0	6	17
04:15 PM	3	0	2	5	0	0	3	3	0	0	0	0	0	3	1	4	12
04:30 PM	5	0	1	6	0	2	3	5	0	0	0	0	1	0	0	1	12
04:45 PM	4	0	2	6	0	0	1	1	0	0	0	0	2	2	0	4	11
Total Volume	15	0	8	23	0	4	9	13	0	1	0	1	7	7	1	15	52
% App. Total	65.2	0	34.8		0	30.8	69.2		0	100	0		46.7	46.7	6.7		
PHF	.750	.000	.667	.958	.000	.500	.750	.650	.000	.250	.000	.250	.438	.583	.250	.625	.765

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Indio  
 N/S: Golf Center Parkway/Lorraine Street  
 E/W: Highway 111  
 Weather: Clear

File Name : 07\_IND\_GCP\_H111 PM  
 Site Code : 05724493  
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM							
+0 mins.	3	0	3	6	0	2	2	4	0	1	0	1	4	2	0	6
+15 mins.	3	0	2	5	0	0	3	3	0	0	0	0	0	3	1	4
+30 mins.	5	0	1	6	0	2	3	5	0	0	0	0	1	0	0	1
+45 mins.	4	0	2	6	0	0	1	1	0	0	0	0	2	2	0	4
Total Volume	15	0	8	23	0	4	9	13	0	1	0	1	7	7	1	15
% App. Total	65.2	0	34.8		0	30.8	69.2		0	100	0		46.7	46.7	6.7	
PHF	.750	.000	.667	.958	.000	.500	.750	.650	.000	.250	.000	.250	.438	.583	.250	.625

City of Indio  
 N/S: Golf Center Parkway/Lorraine Street  
 E/W: Highway 111  
 Weather: Clear

File Name : 07\_IND\_GCP\_H111 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
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Groups Printed- 3 Axle Vehicles

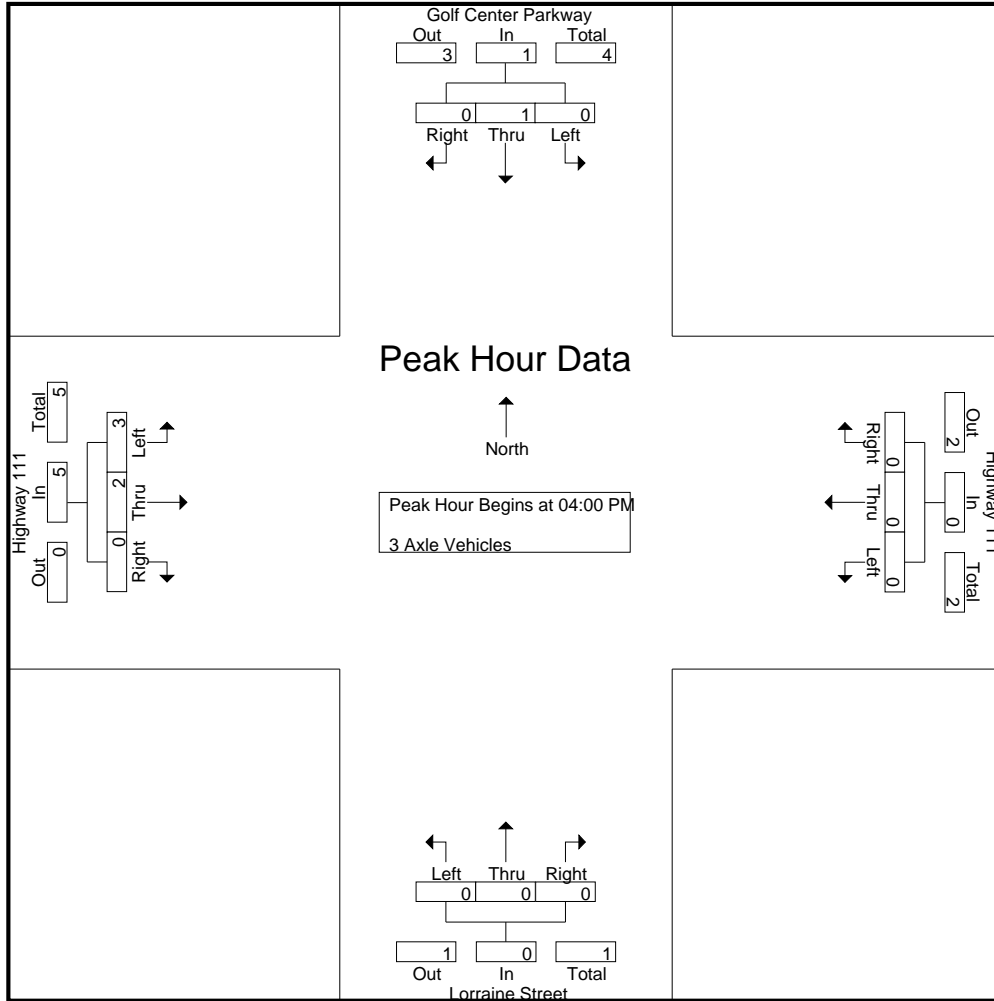
Start Time	Golf Center Parkway Southbound				Highway 111 Westbound				Lorraine Street Northbound				Highway 111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	4
Total	0	1	0	1	0	0	0	0	0	0	0	0	3	2	0	5	6
05:00 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	1	1	0	0	2	2	0	0	0	0	0	0	0	0	3
05:30 PM	1	0	0	1	0	0	1	1	0	0	0	0	1	0	0	1	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	3	4	0	0	3	3	0	0	0	0	1	0	0	1	8
Grand Total	1	1	3	5	0	0	3	3	0	0	0	0	4	2	0	6	14
Apprch %	20	20	60		0	0	100		0	0	0		66.7	33.3	0		
Total %	7.1	7.1	21.4	35.7	0	0	21.4	21.4	0	0	0	0	28.6	14.3	0	42.9	

Start Time	Golf Center Parkway Southbound				Highway 111 Westbound				Lorraine Street Northbound				Highway 111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	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
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	4
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	3	2	0	5	6
% App. Total	0	100	0		0	0	0		0	0	0		60	40	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.500	.000	.313	.375



City of Indio  
 N/S: Golf Center Parkway/Lorraine Street  
 E/W: Highway 111  
 Weather: Clear

File Name : 07\_IND\_GCP\_H111 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 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	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	3	2	0	5
% App. Total	0	100	0	0	0	0	0	0	0	0	0	0	60	40	0	0
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.500	.000	.313

City of Indio  
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File Name : 07\_IND\_GCP\_H111 PM  
 Site Code : 05724493  
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 Page No : 1

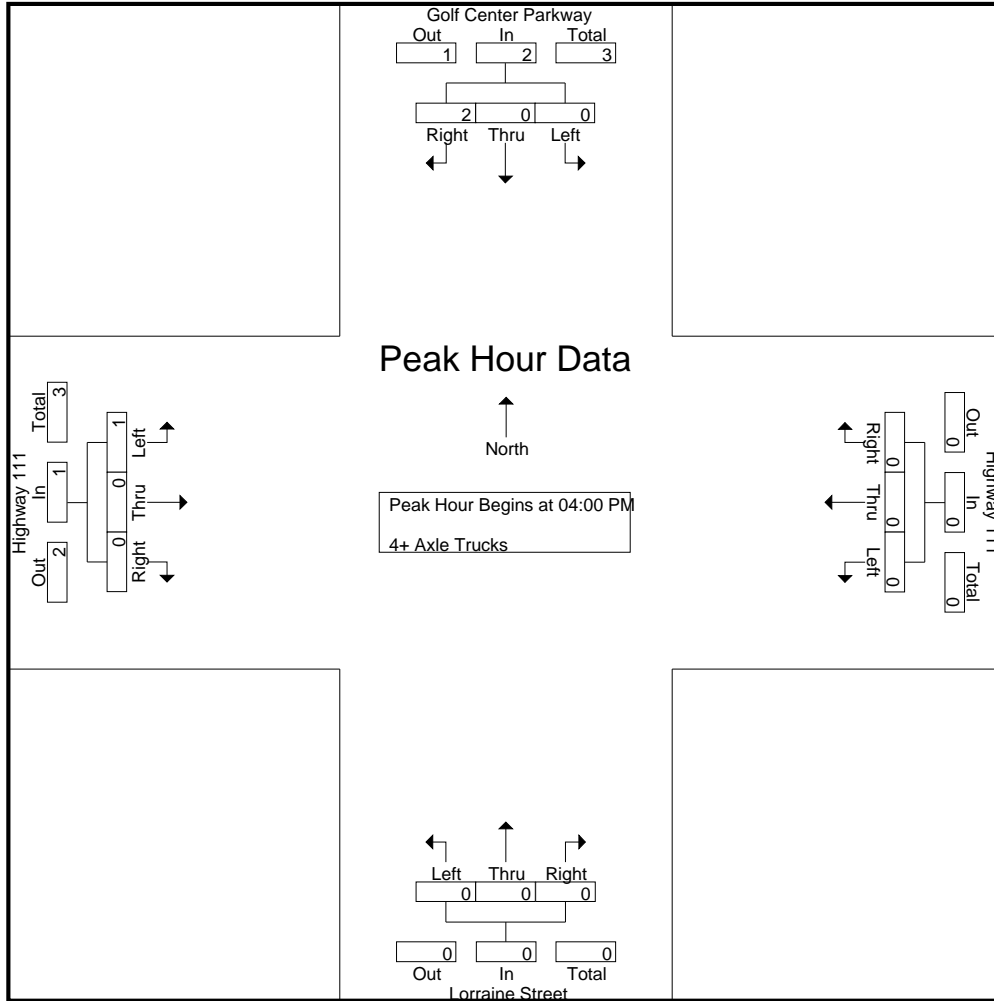
Groups Printed- 4+ Axle Trucks

Start Time	Golf Center Parkway Southbound				Highway 111 Westbound				Lorraine Street Northbound				Highway 111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	2	0	0	0	0	0	0	0	0	1	0	0	1	3
05:00 PM	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
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	0	2	2	0	1	0	1	0	0	0	0	1	0	0	1	4
Apprch %	0	0	100		0	100	0		0	0	0		100	0	0		
Total %	0	0	50	50	0	25	0	25	0	0	0	0	25	0	0	25	

Start Time	Golf Center Parkway Southbound				Highway 111 Westbound				Lorraine Street Northbound				Highway 111 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	2	2	0	0	0	0	0	0	0	0	1	0	0	1	3
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.375

City of Indio  
 N/S: Golf Center Parkway/Lorraine Street  
 E/W: Highway 111  
 Weather: Clear

File Name : 07\_IND\_GCP\_H111 PM  
 Site Code : 05724493  
 Start Date : 5/22/2024  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	1	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	0	0	0
Total Volume	0	0	2	2	0	0	0	0	0	0	0	0	1	0	0	1
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0	
PHF	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250

## APPENDIX C

### LEVEL OF SERVICE CALCULATION WORKSHEETS

*APPENDIX C-1*

**EXISTING TRAFFIC CONDITIONS**

**Intersection Level Of Service Report**  
**Intersection 1: Golf Center Parkway at Avenue 44**

Control Type:	Signalized	Delay (sec / veh):	20.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.589

**Intersection Setup**

Name	Golf Center Parkway			Golf Center Parkway			Avenue 44			Avenue 44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↻↵			↵↻↵			↵↻↵			↵↻↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Golf Center Parkway			Golf Center Parkway			Avenue 44			Avenue 44		
Base Volume Input [veh/h]	34	253	148	57	576	33	29	10	78	388	37	73
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	253	148	57	576	33	29	10	78	388	37	73
Peak Hour Factor	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	68	40	15	155	9	8	3	21	105	10	20
Total Analysis Volume [veh/h]	37	273	160	61	621	36	31	11	84	419	40	79
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	7	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	24	0	11	24	0	0	55	0	0	55	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	9	0	0	12	0	0	9	0
Delayed Vehicle Green [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
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0



**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	49	39	39	49	40	40	33	33	33	33	33
g / C, Green / Cycle	0.54	0.43	0.43	0.54	0.45	0.45	0.37	0.37	0.37	0.37	0.37
(v / s)_i Volume / Saturation Flow Rate	0.04	0.12	0.13	0.06	0.18	0.18	0.02	0.01	0.05	0.32	0.07
s, saturation flow rate [veh/h]	906	1870	1645	1083	1870	1834	1273	1870	1589	1301	1674
c, Capacity [veh/h]	511	811	714	621	837	821	468	695	591	534	622
d1, Uniform Delay [s]	10.49	16.41	16.49	10.24	16.68	16.68	22.29	17.88	18.76	28.15	19.13
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.15	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.06	0.86	1.02	0.32	1.40	1.43	0.06	0.01	0.11	3.45	0.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.07	0.28	0.29	0.10	0.40	0.40	0.07	0.02	0.14	0.79	0.19
d, Delay for Lane Group [s/veh]	10.55	17.27	17.51	10.56	18.08	18.12	22.34	17.88	18.87	31.60	19.28
Lane Group LOS	B	B	B	B	B	B	C	B	B	C	B
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.31	2.92	2.69	0.55	4.44	4.37	0.45	0.14	1.10	8.39	1.58
50th-Percentile Queue Length [ft/ln]	7.70	73.00	67.30	13.87	111.02	109.23	11.18	3.41	27.43	209.63	39.61
95th-Percentile Queue Length [veh/ln]	0.55	5.26	4.85	1.00	7.90	7.80	0.81	0.25	1.97	13.13	2.85
95th-Percentile Queue Length [ft/ln]	13.86	131.41	121.13	24.97	197.42	194.93	20.13	6.14	49.37	328.36	71.30

**Movement, Approach, & Intersection Results**

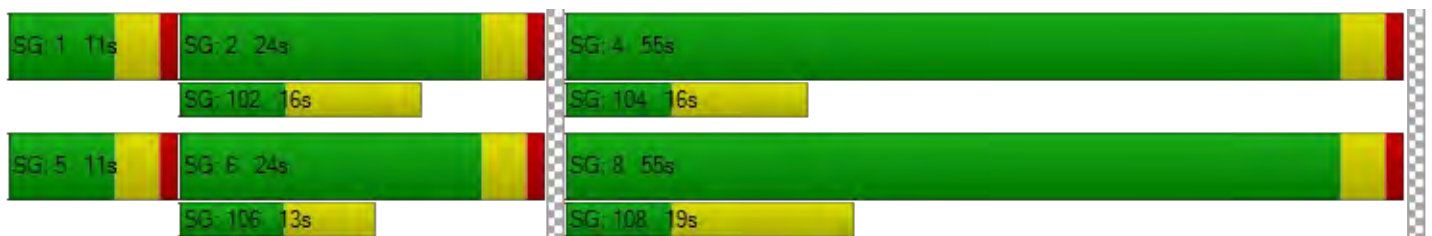
d_M, Delay for Movement [s/veh]	10.55	17.31	17.51	10.56	18.10	18.12	22.34	17.88	18.87	31.60	19.28	19.28
Movement LOS	B	B	B	B	B	B	C	B	B	C	B	B
d_A, Approach Delay [s/veh]	16.85			17.46			19.64			28.88		
Approach LOS	B			B			B			C		
d_I, Intersection Delay [s/veh]	20.77											
Intersection LOS	C											
Intersection V/C	0.589											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.68			34.68			34.68			34.68		
I_p,int, Pedestrian LOS Score for Intersectio	3.437			2.665			2.243			2.355		
Crosswalk LOS	C			B			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	444			444			1133			1133		
d_b, Bicycle Delay [s]	27.23			27.23			8.45			8.45		
I_b,int, Bicycle LOS Score for Intersection	1.947			2.152			1.768			2.447		
Bicycle LOS	A			B			A			B		

**Sequence**

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**

**Intersection 2: Golf Center Parkway at Chandi's Way/Indio Springs Parkway**

Control Type:	Signalized	Delay (sec / veh):	23.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.668

**Intersection Setup**

Name	Golf Center Parkway			Golf Center Parkway			Chandi's Way			Indio Springs Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			15.00			15.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

**Volumes**

Name	Golf Center Parkway			Golf Center Parkway			Chandi's Way			Indio Springs Parkway		
Base Volume Input [veh/h]	123	410	119	13	982	49	21	6	194	71	5	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	123	410	119	13	982	49	21	6	194	71	5	8
Peak Hour Factor	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	115	33	4	274	14	6	2	54	20	1	2
Total Analysis Volume [veh/h]	137	458	133	15	1097	55	23	7	217	79	6	9
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	6	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups			4,6									
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	10	7	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	30	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	13	20	20	11	18	0	0	32	0	0	27	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	7	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	9	9	0	7	0	0	0	0	0	16	0
Delayed Vehicle Green [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
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No	No	No	No			No			No	
Maximum Recall	No	No	No	No	No			No			No	
Pedestrian Recall	No	No	No	No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	R	L	C	R	L	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	47	61	2	41	41	15	15	10	10	10
g / C, Green / Cycle	0.10	0.52	0.68	0.03	0.45	0.45	0.17	0.17	0.11	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.08	0.13	0.08	0.01	0.31	0.03	0.01	0.14	0.02	0.02	0.01
s, saturation flow rate [veh/h]	1781	3560	1589	1781	3560	1589	1781	1597	1781	1793	1589
c, Capacity [veh/h]	171	1849	1072	46	1600	714	297	266	197	199	176
d1, Uniform Delay [s]	39.93	11.95	5.21	43.16	19.76	14.16	31.72	36.42	36.53	36.52	35.86
k, delay calibration	0.11	0.50	0.11	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.47	0.32	0.05	4.07	2.41	0.21	0.11	7.05	0.54	0.53	0.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.80	0.25	0.12	0.33	0.69	0.08	0.08	0.84	0.22	0.21	0.05
d, Delay for Lane Group [s/veh]	48.40	12.27	5.27	47.23	22.18	14.37	31.83	43.47	37.07	37.06	35.98
Lane Group LOS	D	B	A	D	C	B	C	D	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.23	2.30	0.68	0.37	8.61	0.62	0.44	5.38	0.90	0.90	0.19
50th-Percentile Queue Length [ft/ln]	80.82	57.41	16.90	9.17	215.20	15.54	11.10	134.58	22.54	22.59	4.68
95th-Percentile Queue Length [veh/ln]	5.82	4.13	1.22	0.66	13.42	1.12	0.80	9.19	1.62	1.63	0.34
95th-Percentile Queue Length [ft/ln]	145.47	103.35	30.42	16.51	335.49	27.98	19.97	229.70	40.57	40.66	8.43

**Movement, Approach, & Intersection Results**

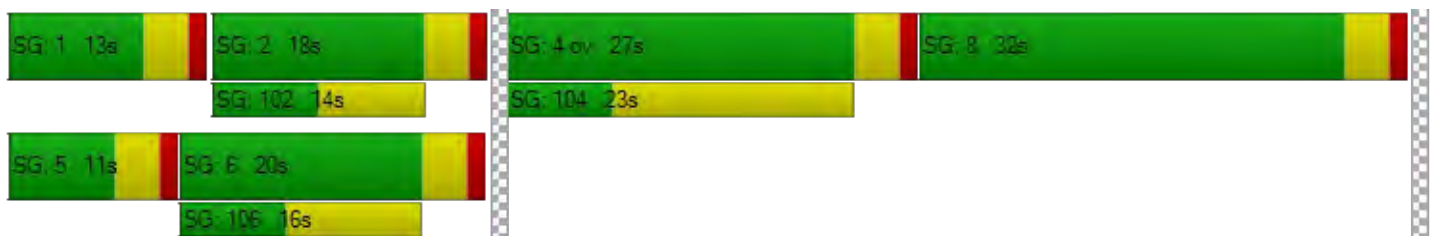
d_M, Delay for Movement [s/veh]	48.40	12.27	5.27	47.23	22.18	14.37	31.83	43.47	43.47	37.06	37.06	35.98
Movement LOS	D	B	A	D	C	B	C	D	D	D	D	D
d_A, Approach Delay [s/veh]	17.79			22.13			42.38			36.96		
Approach LOS	B			C			D			D		
d_I, Intersection Delay [s/veh]	23.58											
Intersection LOS	C											
Intersection V/C	0.668											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.72	34.72	34.72
I_p,int, Pedestrian LOS Score for Intersectio	0.000	2.940	2.185	2.161
Crosswalk LOS	F	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	355	311	622	511
d_b, Bicycle Delay [s]	30.47	32.13	21.40	24.98
I_b,int, Bicycle LOS Score for Intersection	2.160	2.522	1.967	1.715
Bicycle LOS	B	B	A	A

**Sequence**

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 3: Golf Center Parkway at I-10 WB Ramps**

Control Type:	Signalized	Delay (sec / veh):	24.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.855

**Intersection Setup**

Name	Golf Center Parkway			Golf Center Parkway			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			No		



**Volumes**

Name	Golf Center Parkway			Golf Center Parkway			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	351	562	0	0	682	572	0	0	0	114	0	91
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	351	562	0	0	682	572	0	0	0	114	0	91
Peak Hour Factor	0.8780	0.8780	1.0000	1.0000	0.8780	0.8780	1.0000	1.0000	1.0000	0.8780	0.8780	0.8780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	100	160	0	0	194	163	0	0	0	32	0	26
Total Analysis Volume [veh/h]	400	640	0	0	777	651	0	0	0	130	0	104
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	0	10	0	0	0	0	0	10	0	
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0	
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	
Split [s]	62	76	0	0	14	0	0	0	0	0	14	0	
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0	
Pedestrian Clearance [s]	0	0	0	0	2	0	0	0	0	0	0	0	
Delayed Vehicle Green [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	
Rest In Walk		No			No						No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	
Minimum Recall	No	No			No						No		
Maximum Recall	No	No			No						No		
Pedestrian Recall	No	No			No						No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	C	C		C	R
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	23	72	45	45		10	10
g / C, Green / Cycle	0.25	0.80	0.51	0.51		0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.22	0.18	0.38	0.44		0.07	0.07
s, saturation flow rate [veh/h]	1781	3560	1870	1611		1781	1589
c, Capacity [veh/h]	446	2847	944	813		199	177
d1, Uniform Delay [s]	32.62	2.21	17.87	19.84		38.33	38.02
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	6.63	0.18	5.64	12.92		3.61	3.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.90	0.22	0.76	0.88		0.65	0.59
d, Delay for Lane Group [s/veh]	39.26	2.39	23.50	32.76		41.95	41.08
Lane Group LOS	D	A	C	C		D	D
Critical Lane Group	Yes	No	No	Yes		Yes	No
50th-Percentile Queue Length [veh/ln]	8.65	0.63	11.65	14.21		2.91	2.30
50th-Percentile Queue Length [ft/ln]	216.35	15.84	291.26	355.35		72.80	57.57
95th-Percentile Queue Length [veh/ln]	13.48	1.14	17.25	20.40		5.24	4.15
95th-Percentile Queue Length [ft/ln]	336.97	28.50	431.21	509.93		131.04	103.63

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	39.26	2.39	0.00	0.00	24.26	32.76	0.00	0.00	0.00	41.95	41.95	41.08
Movement LOS	D	A			C	C				D	D	D
d_A, Approach Delay [s/veh]	16.57				28.13		0.00		41.56			
Approach LOS	B				C		A		D			
d_I, Intersection Delay [s/veh]	24.85											
Intersection LOS	C											
Intersection V/C	0.855											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0		0.0		11.0		0.0	
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
d_p, Pedestrian Delay [s]	0.00		0.00		34.68		0.00	
I_p,int, Pedestrian LOS Score for Intersectio	0.000		0.000		2.448		0.000	
Crosswalk LOS	F		F		B		F	
s_b, Saturation Flow Rate of the bicycle lane	2000		2000		2000		2000	
c_b, Capacity of the bicycle lane [bicycles/h]	1600		222		0		222	
d_b, Bicycle Delay [s]	1.80		35.57		45.01		35.57	
I_b,int, Bicycle LOS Score for Intersection	2.418		2.738		4.132		1.946	
Bicycle LOS	B		B		D		A	

**Sequence**

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 4: Golf Center Parkway at I-10 EB Ramps**

Control Type:	Signalized	Delay (sec / veh):	18.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.583

**Intersection Setup**

Name	Golf Center Parkway			Golf Center Parkway			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑↑			←↑↑			↑↑					
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

**Volumes**

Name	Golf Center Parkway			Golf Center Parkway			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	696	60	116	668	0	191	3	283	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	696	60	116	668	0	191	3	283	0	0	0
Peak Hour Factor	1.0000	0.8930	0.8930	0.8930	0.8930	1.0000	0.8930	0.8930	0.8930	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	195	17	32	187	0	53	1	79	0	0	0
Total Analysis Volume [veh/h]	0	779	67	130	748	0	214	3	317	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	7	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	14	0	25	39	0	0	51	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [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
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	C	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	49	49	8	61	21	21	
g / C, Green / Cycle	0.54	0.54	0.09	0.68	0.23	0.23	
(v / s)_i Volume / Saturation Flow Rate	0.23	0.23	0.07	0.21	0.12	0.20	
s, saturation flow rate [veh/h]	1870	1819	1781	3560	1782	1589	
c, Capacity [veh/h]	1017	989	165	2425	410	366	
d1, Uniform Delay [s]	12.11	12.21	39.97	5.80	30.38	33.33	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.25	1.35	8.00	0.33	1.06	6.25	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

**Lane Group Results**

X, volume / capacity	0.42	0.43	0.79	0.31	0.53	0.87	
d, Delay for Lane Group [s/veh]	13.37	13.56	47.97	6.13	31.44	39.58	
Lane Group LOS	B	B	D	A	C	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	4.64	4.69	3.05	2.20	4.17	7.12	
50th-Percentile Queue Length [ft/ln]	115.89	117.20	76.25	54.97	104.15	177.94	
95th-Percentile Queue Length [veh/ln]	8.17	8.24	5.49	3.96	7.50	11.49	
95th-Percentile Queue Length [ft/ln]	204.16	205.97	137.25	98.94	187.46	287.32	



**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	0.00	13.46	13.56	47.97	6.13	0.00	31.44	31.44	39.58	0.00	0.00	0.00
Movement LOS		B	B	D	A		C	C	D			
d_A, Approach Delay [s/veh]		13.47		12.33			36.27			0.00		
Approach LOS		B		B			D			A		
d_I, Intersection Delay [s/veh]	18.42											
Intersection LOS	B											
Intersection V/C	0.583											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0		0.0		11.0		0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00
d_p, Pedestrian Delay [s]	0.00		0.00		34.68		0.00
I_p,int, Pedestrian LOS Score for Intersectio	0.000		0.000		2.113		0.000
Crosswalk LOS	F		F		B		F
s_b, Saturation Flow Rate of the bicycle lane	2000		2000		2000		2000
c_b, Capacity of the bicycle lane [bicycles/h]	222		778		1044		0
d_b, Bicycle Delay [s]	35.57		16.82		10.28		45.01
I_b,int, Bicycle LOS Score for Intersection	2.258		2.284		2.441		4.132
Bicycle LOS	B		B		B		D

**Sequence**





Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 5: Jackson Street at Avenue 45**

Control Type:	Signalized	Delay (sec / veh):	17.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.471

**Intersection Setup**

Name	Jackson Street			Jackson Street			Avenue 45			Avenue 45		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			35.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Jackson Street			Jackson Street			Avenue 45			Avenue 45		
Base Volume Input [veh/h]	41	568	146	41	590	10	6	20	16	149	50	45
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	568	146	41	590	10	6	20	16	149	50	45
Peak Hour Factor	0.8410	0.8410	0.8410	0.8410	0.8410	0.8410	0.8410	0.8410	0.8410	0.8410	0.8410	0.8410
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	169	43	12	175	3	2	6	5	44	15	13
Total Analysis Volume [veh/h]	49	675	174	49	702	12	7	24	19	177	59	54
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	10	0	7	10	0	7	10	0	7	10	10
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	11	38	0	11	38	0	11	22	0	19	30	30
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	9	0	0	9	0	0	11	0	0	11	11
Delayed Vehicle Green [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
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	C	L	C	R	L	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	5	52	52	5	52	52	1	7	11	16	25
g / C, Green / Cycle	0.06	0.57	0.57	0.06	0.57	0.57	0.01	0.07	0.12	0.18	0.28
(v / s)_i Volume / Saturation Flow Rate	0.03	0.24	0.24	0.03	0.20	0.01	0.00	0.02	0.10	0.03	0.03
s, saturation flow rate [veh/h]	1781	1870	1739	1781	3560	1589	1781	1735	1781	1870	1589
c, Capacity [veh/h]	100	1068	993	100	2033	908	25	129	215	339	448
d1, Uniform Delay [s]	41.29	10.85	10.85	41.29	10.33	8.36	44.02	39.61	38.70	31.20	24.06
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.65	1.17	1.26	3.65	0.47	0.03	6.11	1.50	7.67	0.24	0.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.49	0.41	0.41	0.49	0.35	0.01	0.28	0.33	0.82	0.17	0.12
d, Delay for Lane Group [s/veh]	44.95	12.02	12.11	44.95	10.80	8.38	50.13	41.10	46.38	31.45	24.18
Lane Group LOS	D	B	B	D	B	A	D	D	D	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.12	4.58	4.28	1.12	3.35	0.10	0.19	0.94	4.09	1.05	0.82
50th-Percentile Queue Length [ft/ln]	28.11	114.42	107.10	28.11	83.67	2.39	4.84	23.46	102.13	26.36	20.54
95th-Percentile Queue Length [veh/ln]	2.02	8.09	7.68	2.02	6.02	0.17	0.35	1.69	7.35	1.90	1.48
95th-Percentile Queue Length [ft/ln]	50.59	202.13	191.96	50.59	150.60	4.30	8.71	42.23	183.83	47.45	36.97

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	44.95	12.05	12.11	44.95	10.80	8.38	50.13	41.10	41.10	46.38	31.45	24.18
Movement LOS	D	B	B	D	B	A	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	13.86			12.95			42.37			39.21		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	17.90											
Intersection LOS	B											
Intersection V/C	0.471											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.72			34.72			34.72			34.72		
I_p,int, Pedestrian LOS Score for Intersectio	2.842			2.777			2.004			2.456		
Crosswalk LOS	C			C			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	755			755			400			577		
d_b, Bicycle Delay [s]	17.46			17.46			28.84			22.80		
I_b,int, Bicycle LOS Score for Intersection	2.300			2.189			1.642			2.038		
Bicycle LOS	B			B			A			B		

**Sequence**

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 6: Golf Center Parkway at Avenue 45**

Control Type:	Signalized	Delay (sec / veh):	20.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.466

**Intersection Setup**

Name	Golf Center Parkway			Golf Center Parkway			Avenue 45			Avenue 45		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Golf Center Parkway			Golf Center Parkway			Avenue 45			Avenue 45		
Base Volume Input [veh/h]	81	533	56	128	566	218	137	60	45	37	57	83
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	81	533	56	128	566	218	137	60	45	37	57	83
Peak Hour Factor	0.8890	0.8890	0.8890	0.8890	0.8890	0.8890	0.8890	0.8890	0.8890	0.8890	0.8890	0.8890
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	150	16	36	159	61	39	17	13	10	16	23
Total Analysis Volume [veh/h]	91	600	63	144	637	245	154	67	51	42	64	93
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	10	0	7	10	0	7	10	0	7	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	37	20	0	37	20	0	11	22	0	11	22	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	9	0	0	9	0	0	11	0	0	11	0
Delayed Vehicle Green [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
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	6	48	48	9	51	51	21	12	12	21	10	10
g / C, Green / Cycle	0.07	0.53	0.53	0.10	0.56	0.56	0.23	0.14	0.14	0.23	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.05	0.17	0.04	0.08	0.18	0.15	0.10	0.04	0.03	0.03	0.03	0.06
s, saturation flow rate [veh/h]	1781	3560	1589	1781	3560	1589	1469	1870	1589	1436	1870	1589
c, Capacity [veh/h]	126	1895	846	183	2008	897	393	254	216	411	204	173
d1, Uniform Delay [s]	41.02	11.87	10.27	39.49	10.44	10.13	29.27	34.94	34.80	27.29	37.07	38.02
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.49	0.44	0.17	7.28	0.42	0.75	0.64	0.55	0.56	0.11	0.87	2.57
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.72	0.32	0.07	0.79	0.32	0.27	0.39	0.26	0.24	0.10	0.31	0.54
d, Delay for Lane Group [s/veh]	48.50	12.31	10.45	46.76	10.85	10.88	29.91	35.49	35.36	27.40	37.94	40.60
Lane Group LOS	D	B	B	D	B	B	C	D	D	C	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.15	3.05	0.57	3.33	2.96	2.31	2.71	1.29	0.99	0.70	1.31	2.00
50th-Percentile Queue Length [ft/ln]	53.80	76.14	14.32	83.28	73.92	57.72	67.76	32.34	24.63	17.40	32.65	49.92
95th-Percentile Queue Length [veh/ln]	3.87	5.48	1.03	6.00	5.32	4.16	4.88	2.33	1.77	1.25	2.35	3.59
95th-Percentile Queue Length [ft/ln]	96.83	137.05	25.78	149.91	133.06	103.90	121.97	58.22	44.33	31.32	58.76	89.85

**Movement, Approach, & Intersection Results**

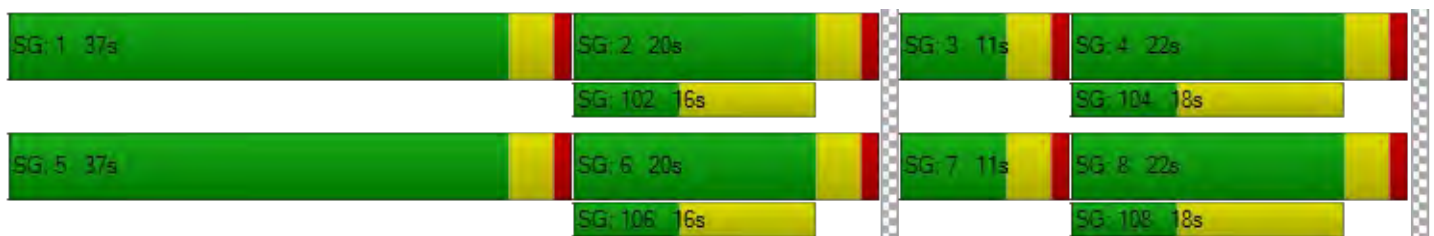
d_M, Delay for Movement [s/veh]	48.50	12.31	10.45	46.76	10.85	10.88	29.91	35.49	35.36	27.40	37.94	40.60
Movement LOS	D	B	B	D	B	B	C	D	D	C	D	D
d_A, Approach Delay [s/veh]	16.52			15.90			32.31			36.96		
Approach LOS	B			B			C			D		
d_I, Intersection Delay [s/veh]	19.95											
Intersection LOS	B											
Intersection V/C	0.466											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.72			34.72			34.72			34.72		
I_p,int, Pedestrian LOS Score for Intersectio	2.824			2.938			2.496			2.422		
Crosswalk LOS	C			C			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	355			355			400			400		
d_b, Bicycle Delay [s]	30.47			30.47			28.84			28.84		
I_b,int, Bicycle LOS Score for Intersection	2.182			2.406			2.008			1.724		
Bicycle LOS	B			B			B			A		

**Sequence**

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 7: Commerce Street at Avenue 45**

Control Type:	Two-way stop	Delay (sec / veh):	10.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.096

**Intersection Setup**

Name	Commerce Street		Avenue 45		Avenue 45	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↵↵		↑↑		↵↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

**Volumes**

Name	Commerce Street		Avenue 45		Avenue 45	
Base Volume Input [veh/h]	65	8	133	95	3	95
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	65	8	133	95	3	95
Peak Hour Factor	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	2	35	25	1	25
Total Analysis Volume [veh/h]	69	8	141	101	3	101
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.55	9.00	0.00	0.00	7.73	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.32	0.03	0.00	0.00	0.01	0.00
95th-Percentile Queue Length [ft/ln]	7.95	0.67	0.00	0.00	0.17	0.00
d_A, Approach Delay [s/veh]	10.39		0.00		0.22	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.95					
Intersection LOS	B					

**Intersection Level Of Service Report**

**Intersection 8: Golf Center Parkway/Lorraine Street at Highway 111**

Control Type:	Signalized	Delay (sec / veh):	100.3
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.651

**Intersection Setup**

Name	Lorraine Street			Golf Center Parkway			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Lorraine Street			Golf Center Parkway			Highway 111			Highway 111		
	Base Volume Input [veh/h]	2	5	5	261	2	382	253	224	3	4	206
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	5	5	261	2	382	253	224	3	4	206	400
Peak Hour Factor	0.8570	0.8570	0.8570	0.8570	0.8570	0.8570	0.8570	0.8570	0.8570	0.8570	0.8570	0.8570
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	1	76	1	111	74	65	1	1	60	117
Total Analysis Volume [veh/h]	2	6	6	305	2	446	295	261	4	5	240	467
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	7	10	0	7	10	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	49	0	0	49	0	16	30	0	11	25	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	9	0	0	9	0	0	4	0	0	6	0
Delayed Vehicle Green [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
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0



**Lane Group Calculations**

Lane Group	C	C	R	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	45	45	45	12	32	32	1	21	21
g / C, Green / Cycle	0.50	0.50	0.50	0.13	0.36	0.36	0.01	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.03	0.97	0.28	0.17	0.07	0.07	0.00	0.13	0.29
s, saturation flow rate [veh/h]	451	316	1589	1781	1870	1860	1781	1870	1589
c, Capacity [veh/h]	270	237	793	237	671	667	16	439	373
d1, Uniform Delay [s]	17.55	30.12	15.72	39.00	19.91	19.91	44.30	30.24	34.44
k, delay calibration	0.11	0.50	0.14	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.08	159.80	0.80	116.86	0.66	0.66	10.23	4.84	133.77
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.05	1.29	0.56	1.24	0.20	0.20	0.31	0.55	1.25
d, Delay for Lane Group [s/veh]	17.63	189.91	16.52	155.86	20.57	20.58	54.54	35.08	168.21
Lane Group LOS	B	F	B	F	C	C	D	D	F
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.15	15.62	5.73	12.79	1.97	1.96	0.15	5.01	21.68
50th-Percentile Queue Length [ft/ln]	3.63	390.50	143.14	319.82	49.30	49.11	3.87	125.15	541.90
95th-Percentile Queue Length [veh/ln]	0.26	25.83	9.65	20.37	3.55	3.54	0.28	8.68	32.90
95th-Percentile Queue Length [ft/ln]	6.53	645.74	241.24	509.14	88.74	88.39	6.97	216.88	822.56

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	17.63	17.63	17.63	189.91	189.91	16.52	155.86	20.58	20.58	54.54	35.08	168.21
Movement LOS	B	B	B	F	F	B	F	C	C	D	D	F
d_A, Approach Delay [s/veh]	17.63			87.21			91.84			122.54		
Approach LOS	B			F			F			F		
d_I, Intersection Delay [s/veh]	100.34											
Intersection LOS	F											
Intersection V/C	1.651											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0		11.0		11.0		11.0	
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
d_p, Pedestrian Delay [s]	34.67		34.67		34.67		34.67	
I_p,int, Pedestrian LOS Score for Intersectio	1.725		2.681		2.586		3.025	
Crosswalk LOS	A		B		B		C	
s_b, Saturation Flow Rate of the bicycle lane	2000		2000		2000		2000	
c_b, Capacity of the bicycle lane [bicycles/h]	1000		1000		578		467	
d_b, Bicycle Delay [s]	11.25		11.25		22.76		26.45	
I_b,int, Bicycle LOS Score for Intersection	1.583		2.802		2.022		2.147	
Bicycle LOS	A		C		B		B	

**Sequence**

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 1: Golf Center Parkway at Avenue 44**

Control Type:	Signalized	Delay (sec / veh):	14.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.467

**Intersection Setup**

Name	Golf Center Parkway			Golf Center Parkway			Avenue 44			Avenue 44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Golf Center Parkway			Golf Center Parkway			Avenue 44			Avenue 44		
Base Volume Input [veh/h]	62	472	293	131	443	10	13	10	41	187	9	65
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	62	472	293	131	443	10	13	10	41	187	9	65
Peak Hour Factor	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	124	77	34	116	3	3	3	11	49	2	17
Total Analysis Volume [veh/h]	65	496	308	138	465	11	14	11	43	196	9	68
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	7	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	16	50	0	11	45	0	0	29	0	0	29	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	9	0	0	12	0	0	9	0
Delayed Vehicle Green [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
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	64	54	54	64	55	55	18	18	18	18	18
g / C, Green / Cycle	0.71	0.59	0.59	0.71	0.61	0.61	0.20	0.20	0.20	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.06	0.23	0.23	0.17	0.13	0.13	0.01	0.01	0.03	0.15	0.05
s, saturation flow rate [veh/h]	1021	1870	1633	828	1870	1855	1322	1870	1589	1350	1618
c, Capacity [veh/h]	797	1112	971	631	1135	1126	255	368	313	306	318
d1, Uniform Delay [s]	3.96	9.61	9.61	4.78	7.96	7.96	34.26	29.21	29.85	36.47	30.49
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.04	1.01	1.16	0.80	0.42	0.43	0.09	0.03	0.20	2.22	0.39
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.08	0.39	0.39	0.22	0.21	0.21	0.05	0.03	0.14	0.64	0.24
d, Delay for Lane Group [s/veh]	4.01	10.62	10.77	5.57	8.38	8.39	34.35	29.24	30.05	38.70	30.88
Lane Group LOS	A	B	B	A	A	A	C	C	C	D	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.25	3.97	3.52	0.67	1.85	1.83	0.26	0.19	0.75	4.14	1.37
50th-Percentile Queue Length [ft/ln]	6.27	99.29	87.88	16.87	46.14	45.85	6.57	4.65	18.68	103.57	34.24
95th-Percentile Queue Length [veh/ln]	0.45	7.15	6.33	1.21	3.32	3.30	0.47	0.33	1.34	7.46	2.47
95th-Percentile Queue Length [ft/ln]	11.29	178.73	158.19	30.37	83.04	82.52	11.83	8.37	33.62	186.42	61.64

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	4.01	10.64	10.77	5.57	8.38	8.39	34.35	29.24	30.05	38.70	30.88	30.88
Movement LOS	A	B	B	A	A	A	C	C	C	D	C	C
d_A, Approach Delay [s/veh]	10.19			7.75			30.80			36.49		
Approach LOS	B			A			C			D		
d_I, Intersection Delay [s/veh]	14.08											
Intersection LOS	B											
Intersection V/C	0.467											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.68			34.68			34.68			34.68		
I_p,int, Pedestrian LOS Score for Intersectio	3.115			2.668			2.245			2.417		
Crosswalk LOS	C			B			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	1022			911			556			556		
d_b, Bicycle Delay [s]	10.76			13.34			23.47			23.47		
I_b,int, Bicycle LOS Score for Intersection	2.277			2.066			1.672			2.010		
Bicycle LOS	B			B			A			B		

**Sequence**

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**

**Intersection 2: Golf Center Parkway at Chandi's Way/Indio Springs Parkway**

Control Type:	Signalized	Delay (sec / veh):	19.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.466

**Intersection Setup**

Name	Golf Center Parkway			Golf Center Parkway			Chandi's Way			Indio Springs Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			15.00			15.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		



**Volumes**

Name	Golf Center Parkway			Golf Center Parkway			Chandi's Way			Indio Springs Parkway		
Base Volume Input [veh/h]	89	752	142	41	579	51	25	11	92	175	11	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	89	752	142	41	579	51	25	11	92	175	11	50
Peak Hour Factor	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	206	39	11	158	14	7	3	25	48	3	14
Total Analysis Volume [veh/h]	97	823	155	45	633	56	27	12	101	191	12	55
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	6	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups			4,6									
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	10	7	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	30	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	31	38	38	11	18	0	0	14	0	0	27	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	7	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	9	9	0	7	0	0	0	0	0	16	0
Delayed Vehicle Green [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
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No	No	No	No			No			No	
Maximum Recall	No	No	No	No	No			No			No	
Pedestrian Recall	No	No	No	No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	R	L	C	R	L	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	50	64	5	48	48	10	10	10	10	10
g / C, Green / Cycle	0.07	0.55	0.71	0.05	0.53	0.53	0.11	0.11	0.11	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.05	0.23	0.10	0.03	0.18	0.04	0.02	0.07	0.06	0.06	0.03
s, saturation flow rate [veh/h]	1781	3560	1589	1781	3560	1589	1781	1615	1781	1791	1589
c, Capacity [veh/h]	129	1954	1120	96	1889	843	193	175	199	200	178
d1, Uniform Delay [s]	41.05	11.95	4.36	41.41	12.09	10.31	36.41	38.55	37.72	37.72	36.85
k, delay calibration	0.11	0.50	0.11	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.64	0.67	0.06	3.52	0.48	0.15	0.33	3.96	2.01	1.99	0.98
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.75	0.42	0.14	0.47	0.34	0.07	0.14	0.65	0.51	0.51	0.31
d, Delay for Lane Group [s/veh]	49.69	12.61	4.41	44.93	12.57	10.46	36.73	42.51	39.73	39.71	37.83
Lane Group LOS	D	B	A	D	B	B	D	D	D	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.33	4.30	0.67	1.02	3.27	0.51	0.57	2.64	2.26	2.27	1.19
50th-Percentile Queue Length [ft/ln]	58.16	107.60	16.77	25.58	81.68	12.73	14.22	65.91	56.54	56.77	29.74
95th-Percentile Queue Length [veh/ln]	4.19	7.71	1.21	1.84	5.88	0.92	1.02	4.75	4.07	4.09	2.14
95th-Percentile Queue Length [ft/ln]	104.68	192.66	30.18	46.04	147.02	22.92	25.60	118.63	101.78	102.19	53.52

**Movement, Approach, & Intersection Results**

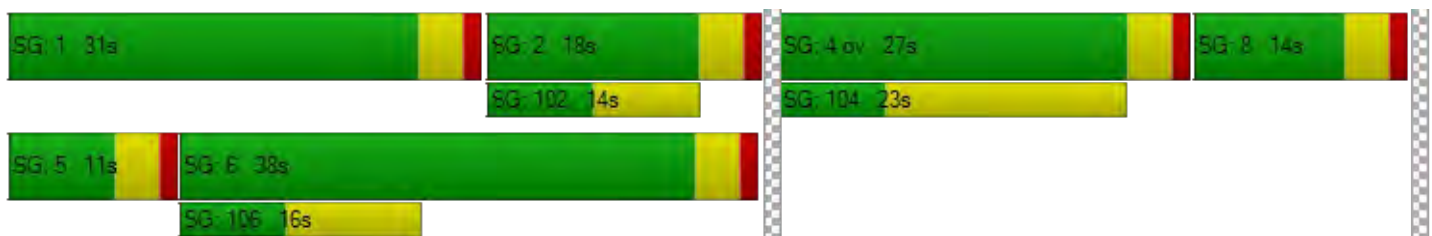
d_M, Delay for Movement [s/veh]	49.69	12.61	4.41	44.93	12.57	10.46	36.73	42.51	42.51	39.72	39.71	37.83
Movement LOS	D	B	A	D	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	14.78			14.39			41.40			39.32		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	19.21											
Intersection LOS	B											
Intersection V/C	0.466											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.72	34.72	34.72
I_p,int, Pedestrian LOS Score for Intersectio	0.000	2.936	2.168	2.188
Crosswalk LOS	F	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	755	311	222	511
d_b, Bicycle Delay [s]	17.46	32.13	35.60	24.98
I_b,int, Bicycle LOS Score for Intersection	2.446	2.165	1.791	1.985
Bicycle LOS	B	B	A	A

**Sequence**




Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 3: Golf Center Parkway at I-10 WB Ramps**

Control Type:	Signalized	Delay (sec / veh):	14.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.583

**Intersection Setup**

Name	Golf Center Parkway			Golf Center Parkway			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			No		

**Volumes**

Name	Golf Center Parkway			Golf Center Parkway			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	254	891	0	0	572	296	0	0	0	72	0	118
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	254	891	0	0	572	296	0	0	0	72	0	118
Peak Hour Factor	0.9440	0.9440	1.0000	1.0000	0.9440	0.9440	1.0000	1.0000	1.0000	0.9440	0.9440	0.9440
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	67	236	0	0	151	78	0	0	0	19	0	31
Total Analysis Volume [veh/h]	269	944	0	0	606	314	0	0	0	76	0	125
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	0	10	0	0	0	0	0	0	10	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	62	76	0	0	14	0	0	0	0	0	0	14	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	2	0	0	0	0	0	0	0	0
Delayed Vehicle Green [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	0.0
Rest In Walk		No			No							No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No							No	
Maximum Recall	No	No			No							No	
Pedestrian Recall	No	No			No							No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	C	C		C	R
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	16	72	52	52		10	10
g / C, Green / Cycle	0.18	0.80	0.58	0.58		0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.15	0.27	0.25	0.28		0.04	0.08
s, saturation flow rate [veh/h]	1781	3560	1870	1669		1781	1589
c, Capacity [veh/h]	313	2848	1084	967		198	177
d1, Uniform Delay [s]	36.02	2.45	10.55	10.98		37.15	38.60
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	6.81	0.31	1.22	1.68		1.22	5.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.86	0.33	0.42	0.48		0.38	0.71
d, Delay for Lane Group [s/veh]	42.82	2.76	11.77	12.66		38.37	43.72
Lane Group LOS	D	A	B	B		D	D
Critical Lane Group	Yes	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	5.99	1.04	4.60	4.85		1.60	2.88
50th-Percentile Queue Length [ft/ln]	149.85	26.02	114.92	121.33		40.08	71.91
95th-Percentile Queue Length [veh/ln]	10.01	1.87	8.11	8.47		2.89	5.18
95th-Percentile Queue Length [ft/ln]	250.22	46.84	202.83	211.65		72.15	129.45



**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	42.82	2.76	0.00	0.00	11.99	12.66	0.00	0.00	0.00	38.37	38.37	43.72
Movement LOS	D	A			B	B				D	D	D
d_A, Approach Delay [s/veh]	11.65				12.22		0.00		41.69			
Approach LOS	B				B		A		D			
d_I, Intersection Delay [s/veh]	14.46											
Intersection LOS	B											
Intersection V/C	0.583											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0		0.0		11.0		0.0	
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
d_p, Pedestrian Delay [s]	0.00		0.00		34.68		0.00	
I_p,int, Pedestrian LOS Score for Intersectio	0.000		0.000		1.991		0.000	
Crosswalk LOS	F		F		A		F	
s_b, Saturation Flow Rate of the bicycle lane	2000		2000		2000		2000	
c_b, Capacity of the bicycle lane [bicycles/h]	1600		222		0		222	
d_b, Bicycle Delay [s]	1.80		35.57		45.01		35.57	
I_b,int, Bicycle LOS Score for Intersection	2.560		2.319		4.132		1.891	
Bicycle LOS	B		B		D		A	

**Sequence**

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 4: Golf Center Parkway at I-10 EB Ramps**

Control Type:	Signalized	Delay (sec / veh):	21.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.624

**Intersection Setup**

Name	Golf Center Parkway			Golf Center Parkway			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑↑			←↑↑			↑↑					
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

**Volumes**

Name	Golf Center Parkway			Golf Center Parkway			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	816	78	115	447	0	354	2	275	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	816	78	115	447	0	354	2	275	0	0	0
Peak Hour Factor	1.0000	0.9450	0.9450	0.9450	0.9450	1.0000	0.9450	0.9450	0.9450	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	216	21	30	118	0	94	1	73	0	0	0
Total Analysis Volume [veh/h]	0	863	83	122	473	0	375	2	291	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	7	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	14	0	20	34	0	0	56	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [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
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	C	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	48	48	8	60	22	22	
g / C, Green / Cycle	0.53	0.53	0.09	0.67	0.24	0.24	
(v / s)_i Volume / Saturation Flow Rate	0.25	0.26	0.07	0.13	0.21	0.18	
s, saturation flow rate [veh/h]	1870	1814	1781	3560	1781	1589	
c, Capacity [veh/h]	999	969	155	2371	437	390	
d1, Uniform Delay [s]	13.07	13.21	40.26	5.79	32.54	31.40	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.61	1.76	8.40	0.19	5.19	2.87	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

**Lane Group Results**

X, volume / capacity	0.47	0.49	0.78	0.20	0.86	0.75	
d, Delay for Lane Group [s/veh]	14.68	14.97	48.66	5.98	37.73	34.27	
Lane Group LOS	B	B	D	A	D	C	
Critical Lane Group	No	Yes	Yes	No	Yes	No	
50th-Percentile Queue Length [veh/ln]	5.55	5.64	2.89	1.37	8.28	6.01	
50th-Percentile Queue Length [ft/ln]	138.87	140.88	72.15	34.17	206.96	150.22	
95th-Percentile Queue Length [veh/ln]	9.42	9.53	5.20	2.46	13.00	10.03	
95th-Percentile Queue Length [ft/ln]	235.50	238.21	129.88	61.51	324.92	250.72	

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	0.00	14.81	14.97	48.66	5.98	0.00	37.73	37.73	34.27	0.00	0.00	0.00
Movement LOS		B	B	D	A		D	D	C			
d_A, Approach Delay [s/veh]	14.82			14.73			36.22			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	21.27											
Intersection LOS	C											
Intersection V/C	0.624											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0			0.0			11.0			0.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	0.00			0.00			34.68			0.00		
I_p,int, Pedestrian LOS Score for Intersectio	0.000			0.000			2.157			0.000		
Crosswalk LOS	F			F			B			F		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	222			666			1155			0		
d_b, Bicycle Delay [s]	35.57			20.01			8.03			45.01		
I_b,int, Bicycle LOS Score for Intersection	2.340			2.050			2.662			4.132		
Bicycle LOS	B			B			B			D		

**Sequence**





Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 5: Jackson Street at Avenue 45**

Control Type:	Signalized	Delay (sec / veh):	16.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.469

**Intersection Setup**

Name	Jackson Street			Jackson Street			Avenue 45			Avenue 45		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			35.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Jackson Street			Jackson Street			Avenue 45			Avenue 45		
Base Volume Input [veh/h]	23	710	135	44	659	5	4	29	27	145	47	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	710	135	44	659	5	4	29	27	145	47	49
Peak Hour Factor	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	185	35	11	171	1	1	8	7	38	12	13
Total Analysis Volume [veh/h]	24	738	140	46	685	5	4	30	28	151	49	51
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	10	0	7	10	0	7	10	0	7	10	10
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	18	36	0	11	29	0	11	22	0	21	32	32
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	9	0	0	9	0	0	11	0	0	11	11
Delayed Vehicle Green [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
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	C	L	C	R	L	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	3	52	52	5	54	54	1	8	9	16	25
g / C, Green / Cycle	0.04	0.58	0.58	0.05	0.60	0.60	0.01	0.09	0.11	0.18	0.28
(v / s)_i Volume / Saturation Flow Rate	0.01	0.24	0.24	0.03	0.19	0.00	0.00	0.03	0.08	0.03	0.03
s, saturation flow rate [veh/h]	1781	1870	1768	1781	3560	1589	1781	1723	1781	1870	1589
c, Capacity [veh/h]	65	1077	1018	97	2115	944	16	149	189	343	449
d1, Uniform Delay [s]	42.43	10.69	10.69	41.38	9.21	7.46	44.40	38.96	39.39	30.88	24.00
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.45	1.20	1.27	3.55	0.41	0.01	8.40	1.67	7.64	0.19	0.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.37	0.42	0.42	0.47	0.32	0.01	0.26	0.39	0.80	0.14	0.11
d, Delay for Lane Group [s/veh]	45.88	11.89	11.96	44.93	9.61	7.47	52.80	40.63	47.03	31.07	24.11
Lane Group LOS	D	B	B	D	A	A	D	D	D	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.57	4.66	4.43	1.06	3.00	0.04	0.12	1.26	3.51	0.87	0.77
50th-Percentile Queue Length [ft/ln]	14.20	116.53	110.69	26.41	74.89	0.92	3.09	31.38	87.66	21.69	19.35
95th-Percentile Queue Length [veh/ln]	1.02	8.20	7.88	1.90	5.39	0.07	0.22	2.26	6.31	1.56	1.39
95th-Percentile Queue Length [ft/ln]	25.57	205.05	196.96	47.53	134.81	1.65	5.55	56.49	157.78	39.04	34.83

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	45.88	11.91	11.96	44.93	9.61	7.47	52.80	40.63	40.63	47.03	31.07	24.11
Movement LOS	D	B	B	D	A	A	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	12.82			11.81			41.41			39.26		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	16.75											
Intersection LOS	B											
Intersection V/C	0.469											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.72			34.72			34.72			34.72		
I_p,int, Pedestrian LOS Score for Intersectio	2.835			2.784			1.993			2.436		
Crosswalk LOS	C			C			A			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	710			555			400			622		
d_b, Bicycle Delay [s]	18.73			23.51			28.84			21.40		
I_b,int, Bicycle LOS Score for Intersection	2.304			2.167			1.662			1.974		
Bicycle LOS	B			B			A			A		

**Sequence**

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 6: Golf Center Parkway at Avenue 45**

Control Type:	Signalized	Delay (sec / veh):	22.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.449

**Intersection Setup**

Name	Golf Center Parkway			Golf Center Parkway			Avenue 45			Avenue 45		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Golf Center Parkway			Golf Center Parkway			Avenue 45			Avenue 45		
Base Volume Input [veh/h]	67	540	35	74	529	137	188	51	82	69	71	126
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	67	540	35	74	529	137	188	51	82	69	71	126
Peak Hour Factor	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	140	9	19	137	36	49	13	21	18	18	33
Total Analysis Volume [veh/h]	70	561	36	77	550	142	195	53	85	72	74	131
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	10	0	7	10	0	7	10	0	7	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	20	0	11	20	0	11	57	0	12	58	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	9	0	0	9	0	0	11	0	0	11	0
Delayed Vehicle Green [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
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	6	59	59	6	59	59	23	13	13	23	12	12
g / C, Green / Cycle	0.06	0.59	0.59	0.06	0.59	0.59	0.23	0.13	0.13	0.23	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.04	0.16	0.02	0.04	0.15	0.09	0.14	0.03	0.05	0.05	0.04	0.08
s, saturation flow rate [veh/h]	1781	3560	1589	1781	3560	1589	1414	1870	1589	1437	1870	1589
c, Capacity [veh/h]	107	2096	936	110	2103	939	336	241	205	403	223	190
d1, Uniform Delay [s]	45.98	10.04	8.65	46.00	9.92	9.21	34.13	39.07	40.11	30.99	40.39	42.28
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.58	0.31	0.08	7.74	0.30	0.34	1.59	0.46	1.34	0.21	0.86	4.45
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.65	0.27	0.04	0.70	0.26	0.15	0.58	0.22	0.42	0.18	0.33	0.69
d, Delay for Lane Group [s/veh]	52.56	10.35	8.73	53.74	10.22	9.55	35.72	39.53	41.45	31.20	41.25	46.72
Lane Group LOS	D	B	A	D	B	A	D	D	D	C	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.84	2.71	0.31	2.05	2.63	1.31	4.05	1.16	1.93	1.38	1.68	3.25
50th-Percentile Queue Length [ft/ln]	45.96	67.85	7.75	51.19	65.86	32.74	101.29	28.88	48.20	34.45	42.00	81.19
95th-Percentile Queue Length [veh/ln]	3.31	4.88	0.56	3.69	4.74	2.36	7.29	2.08	3.47	2.48	3.02	5.85
95th-Percentile Queue Length [ft/ln]	82.73	122.12	13.96	92.14	118.54	58.93	182.31	51.98	86.76	62.01	75.60	146.15

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	52.56	10.35	8.73	53.74	10.22	9.55	35.72	39.53	41.45	31.20	41.25	46.72
Movement LOS	D	B	A	D	B	A	D	D	D	C	D	D
d_A, Approach Delay [s/veh]	14.69			14.45			37.79			41.23		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	21.95											
Intersection LOS	C											
Intersection V/C	0.449											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.61	39.61	39.61	39.61
I_p,int, Pedestrian LOS Score for Intersectio	2.808	2.900	2.486	2.420
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	320	320	1060	1080
d_b, Bicycle Delay [s]	35.28	35.28	11.05	10.58
I_b,int, Bicycle LOS Score for Intersection	2.110	2.194	2.109	1.788
Bicycle LOS	B	B	B	A

**Sequence**

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





**Intersection Level Of Service Report**  
**Intersection 7: Commerce Street at Avenue 45**

Control Type:	Two-way stop	Delay (sec / veh):	10.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.160

**Intersection Setup**

Name	Commerce Street		Avenue 45		Avenue 45	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↵↵		↑↑		↵↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

**Volumes**

Name	Commerce Street		Avenue 45		Avenue 45	
Base Volume Input [veh/h]	105	3	92	75	1	116
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	105	3	92	75	1	116
Peak Hour Factor	0.8740	0.8740	0.8740	0.8740	0.8740	0.8740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	1	26	21	0	33
Total Analysis Volume [veh/h]	120	3	105	86	1	133
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.16	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.70	8.83	0.00	0.00	7.61	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.57	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	14.15	0.24	0.00	0.00	0.05	0.00
d_A, Approach Delay [s/veh]	10.65		0.00		0.06	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	2.94					
Intersection LOS	B					

**Intersection Level Of Service Report**

**Intersection 8: Golf Center Parkway/Lorraine Street at Highway 111**

Control Type:	Signalized	Delay (sec / veh):	92.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.398

**Intersection Setup**

Name	Lorraine Street			Golf Center Parkway			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Lorraine Street			Golf Center Parkway			Highway 111			Highway 111		
Base Volume Input [veh/h]	10	10	13	449	7	280	337	319	16	8	175	312
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	10	13	449	7	280	337	319	16	8	175	312
Peak Hour Factor	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	3	3	116	2	72	87	82	4	2	45	80
Total Analysis Volume [veh/h]	10	10	13	463	7	289	348	329	17	8	181	322
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	7	10	0	7	10	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	52	0	0	52	0	19	27	0	11	19	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	9	0	0	9	0	0	4	0	0	6	0
Delayed Vehicle Green [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
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	C	C	R	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	48	48	48	15	29	29	1	15	15
g / C, Green / Cycle	0.53	0.53	0.53	0.17	0.32	0.32	0.01	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.20	0.81	0.18	0.20	0.09	0.09	0.00	0.10	0.20
s, saturation flow rate [veh/h]	168	578	1589	1781	1870	1838	1781	1870	1589
c, Capacity [veh/h]	142	387	846	297	600	589	25	314	267
d1, Uniform Delay [s]	20.45	25.99	12.05	37.50	22.91	22.91	43.94	34.49	37.44
k, delay calibration	0.11	0.50	0.11	0.15	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.83	118.48	0.24	88.21	1.23	1.25	7.05	7.49	122.38
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.23	1.22	0.34	1.17	0.29	0.29	0.32	0.58	1.21
d, Delay for Lane Group [s/veh]	21.29	144.47	12.29	125.71	24.13	24.16	50.99	41.97	159.82
Lane Group LOS	C	F	B	F	C	C	D	D	F
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.43	21.01	2.92	13.59	2.88	2.83	0.22	4.20	14.76
50th-Percentile Queue Length [ft/ln]	10.75	525.34	73.10	339.67	71.89	70.86	5.56	105.04	369.10
95th-Percentile Queue Length [veh/ln]	0.77	32.57	5.26	21.11	5.18	5.10	0.40	7.56	22.93
95th-Percentile Queue Length [ft/ln]	19.35	814.25	131.57	527.84	129.41	127.55	10.01	189.08	573.25

**Movement, Approach, & Intersection Results**

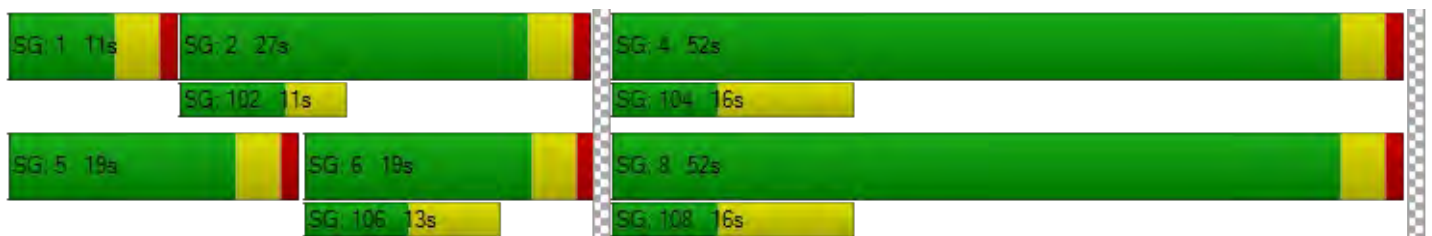
d_M, Delay for Movement [s/veh]	21.29	21.29	21.29	144.47	144.47	12.29	125.71	24.15	24.16	50.99	41.97	159.82
Movement LOS	C	C	C	F	F	B	F	C	C	D	D	F
d_A, Approach Delay [s/veh]	21.29			94.14			75.08			116.38		
Approach LOS	C			F			E			F		
d_I, Intersection Delay [s/veh]	92.00											
Intersection LOS	F											
Intersection V/C	1.398											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.67			34.67			34.67			34.67		
I_p,int, Pedestrian LOS Score for Intersectio	1.741			2.641			2.581			3.257		
Crosswalk LOS	A			B			B			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	1067			1067			511			333		
d_b, Bicycle Delay [s]	9.80			9.80			24.94			31.25		
I_b,int, Bicycle LOS Score for Intersection	1.614			2.812			2.132			1.981		
Bicycle LOS	A			C			B			A		

**Sequence**

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



*APPENDIX C-II*

**EXISTING WITH AMBIENT GROWTH WITH PROJECT  
TRAFFIC CONDITIONS**



**Intersection Level Of Service Report**  
**Intersection 1: Golf Center Parkway at Avenue 44**

Control Type:	Signalized	Delay (sec / veh):	21.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.622

**Intersection Setup**

Name	Golf Center Parkway			Golf Center Parkway			Avenue 44			Avenue 44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Golf Center Parkway			Golf Center Parkway			Avenue 44			Avenue 44		
Base Volume Input [veh/h]	35	272	159	59	608	34	30	10	81	409	38	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	272	159	59	608	34	30	10	81	409	38	76
Peak Hour Factor	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	73	43	16	164	9	8	3	22	110	10	20
Total Analysis Volume [veh/h]	38	293	172	64	656	37	32	11	87	441	41	82
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	7	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	27	0	11	27	0	0	52	0	0	52	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	9	0	0	12	0	0	9	0
Delayed Vehicle Green [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
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	47	38	38	47	39	39	35	35	35	35	35
g / C, Green / Cycle	0.52	0.42	0.42	0.52	0.43	0.43	0.39	0.39	0.39	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.04	0.13	0.13	0.06	0.19	0.19	0.03	0.01	0.05	0.34	0.07
s, saturation flow rate [veh/h]	889	1870	1644	1065	1870	1835	1268	1870	1589	1297	1673
c, Capacity [veh/h]	481	778	684	588	805	790	487	726	617	554	650
d1, Uniform Delay [s]	11.37	17.66	17.74	11.08	17.97	17.97	21.27	16.93	17.81	27.44	18.17
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.20	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.07	1.06	1.25	0.37	1.71	1.74	0.06	0.01	0.10	4.71	0.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.08	0.31	0.32	0.11	0.43	0.43	0.07	0.02	0.14	0.80	0.19
d, Delay for Lane Group [s/veh]	11.44	18.71	18.99	11.45	19.67	19.71	21.33	16.94	17.91	32.15	18.31
Lane Group LOS	B	B	B	B	B	B	C	B	B	C	B
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.33	3.32	3.05	0.62	4.96	4.88	0.45	0.13	1.10	8.95	1.58
50th-Percentile Queue Length [ft/ln]	8.34	83.04	76.21	15.39	124.12	122.12	11.21	3.29	27.46	223.80	39.60
95th-Percentile Queue Length [veh/ln]	0.60	5.98	5.49	1.11	8.62	8.51	0.81	0.24	1.98	13.86	2.85
95th-Percentile Queue Length [ft/ln]	15.01	149.47	137.19	27.69	215.47	212.73	20.17	5.92	49.43	346.47	71.29

**Movement, Approach, & Intersection Results**

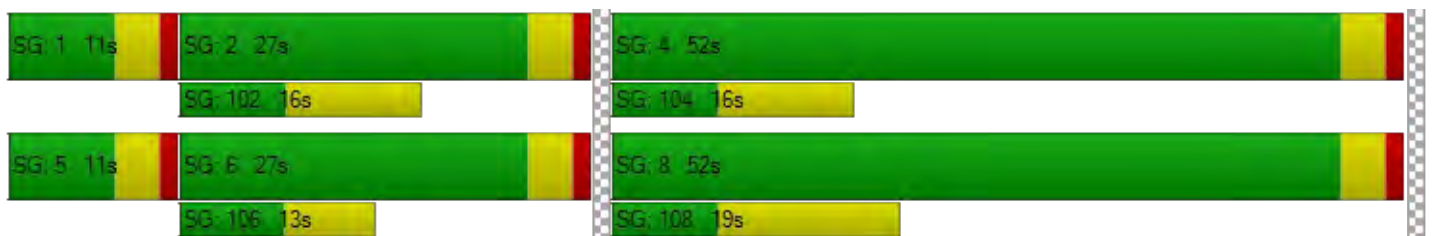
d_M, Delay for Movement [s/veh]	11.44	18.76	18.99	11.45	19.69	19.71	21.33	16.94	17.91	32.15	18.31	18.31
Movement LOS	B	B	B	B	B	B	C	B	B	C	B	B
d_A, Approach Delay [s/veh]	18.28			19.00			18.67			29.13		
Approach LOS	B			B			B			C		
d_I, Intersection Delay [s/veh]	21.72											
Intersection LOS	C											
Intersection V/C	0.622											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.68			34.68			34.68			34.68		
I_p,int, Pedestrian LOS Score for Intersectio	3.491			2.685			2.245			2.375		
Crosswalk LOS	C			B			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	511			511			1067			1067		
d_b, Bicycle Delay [s]	24.94			24.94			9.80			9.80		
I_b,int, Bicycle LOS Score for Intersection	1.975			2.184			1.774			2.490		
Bicycle LOS	A			B			A			B		

**Sequence**

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**

**Intersection 2: Golf Center Parkway at Chandi's Way/Indio Springs Parkway**

Control Type:	Signalized	Delay (sec / veh):	24.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.700

**Intersection Setup**

Name	Golf Center Parkway			Golf Center Parkway			Chandi's Way			Indio Springs Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			15.00			15.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

**Volumes**

Name	Golf Center Parkway			Golf Center Parkway			Chandi's Way			Indio Springs Parkway		
Base Volume Input [veh/h]	128	440	124	14	1035	51	22	6	202	74	5	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	128	440	124	14	1035	51	22	6	202	74	5	8
Peak Hour Factor	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	123	35	4	289	14	6	2	56	21	1	2
Total Analysis Volume [veh/h]	143	492	139	16	1156	57	25	7	226	83	6	9
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	6	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups			4,6									
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	10	7	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	30	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	13	20	20	11	18	0	0	32	0	0	27	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	7	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	9	9	0	7	0	0	0	0	0	16	0
Delayed Vehicle Green [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
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No	No	No	No			No			No	
Maximum Recall	No	No	No	No	No			No			No	
Pedestrian Recall	No	No	No	No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0



**Lane Group Calculations**

Lane Group	L	C	R	L	C	R	L	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	46	60	2	40	40	15	15	10	10	10
g / C, Green / Cycle	0.10	0.51	0.67	0.03	0.44	0.44	0.17	0.17	0.11	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.08	0.14	0.09	0.01	0.32	0.04	0.01	0.15	0.02	0.02	0.01
s, saturation flow rate [veh/h]	1781	3560	1589	1781	3560	1589	1781	1597	1781	1792	1589
c, Capacity [veh/h]	177	1823	1061	48	1566	699	307	276	198	199	176
d1, Uniform Delay [s]	39.77	12.46	5.47	43.07	20.96	14.68	31.31	36.14	36.55	36.55	35.85
k, delay calibration	0.11	0.50	0.11	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.45	0.36	0.06	3.95	3.16	0.23	0.11	7.02	0.57	0.56	0.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.81	0.27	0.13	0.33	0.74	0.08	0.08	0.85	0.23	0.22	0.05
d, Delay for Lane Group [s/veh]	48.23	12.82	5.53	47.02	24.11	14.91	31.42	43.16	37.13	37.12	35.96
Lane Group LOS	D	B	A	D	C	B	C	D	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.37	2.55	0.74	0.39	9.61	0.66	0.48	5.59	0.95	0.95	0.19
50th-Percentile Queue Length [ft/ln]	84.19	63.75	18.43	9.72	240.16	16.51	11.97	139.70	23.63	23.68	4.68
95th-Percentile Queue Length [veh/ln]	6.06	4.59	1.33	0.70	14.69	1.19	0.86	9.46	1.70	1.70	0.34
95th-Percentile Queue Length [ft/ln]	151.55	114.75	33.17	17.49	367.24	29.72	21.55	236.61	42.54	42.62	8.43

**Movement, Approach, & Intersection Results**

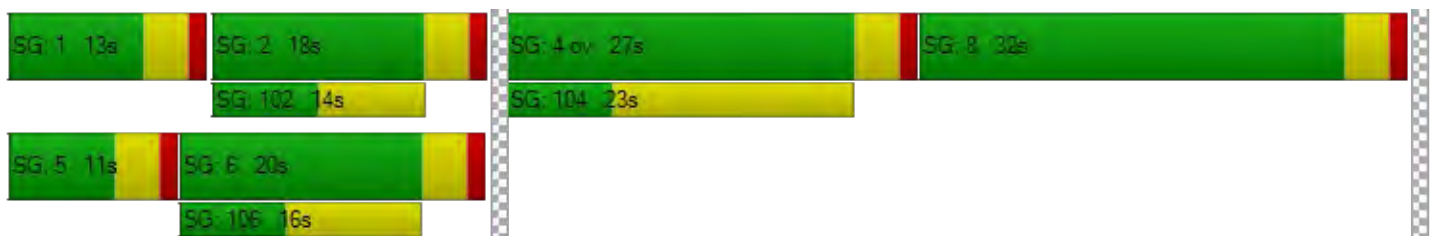
d_M, Delay for Movement [s/veh]	48.23	12.82	5.53	47.02	24.11	14.91	31.42	43.16	43.16	37.12	37.12	35.96
Movement LOS	D	B	A	D	C	B	C	D	D	D	D	D
d_A, Approach Delay [s/veh]	18.05			23.98			42.03			37.01		
Approach LOS	B			C			D			D		
d_I, Intersection Delay [s/veh]	24.55											
Intersection LOS	C											
Intersection V/C	0.700											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	0.00			34.72			34.72			34.72		
I_p,int, Pedestrian LOS Score for Intersectio	0.000			2.960			2.187			2.162		
Crosswalk LOS	F			C			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	355			311			622			511		
d_b, Bicycle Delay [s]	30.47			32.13			21.40			24.98		
I_b,int, Bicycle LOS Score for Intersection	2.198			2.574			1.985			1.721		
Bicycle LOS	B			B			A			A		

**Sequence**

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 3: Golf Center Parkway at I-10 WB Ramps**

Control Type:	Signalized	Delay (sec / veh):	29.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.910

**Intersection Setup**

Name	Golf Center Parkway			Golf Center Parkway			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			No		

**Volumes**

Name	Golf Center Parkway			Golf Center Parkway			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	388	598	0	0	723	595	0	0	0	137	0	95
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	388	598	0	0	723	595	0	0	0	137	0	95
Peak Hour Factor	0.8780	0.8780	1.0000	1.0000	0.8780	0.8780	1.0000	1.0000	1.0000	0.8780	0.8780	0.8780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	110	170	0	0	206	169	0	0	0	39	0	27
Total Analysis Volume [veh/h]	442	681	0	0	823	678	0	0	0	156	0	108
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	0	10	0	0	0	0	0	10	0	
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0	
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	
Split [s]	55	86	0	0	31	0	0	0	0	0	14	0	
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0	
Pedestrian Clearance [s]	0	0	0	0	2	0	0	0	0	0	0	0	
Delayed Vehicle Green [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	
Rest In Walk		No			No						No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	
Minimum Recall	No	No			No						No		
Maximum Recall	No	No			No						No		
Pedestrian Recall	No	No			No						No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	C	C		C	R
C, Cycle Length [s]	100	100	100	100		100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	27	82	51	51		10	10
g / C, Green / Cycle	0.27	0.82	0.51	0.51		0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.25	0.19	0.40	0.47		0.09	0.07
s, saturation flow rate [veh/h]	1781	3560	1870	1613		1781	1589
c, Capacity [veh/h]	483	2918	951	820		179	160
d1, Uniform Delay [s]	35.33	2.01	20.18	22.60		44.35	43.42
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	7.29	0.19	6.63	16.53		12.27	4.94
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.92	0.23	0.79	0.92		0.87	0.68
d, Delay for Lane Group [s/veh]	42.62	2.20	26.82	39.13		56.62	48.35
Lane Group LOS	D	A	C	D		E	D
Critical Lane Group	Yes	No	No	Yes		Yes	No
50th-Percentile Queue Length [veh/ln]	10.78	0.68	14.39	17.92		4.39	2.78
50th-Percentile Queue Length [ft/ln]	269.62	17.06	359.85	448.04		109.75	69.52
95th-Percentile Queue Length [veh/ln]	16.17	1.23	20.62	24.86		7.83	5.01
95th-Percentile Queue Length [ft/ln]	404.26	30.71	515.40	621.61		195.65	125.14

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	42.62	2.20	0.00	0.00	27.90	39.13	0.00	0.00	0.00	56.62	56.62	48.35
Movement LOS	D	A			C	D				E	E	D
d_A, Approach Delay [s/veh]	18.11				32.97		0.00		53.24			
Approach LOS	B				C		A		D			
d_I, Intersection Delay [s/veh]	29.05											
Intersection LOS	C											
Intersection V/C	0.910											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	39.61	0.00
I_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	2.520	0.000
Crosswalk LOS	F	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1640	540	0	200
d_b, Bicycle Delay [s]	1.62	26.65	50.00	40.50
I_b,int, Bicycle LOS Score for Intersection	2.486	2.798	4.132	1.995
Bicycle LOS	B	C	D	A

**Sequence**

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 4: Golf Center Parkway at I-10 EB Ramps**

Control Type:	Signalized	Delay (sec / veh):	19.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.645

**Intersection Setup**

Name	Golf Center Parkway			Golf Center Parkway			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		



**Volumes**

Name	Golf Center Parkway			Golf Center Parkway			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	760	80	121	727	0	199	3	317	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	760	80	121	727	0	199	3	317	0	0	0
Peak Hour Factor	1.0000	0.8930	0.8930	0.8930	0.8930	1.0000	0.8930	0.8930	0.8930	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	213	22	34	204	0	56	1	89	0	0	0
Total Analysis Volume [veh/h]	0	851	90	135	814	0	223	3	355	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	7	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	14	0	22	36	0	0	54	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [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
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	C	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	47	47	9	59	23	23	
g / C, Green / Cycle	0.52	0.52	0.10	0.66	0.25	0.25	
(v / s)_i Volume / Saturation Flow Rate	0.25	0.26	0.08	0.23	0.13	0.22	
s, saturation flow rate [veh/h]	1870	1809	1781	3560	1782	1589	
c, Capacity [veh/h]	966	935	170	2338	453	404	
d1, Uniform Delay [s]	14.06	14.22	39.84	6.88	28.66	32.22	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.76	1.94	8.03	0.41	0.85	6.20	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

**Lane Group Results**

X, volume / capacity	0.49	0.50	0.79	0.35	0.50	0.88	
d, Delay for Lane Group [s/veh]	15.81	16.15	47.88	7.29	29.51	38.42	
Lane Group LOS	B	B	D	A	C	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	5.82	5.91	3.16	2.78	4.19	7.90	
50th-Percentile Queue Length [ft/ln]	145.54	147.86	79.10	69.51	104.67	197.54	
95th-Percentile Queue Length [veh/ln]	9.78	9.90	5.70	5.00	7.54	12.51	
95th-Percentile Queue Length [ft/ln]	244.46	247.57	142.38	125.11	188.40	312.78	

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	0.00	15.97	16.15	47.88	7.29	0.00	29.51	29.51	38.42	0.00	0.00	0.00
Movement LOS		B	B	D	A		C	C	D			
d_A, Approach Delay [s/veh]		15.98		13.06			34.95			0.00		
Approach LOS		B		B			C			A		
d_I, Intersection Delay [s/veh]	19.32											
Intersection LOS	B											
Intersection V/C	0.645											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0		0.0		11.0		0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00
d_p, Pedestrian Delay [s]	0.00		0.00		34.68		0.00
I_p,int, Pedestrian LOS Score for Intersectio	0.000		0.000		2.129		0.000
Crosswalk LOS	F		F		B		F
s_b, Saturation Flow Rate of the bicycle lane	2000		2000		2000		2000
c_b, Capacity of the bicycle lane [bicycles/h]	222		711		1111		0
d_b, Bicycle Delay [s]	35.57		18.70		8.90		45.01
I_b,int, Bicycle LOS Score for Intersection	2.336		2.343		2.518		4.132
Bicycle LOS	B		B		B		D

**Sequence**

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 5: Jackson Street at Avenue 45**

Control Type:	Signalized	Delay (sec / veh):	18.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.500

**Intersection Setup**

Name	Jackson Street			Jackson Street			Avenue 45			Avenue 45		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			35.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Jackson Street			Jackson Street			Avenue 45			Avenue 45		
Base Volume Input [veh/h]	43	591	152	52	614	10	6	24	17	155	55	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	591	152	52	614	10	6	24	17	155	55	56
Peak Hour Factor	0.8410	0.8410	0.8410	0.8410	0.8410	0.8410	0.8410	0.8410	0.8410	0.8410	0.8410	0.8410
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	176	45	15	183	3	2	7	5	46	16	17
Total Analysis Volume [veh/h]	51	703	181	62	730	12	7	29	20	184	65	67
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	10	0	7	10	0	7	10	0	7	10	10
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	11	36	0	11	36	0	11	22	0	21	32	32
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	9	0	0	9	0	0	11	0	0	11	11
Delayed Vehicle Green [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
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	C	L	C	R	L	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	5	50	50	6	51	51	1	7	11	17	27
g / C, Green / Cycle	0.06	0.56	0.56	0.06	0.56	0.56	0.01	0.08	0.12	0.19	0.30
(v / s)_i Volume / Saturation Flow Rate	0.03	0.24	0.24	0.03	0.21	0.01	0.00	0.03	0.10	0.03	0.04
s, saturation flow rate [veh/h]	1781	1870	1740	1781	3560	1589	1781	1744	1781	1870	1589
c, Capacity [veh/h]	102	1038	965	111	1995	890	25	139	223	357	474
d1, Uniform Delay [s]	41.24	11.82	11.82	41.06	10.97	8.79	44.02	39.29	38.48	30.56	23.20
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.73	1.36	1.46	4.29	0.52	0.03	6.11	1.51	7.50	0.24	0.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.50	0.44	0.44	0.56	0.37	0.01	0.28	0.35	0.82	0.18	0.14
d, Delay for Lane Group [s/veh]	44.97	13.19	13.29	45.35	11.49	8.82	50.13	40.80	45.97	30.80	23.33
Lane Group LOS	D	B	B	D	B	A	D	D	D	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.17	5.10	4.77	1.43	3.65	0.10	0.19	1.06	4.23	1.15	1.00
50th-Percentile Queue Length [ft/ln]	29.25	127.42	119.24	35.66	91.15	2.48	4.84	26.59	105.70	28.70	24.98
95th-Percentile Queue Length [veh/ln]	2.11	8.80	8.35	2.57	6.56	0.18	0.35	1.91	7.60	2.07	1.80
95th-Percentile Queue Length [ft/ln]	52.65	219.99	208.77	64.18	164.06	4.46	8.71	47.85	190.01	51.66	44.96



**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	44.97	13.22	13.29	45.35	11.49	8.82	50.13	40.80	40.80	45.97	30.80	23.33
Movement LOS	D	B	B	D	B	A	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	14.97			14.06			41.97			38.05		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	18.79											
Intersection LOS	B											
Intersection V/C	0.500											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.72			34.72			34.72			34.72		
I_p,int, Pedestrian LOS Score for Intersectio	2.857			2.795			2.010			2.471		
Crosswalk LOS	C			C			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	710			710			400			622		
d_b, Bicycle Delay [s]	18.73			18.73			28.84			21.40		
I_b,int, Bicycle LOS Score for Intersection	2.331			2.223			1.652			2.081		
Bicycle LOS	B			B			A			B		

**Sequence**

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 6: Golf Center Parkway at Avenue 45**

Control Type:	Signalized	Delay (sec / veh):	21.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.463

**Intersection Setup**

Name	Golf Center Parkway			Golf Center Parkway			Avenue 45			Avenue 45		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Golf Center Parkway			Golf Center Parkway			Avenue 45			Avenue 45		
Base Volume Input [veh/h]	84	495	139	133	523	227	145	71	47	125	71	86
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	495	139	133	523	227	145	71	47	125	71	86
Peak Hour Factor	0.8890	0.8890	0.8890	0.8890	0.8890	0.8890	0.8890	0.8890	0.8890	0.8890	0.8890	0.8890
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	139	39	37	147	64	41	20	13	35	20	24
Total Analysis Volume [veh/h]	94	557	156	150	588	255	163	80	53	141	80	97
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	10	0	7	10	0	7	10	0	7	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	37	20	0	37	20	0	11	22	0	11	22	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	9	0	0	9	0	0	11	0	0	11	0
Delayed Vehicle Green [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
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	6	48	48	10	51	51	21	10	10	21	10	10
g / C, Green / Cycle	0.07	0.53	0.53	0.11	0.56	0.56	0.23	0.11	0.11	0.23	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.05	0.16	0.10	0.08	0.17	0.16	0.11	0.04	0.03	0.10	0.04	0.06
s, saturation flow rate [veh/h]	1781	3560	1589	1781	3560	1589	1456	1870	1589	1484	1870	1589
c, Capacity [veh/h]	127	1879	839	190	2003	894	389	205	174	415	205	174
d1, Uniform Delay [s]	41.04	11.93	11.15	39.31	10.33	10.27	29.39	37.33	36.97	28.90	37.33	38.06
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.05	0.40	0.49	7.20	0.37	0.80	0.72	1.20	0.97	0.48	1.20	2.75
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.74	0.30	0.19	0.79	0.29	0.29	0.42	0.39	0.30	0.34	0.39	0.56
d, Delay for Lane Group [s/veh]	49.08	12.33	11.64	46.50	10.70	11.07	30.11	38.54	37.94	29.38	38.54	40.81
Lane Group LOS	D	B	B	D	B	B	C	D	D	C	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.24	2.82	1.54	3.46	2.70	2.43	2.88	1.63	1.07	2.49	1.65	2.09
50th-Percentile Queue Length [ft/ln]	55.95	70.59	38.46	86.50	67.39	60.85	72.12	40.81	26.82	62.14	41.29	52.25
95th-Percentile Queue Length [veh/ln]	4.03	5.08	2.77	6.23	4.85	4.38	5.19	2.94	1.93	4.47	2.97	3.76
95th-Percentile Queue Length [ft/ln]	100.72	127.07	69.23	155.71	121.29	109.54	129.81	73.47	48.28	111.86	74.32	94.05

**Movement, Approach, & Intersection Results**

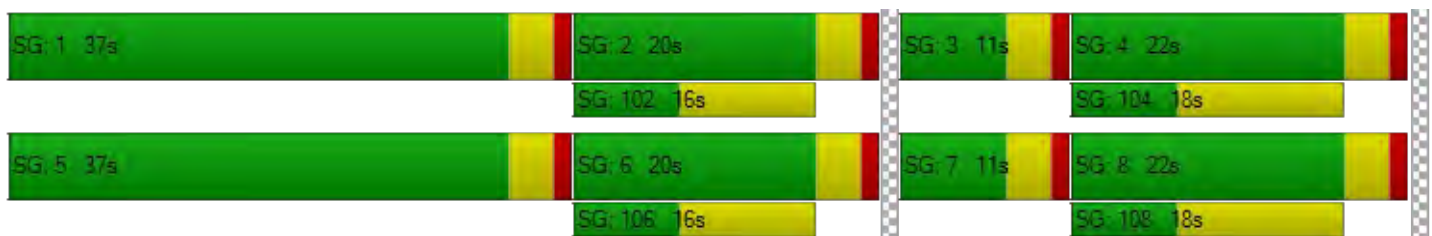
d_M, Delay for Movement [s/veh]	49.08	12.33	11.64	46.50	10.70	11.07	30.11	38.54	37.94	29.38	38.54	40.81
Movement LOS	D	B	B	D	B	B	C	D	D	C	D	D
d_A, Approach Delay [s/veh]	16.48			16.21			33.79			35.17		
Approach LOS	B			B			C			D		
d_I, Intersection Delay [s/veh]	20.95											
Intersection LOS	C											
Intersection V/C	0.463											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.72			34.72			34.72			34.72		
I_p,int, Pedestrian LOS Score for Intersectio	2.866			2.924			2.511			2.482		
Crosswalk LOS	C			C			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	355			355			400			400		
d_b, Bicycle Delay [s]	30.47			30.47			28.84			28.84		
I_b,int, Bicycle LOS Score for Intersection	2.225			2.379			2.048			1.822		
Bicycle LOS	B			B			B			A		

**Sequence**

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report  
Intersection 7: Commerce Street at Avenue 45**

Control Type:	Two-way stop	Delay (sec / veh):	10.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.104

**Intersection Setup**

Name	Commerce Street		Avenue 45		Avenue 45	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↵↵		↑↑		↵↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

**Volumes**

Name	Commerce Street		Avenue 45		Avenue 45	
Base Volume Input [veh/h]	69	8	140	100	3	101
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	69	8	140	100	3	101
Peak Hour Factor	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	2	37	26	1	27
Total Analysis Volume [veh/h]	73	8	148	106	3	107
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.70	9.04	0.00	0.00	7.76	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.35	0.03	0.00	0.00	0.01	0.00
95th-Percentile Queue Length [ft/ln]	8.63	0.67	0.00	0.00	0.17	0.00
d_A, Approach Delay [s/veh]	10.53		0.00		0.21	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.97					
Intersection LOS	B					



**Intersection Level Of Service Report**

**Intersection 8: Golf Center Parkway/Lorraine Street at Highway 111**

Control Type:	Signalized	Delay (sec / veh):	119.7
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.754

**Intersection Setup**

Name	Lorraine Street			Golf Center Parkway			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Lorraine Street			Golf Center Parkway			Highway 111			Highway 111		
Base Volume Input [veh/h]	2	5	5	277	2	412	278	233	3	4	214	422
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	5	5	277	2	412	278	233	3	4	214	422
Peak Hour Factor	0.8570	0.8570	0.8570	0.8570	0.8570	0.8570	0.8570	0.8570	0.8570	0.8570	0.8570	0.8570
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	1	81	1	120	81	68	1	1	62	123
Total Analysis Volume [veh/h]	2	6	6	323	2	481	324	272	4	5	250	492
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	7	10	0	7	10	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	49	0	0	49	0	16	30	0	11	25	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	9	0	0	9	0	0	4	0	0	6	0
Delayed Vehicle Green [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
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	C	C	R	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	45	45	45	12	32	32	1	21	21
g / C, Green / Cycle	0.50	0.50	0.50	0.13	0.36	0.36	0.01	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.03	1.03	0.30	0.18	0.07	0.07	0.00	0.13	0.31
s, saturation flow rate [veh/h]	451	316	1589	1781	1870	1860	1781	1870	1589
c, Capacity [veh/h]	270	237	793	237	671	668	16	439	373
d1, Uniform Delay [s]	17.55	30.17	16.22	39.00	19.97	19.97	44.30	30.42	34.44
k, delay calibration	0.11	0.50	0.17	0.12	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.08	190.81	1.19	170.35	0.69	0.70	10.20	5.28	161.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.05	1.37	0.61	1.36	0.21	0.21	0.31	0.57	1.32
d, Delay for Lane Group [s/veh]	17.63	220.98	17.41	209.35	20.67	20.67	54.51	35.70	195.63
Lane Group LOS	B	F	B	F	C	C	D	D	F
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.15	17.66	6.44	16.32	2.06	2.05	0.15	5.27	24.52
50th-Percentile Queue Length [ft/ln]	3.63	441.60	160.90	408.06	51.53	51.32	3.87	131.81	613.10
95th-Percentile Queue Length [veh/ln]	0.26	29.52	10.60	25.88	3.71	3.70	0.28	9.04	37.48
95th-Percentile Queue Length [ft/ln]	6.53	737.88	264.91	647.07	92.75	92.38	6.97	225.96	937.06

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	17.63	17.63	17.63	220.98	220.98	17.41	209.35	20.67	20.67	54.51	35.70	195.63
Movement LOS	B	B	B	F	F	B	F	C	C	D	D	F
d_A, Approach Delay [s/veh]	17.63			99.49			122.56			141.16		
Approach LOS	B			F			F			F		
d_I, Intersection Delay [s/veh]	119.72											
Intersection LOS	F											
Intersection V/C	1.754											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	34.67	34.67
I_p,int, Pedestrian LOS Score for Intersectio	1.725	2.733	2.605	3.065
Crosswalk LOS	A	B	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1000	1000	578	467
d_b, Bicycle Delay [s]	11.25	11.25	22.76	26.45
I_b,int, Bicycle LOS Score for Intersection	1.583	2.890	2.055	2.176
Bicycle LOS	A	C	B	B

**Sequence**

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 1: Golf Center Parkway at Avenue 44**

Control Type:	Signalized	Delay (sec / veh):	14.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.494

**Intersection Setup**

Name	Golf Center Parkway			Golf Center Parkway			Avenue 44			Avenue 44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Golf Center Parkway			Golf Center Parkway			Avenue 44			Avenue 44		
Base Volume Input [veh/h]	64	499	309	136	469	10	14	10	43	198	9	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	64	499	309	136	469	10	14	10	43	198	9	68
Peak Hour Factor	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	131	81	36	123	3	4	3	11	52	2	18
Total Analysis Volume [veh/h]	67	524	325	143	493	11	15	11	45	208	9	71
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	7	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	16	50	0	11	45	0	0	29	0	0	29	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	9	0	0	12	0	0	9	0
Delayed Vehicle Green [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
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0



**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	64	53	53	64	54	54	18	18	18	18	18
g / C, Green / Cycle	0.71	0.59	0.59	0.71	0.60	0.60	0.21	0.21	0.21	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.07	0.24	0.24	0.18	0.14	0.14	0.01	0.01	0.03	0.15	0.05
s, saturation flow rate [veh/h]	1002	1870	1633	806	1870	1856	1318	1870	1589	1347	1617
c, Capacity [veh/h]	772	1095	956	604	1118	1109	264	384	327	318	332
d1, Uniform Delay [s]	4.23	10.21	10.21	5.23	8.42	8.42	33.69	28.58	29.24	36.08	29.89
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.05	1.16	1.32	0.92	0.47	0.47	0.09	0.03	0.19	2.28	0.37
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.09	0.41	0.41	0.24	0.23	0.23	0.06	0.03	0.14	0.65	0.24
d, Delay for Lane Group [s/veh]	4.28	11.37	11.53	6.15	8.89	8.90	33.77	28.61	29.43	38.36	30.27
Lane Group LOS	A	B	B	A	A	A	C	C	C	D	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.27	4.42	3.91	0.74	2.04	2.03	0.28	0.18	0.77	4.39	1.41
50th-Percentile Queue Length [ft/ln]	6.86	110.44	97.63	18.62	51.10	50.78	6.97	4.59	19.30	109.68	35.15
95th-Percentile Queue Length [veh/ln]	0.49	7.86	7.03	1.34	3.68	3.66	0.50	0.33	1.39	7.82	2.53
95th-Percentile Queue Length [ft/ln]	12.35	196.62	175.74	33.52	91.98	91.41	12.54	8.26	34.74	195.55	63.27

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	4.28	11.39	11.53	6.15	8.89	8.90	33.77	28.61	29.43	38.36	30.27	30.27
Movement LOS	A	B	B	A	A	A	C	C	C	D	C	C
d_A, Approach Delay [s/veh]	10.92			8.29			30.22			36.11		
Approach LOS	B			A			C			D		
d_I, Intersection Delay [s/veh]	14.52											
Intersection LOS	B											
Intersection V/C	0.494											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.68			34.68			34.68			34.68		
I_p,int, Pedestrian LOS Score for Intersectio	3.153			2.688			2.247			2.437		
Crosswalk LOS	C			B			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	1022			911			556			556		
d_b, Bicycle Delay [s]	10.76			13.34			23.47			23.47		
I_b,int, Bicycle LOS Score for Intersection	2.315			2.093			1.677			2.035		
Bicycle LOS	B			B			A			B		

**Sequence**

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**

**Intersection 2: Golf Center Parkway at Chandi's Way/Indio Springs Parkway**

Control Type:	Signalized	Delay (sec / veh):	19.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.489

**Intersection Setup**

Name	Golf Center Parkway			Golf Center Parkway			Chandi's Way			Indio Springs Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			15.00			15.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

**Volumes**

Name	Golf Center Parkway			Golf Center Parkway			Chandi's Way			Indio Springs Parkway		
Base Volume Input [veh/h]	93	794	148	43	614	53	26	11	96	182	11	52
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	794	148	43	614	53	26	11	96	182	11	52
Peak Hour Factor	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	217	40	12	168	14	7	3	26	50	3	14
Total Analysis Volume [veh/h]	102	869	162	47	672	58	28	12	105	199	12	57
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	6	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups			4,6									
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	10	7	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	30	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	31	38	38	11	18	0	0	14	0	0	27	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	7	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	9	9	0	7	0	0	0	0	0	16	0
Delayed Vehicle Green [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
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No	No	No	No			No			No	
Maximum Recall	No	No	No	No	No			No			No	
Pedestrian Recall	No	No	No	No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	R	L	C	R	L	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	49	63	5	48	48	10	10	10	10	10
g / C, Green / Cycle	0.07	0.55	0.70	0.05	0.53	0.53	0.11	0.11	0.11	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.06	0.24	0.10	0.03	0.19	0.04	0.02	0.07	0.06	0.06	0.04
s, saturation flow rate [veh/h]	1781	3560	1589	1781	3560	1589	1781	1614	1781	1791	1589
c, Capacity [veh/h]	134	1948	1118	98	1875	837	194	175	199	200	178
d1, Uniform Delay [s]	40.88	12.24	4.42	41.35	12.45	10.48	36.40	38.62	37.81	37.81	36.90
k, delay calibration	0.11	0.50	0.11	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.45	0.74	0.06	3.58	0.53	0.16	0.34	4.32	2.17	2.16	1.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.76	0.45	0.14	0.48	0.36	0.07	0.14	0.67	0.53	0.53	0.32
d, Delay for Lane Group [s/veh]	49.34	12.98	4.48	44.93	12.98	10.64	36.74	42.94	39.99	39.97	37.93
Lane Group LOS	D	B	A	D	B	B	D	D	D	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.43	4.65	0.71	1.07	3.56	0.53	0.59	2.75	2.36	2.37	1.23
50th-Percentile Queue Length [ft/ln]	60.87	116.29	17.79	26.70	88.93	13.35	14.75	68.66	59.03	59.26	30.87
95th-Percentile Queue Length [veh/ln]	4.38	8.19	1.28	1.92	6.40	0.96	1.06	4.94	4.25	4.27	2.22
95th-Percentile Queue Length [ft/ln]	109.57	204.71	32.03	48.06	160.08	24.03	26.56	123.58	106.25	106.67	55.57

**Movement, Approach, & Intersection Results**

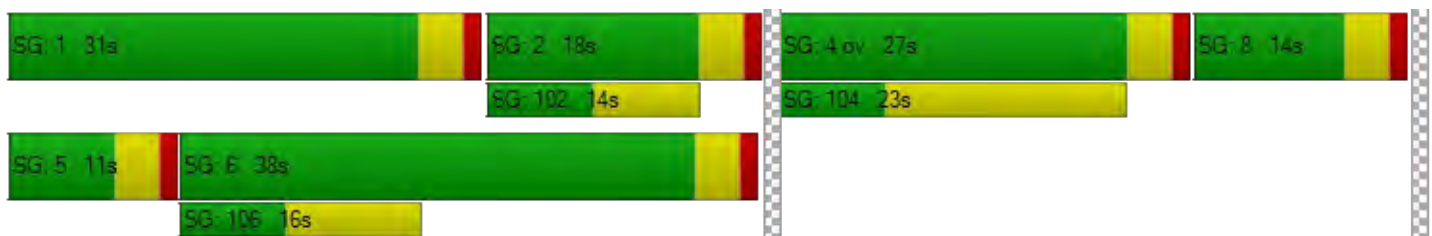
d_M, Delay for Movement [s/veh]	49.34	12.98	4.48	44.93	12.98	10.64	36.74	42.94	42.94	39.98	39.97	37.93
Movement LOS	D	B	A	D	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	15.04			14.74			41.74			39.54		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	19.43											
Intersection LOS	B											
Intersection V/C	0.489											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.72	34.72	34.72
I_p,int, Pedestrian LOS Score for Intersectio	0.000	2.955	2.169	2.190
Crosswalk LOS	F	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	755	311	222	511
d_b, Bicycle Delay [s]	17.46	32.13	35.60	24.98
I_b,int, Bicycle LOS Score for Intersection	2.494	2.201	1.799	2.002
Bicycle LOS	B	B	A	B

**Sequence**

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 3: Golf Center Parkway at I-10 WB Ramps**

Control Type:	Signalized	Delay (sec / veh):	15.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.624

**Intersection Setup**

Name	Golf Center Parkway			Golf Center Parkway			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			No		



**Volumes**

Name	Golf Center Parkway			Golf Center Parkway			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	284	939	0	0	607	308	0	0	0	91	0	123
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	284	939	0	0	607	308	0	0	0	91	0	123
Peak Hour Factor	0.9440	0.9440	1.0000	1.0000	0.9440	0.9440	1.0000	1.0000	1.0000	0.9440	0.9440	0.9440
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	75	249	0	0	161	82	0	0	0	24	0	33
Total Analysis Volume [veh/h]	301	995	0	0	643	326	0	0	0	96	0	130
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	0	10	0	0	0	0	0	10	0	
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0	
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	
Split [s]	62	76	0	0	14	0	0	0	0	0	14	0	
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0	
Pedestrian Clearance [s]	0	0	0	0	2	0	0	0	0	0	0	0	
Delayed Vehicle Green [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	
Rest In Walk		No			No						No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	
Minimum Recall	No	No			No						No		
Maximum Recall	No	No			No						No		
Pedestrian Recall	No	No			No						No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	C	C		C	R
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	17	72	51	51		10	10
g / C, Green / Cycle	0.19	0.80	0.56	0.56		0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.17	0.28	0.26	0.29		0.05	0.08
s, saturation flow rate [veh/h]	1781	3560	1870	1672		1781	1589
c, Capacity [veh/h]	346	2847	1049	938		199	177
d1, Uniform Delay [s]	35.18	2.51	11.71	12.22		37.56	38.71
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	6.76	0.34	1.46	2.03		1.82	5.75
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.87	0.35	0.46	0.52		0.48	0.73
d, Delay for Lane Group [s/veh]	41.95	2.85	13.17	14.25		39.38	44.46
Lane Group LOS	D	A	B	B		D	D
Critical Lane Group	Yes	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	6.66	1.13	5.26	5.58		2.06	3.02
50th-Percentile Queue Length [ft/ln]	166.47	28.14	131.62	139.44		51.58	75.55
95th-Percentile Queue Length [veh/ln]	10.89	2.03	9.03	9.45		3.71	5.44
95th-Percentile Queue Length [ft/ln]	272.27	50.66	225.70	236.27		92.84	135.99

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	41.95	2.85	0.00	0.00	13.44	14.25	0.00	0.00	0.00	39.38	39.38	44.46
Movement LOS	D	A			B	B				D	D	D
d_A, Approach Delay [s/veh]	11.93				13.71		0.00		42.30			
Approach LOS	B				B		A		D			
d_I, Intersection Delay [s/veh]	15.38											
Intersection LOS	B											
Intersection V/C	0.624											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0		0.0		11.0		0.0	
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
d_p, Pedestrian Delay [s]	0.00		0.00		34.68		0.00	
I_p,int, Pedestrian LOS Score for Intersectio	0.000		0.000		2.034		0.000	
Crosswalk LOS	F		F		B		F	
s_b, Saturation Flow Rate of the bicycle lane	2000		2000		2000		2000	
c_b, Capacity of the bicycle lane [bicycles/h]	1600		222		0		222	
d_b, Bicycle Delay [s]	1.80		35.57		45.01		35.57	
I_b,int, Bicycle LOS Score for Intersection	2.629		2.359		4.132		1.933	
Bicycle LOS	B		B		D		A	

**Sequence**

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 4: Golf Center Parkway at I-10 EB Ramps**

Control Type:	Signalized	Delay (sec / veh):	21.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.666

**Intersection Setup**

Name	Golf Center Parkway			Golf Center Parkway			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑↑			←↑↑			↑↑					
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

**Volumes**

Name	Golf Center Parkway			Golf Center Parkway			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	881	97	120	493	0	368	2	306	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	881	97	120	493	0	368	2	306	0	0	0
Peak Hour Factor	1.0000	0.9450	0.9450	0.9450	0.9450	1.0000	0.9450	0.9450	0.9450	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	233	26	32	130	0	97	1	81	0	0	0
Total Analysis Volume [veh/h]	0	932	103	127	522	0	389	2	324	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	7	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	14	0	13	27	0	0	63	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [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
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	C	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	47	47	8	59	23	23	
g / C, Green / Cycle	0.52	0.52	0.09	0.66	0.25	0.25	
(v / s)_i Volume / Saturation Flow Rate	0.28	0.29	0.07	0.15	0.22	0.20	
s, saturation flow rate [veh/h]	1870	1807	1781	3560	1781	1589	
c, Capacity [veh/h]	979	945	159	2339	453	404	
d1, Uniform Delay [s]	14.14	14.34	40.21	6.20	32.10	31.46	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	2.04	2.28	8.84	0.22	5.04	3.75	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

**Lane Group Results**

X, volume / capacity	0.53	0.55	0.80	0.22	0.86	0.80	
d, Delay for Lane Group [s/veh]	16.19	16.61	49.05	6.43	37.13	35.21	
Lane Group LOS	B	B	D	A	D	D	
Critical Lane Group	No	Yes	Yes	No	Yes	No	
50th-Percentile Queue Length [veh/ln]	6.52	6.65	3.02	1.60	8.53	6.84	
50th-Percentile Queue Length [ft/ln]	163.10	166.19	75.46	40.08	213.37	170.98	
95th-Percentile Queue Length [veh/ln]	10.71	10.88	5.43	2.89	13.33	11.13	
95th-Percentile Queue Length [ft/ln]	267.83	271.90	135.83	72.14	333.14	278.20	



**Movement, Approach, & Intersection Results**

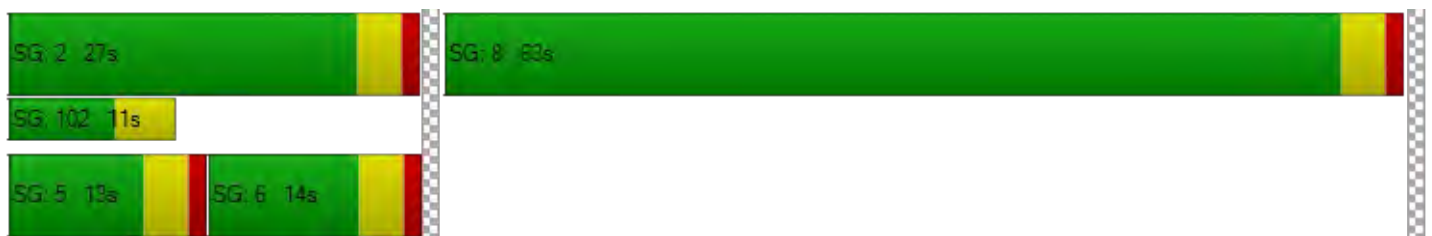
d_M, Delay for Movement [s/veh]	0.00	16.38	16.61	49.05	6.43	0.00	37.13	37.13	35.21	0.00	0.00	0.00
Movement LOS		B	B	D	A		D	D	D			
d_A, Approach Delay [s/veh]	16.40			14.77			36.26			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	21.88											
Intersection LOS	C											
Intersection V/C	0.666											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0			0.0			11.0			0.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	0.00			0.00			34.68			0.00		
I_p,int, Pedestrian LOS Score for Intersectio	0.000			0.000			2.172			0.000		
Crosswalk LOS	F			F			B			F		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	222			511			1311			0		
d_b, Bicycle Delay [s]	35.57			24.95			5.35			45.01		
I_b,int, Bicycle LOS Score for Intersection	2.413			2.095			2.739			4.132		
Bicycle LOS	B			B			B			D		

**Sequence**

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 5: Jackson Street at Avenue 45**

Control Type:	Signalized	Delay (sec / veh):	17.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.494

**Intersection Setup**

Name	Jackson Street			Jackson Street			Avenue 45			Avenue 45		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			35.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Jackson Street			Jackson Street			Avenue 45			Avenue 45		
Base Volume Input [veh/h]	24	738	140	54	685	5	4	32	28	151	51	59
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	738	140	54	685	5	4	32	28	151	51	59
Peak Hour Factor	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	192	36	14	178	1	1	8	7	39	13	15
Total Analysis Volume [veh/h]	25	767	146	56	712	5	4	33	29	157	53	61
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	10	0	7	10	0	7	10	0	7	10	10
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	11	35	0	11	35	0	11	22	0	22	33	33
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	9	0	0	9	0	0	11	0	0	11	11
Delayed Vehicle Green [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
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	C	L	C	R	L	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	3	51	51	5	53	53	1	8	10	17	26
g / C, Green / Cycle	0.04	0.57	0.57	0.06	0.59	0.59	0.01	0.09	0.11	0.19	0.29
(v / s)_i Volume / Saturation Flow Rate	0.01	0.25	0.25	0.03	0.20	0.00	0.00	0.04	0.09	0.03	0.04
s, saturation flow rate [veh/h]	1781	1870	1767	1781	3560	1589	1781	1727	1781	1870	1589
c, Capacity [veh/h]	67	1055	997	107	2089	932	16	153	195	355	467
d1, Uniform Delay [s]	42.36	11.43	11.43	41.14	9.63	7.73	44.40	38.84	39.20	30.48	23.38
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.42	1.36	1.44	3.95	0.45	0.01	8.40	1.71	7.54	0.19	0.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.37	0.44	0.44	0.52	0.34	0.01	0.26	0.40	0.80	0.15	0.13
d, Delay for Lane Group [s/veh]	45.78	12.79	12.86	45.10	10.07	7.74	52.80	40.55	46.74	30.67	23.51
Lane Group LOS	D	B	B	D	B	A	D	D	D	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.59	5.11	4.86	1.29	3.23	0.04	0.12	1.34	3.63	0.93	0.91
50th-Percentile Queue Length [ft/ln]	14.75	127.84	121.38	32.13	80.70	0.94	3.09	33.51	90.85	23.29	22.82
95th-Percentile Queue Length [veh/ln]	1.06	8.82	8.47	2.31	5.81	0.07	0.22	2.41	6.54	1.68	1.64
95th-Percentile Queue Length [ft/ln]	26.56	220.55	211.72	57.84	145.26	1.69	5.55	60.31	163.53	41.91	41.07

**Movement, Approach, & Intersection Results**

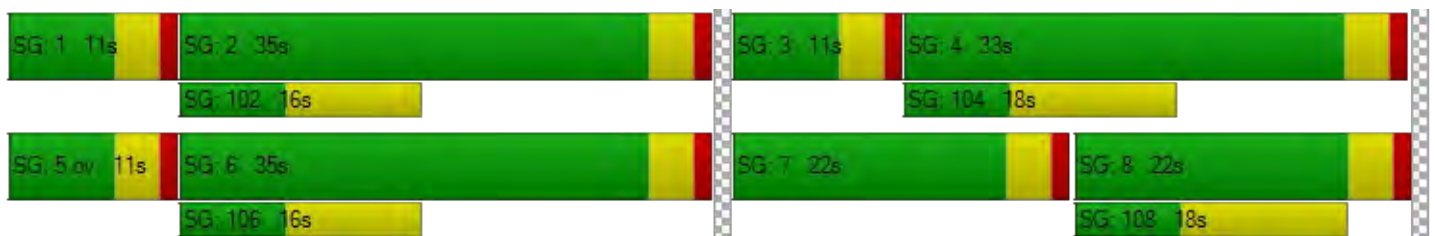
d_M, Delay for Movement [s/veh]	45.78	12.82	12.86	45.10	10.07	7.74	52.80	40.55	40.55	46.74	30.67	23.51
Movement LOS	D	B	B	D	B	A	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	13.70			12.60			41.29			38.37		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	17.44											
Intersection LOS	B											
Intersection V/C	0.494											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.72			34.72			34.72			34.72		
I_p,int, Pedestrian LOS Score for Intersectio	2.850			2.800			1.996			2.447		
Crosswalk LOS	C			C			A			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	688			688			400			644		
d_b, Bicycle Delay [s]	19.38			19.38			28.84			20.71		
I_b,int, Bicycle LOS Score for Intersection	2.333			2.197			1.669			2.007		
Bicycle LOS	B			B			A			B		

**Sequence**

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 6: Golf Center Parkway at Avenue 45**

Control Type:	Signalized	Delay (sec / veh):	22.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.453

**Intersection Setup**

Name	Golf Center Parkway			Golf Center Parkway			Avenue 45			Avenue 45		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Golf Center Parkway			Golf Center Parkway			Avenue 45			Avenue 45		
Base Volume Input [veh/h]	70	512	105	77	495	142	198	61	85	147	84	131
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	512	105	77	495	142	198	61	85	147	84	131
Peak Hour Factor	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	133	27	20	129	37	51	16	22	38	22	34
Total Analysis Volume [veh/h]	73	532	109	80	515	148	206	63	88	153	87	136
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	10	0	7	10	0	7	10	0	7	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	20	0	11	20	0	11	52	0	12	53	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	9	0	0	9	0	0	11	0	0	11	0
Delayed Vehicle Green [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
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	6	52	52	6	52	52	25	13	13	25	14	14
g / C, Green / Cycle	0.06	0.55	0.55	0.06	0.55	0.55	0.26	0.13	0.13	0.26	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.04	0.15	0.07	0.04	0.14	0.09	0.15	0.03	0.06	0.10	0.05	0.09
s, saturation flow rate [veh/h]	1781	3560	1589	1781	3560	1589	1386	1870	1589	1457	1870	1589
c, Capacity [veh/h]	113	1955	873	116	1961	876	374	249	212	448	269	228
d1, Uniform Delay [s]	43.48	11.36	10.38	43.49	11.21	10.57	30.02	36.95	37.80	28.56	36.55	38.11
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.12	0.34	0.29	7.13	0.33	0.42	1.27	0.53	1.30	0.45	0.69	2.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.65	0.27	0.12	0.69	0.26	0.17	0.55	0.25	0.42	0.34	0.32	0.60
d, Delay for Lane Group [s/veh]	49.60	11.71	10.67	50.62	11.53	10.99	31.29	37.48	39.10	29.01	37.24	40.58
Lane Group LOS	D	B	B	D	B	B	C	D	D	C	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.80	2.70	1.05	2.00	2.59	1.46	3.85	1.29	1.87	2.77	1.81	3.02
50th-Percentile Queue Length [ft/ln]	45.06	67.62	26.21	49.95	64.72	36.42	96.24	32.36	46.85	69.13	45.19	75.48
95th-Percentile Queue Length [veh/ln]	3.24	4.87	1.89	3.60	4.66	2.62	6.93	2.33	3.37	4.98	3.25	5.43
95th-Percentile Queue Length [ft/ln]	81.11	121.72	47.19	89.92	116.49	65.55	173.23	58.26	84.33	124.44	81.35	135.87

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	49.60	11.71	10.67	50.62	11.53	10.99	31.29	37.48	39.10	29.01	37.24	40.58
Movement LOS	D	B	B	D	B	B	C	D	D	C	D	D
d_A, Approach Delay [s/veh]	15.42			15.63			34.31			35.10		
Approach LOS	B			B			C			D		
d_I, Intersection Delay [s/veh]	21.95											
Intersection LOS	C											
Intersection V/C	0.453											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0		11.0		11.0		11.0	
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
d_p, Pedestrian Delay [s]	37.15		37.15		37.15		37.15	
I_p,int, Pedestrian LOS Score for Intersectio	2.847		2.898		2.497		2.465	
Crosswalk LOS	C		C		B		B	
s_b, Saturation Flow Rate of the bicycle lane	2000		2000		2000		2000	
c_b, Capacity of the bicycle lane [bicycles/h]	337		337		1010		1031	
d_b, Bicycle Delay [s]	32.86		32.86		11.63		11.14	
I_b,int, Bicycle LOS Score for Intersection	2.149		2.173		2.149		1.870	
Bicycle LOS	B		B		B		A	

**Sequence**

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 7: Commerce Street at Avenue 45**

Control Type:	Two-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.171

**Intersection Setup**

Name	Commerce Street		Avenue 45		Avenue 45	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↩↪		↑↓		↩↓	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

**Volumes**

Name	Commerce Street		Avenue 45		Avenue 45	
Base Volume Input [veh/h]	110	3	98	79	1	123
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	110	3	98	79	1	123
Peak Hour Factor	0.8740	0.8740	0.8740	0.8740	0.8740	0.8740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	1	28	23	0	35
Total Analysis Volume [veh/h]	126	3	112	90	1	141
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.17	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.88	8.86	0.00	0.00	7.64	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.61	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	15.33	0.24	0.00	0.00	0.05	0.00
d_A, Approach Delay [s/veh]	10.84		0.00		0.05	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	2.97					
Intersection LOS	B					

**Intersection Level Of Service Report**

**Intersection 8: Golf Center Parkway/Lorraine Street at Highway 111**

Control Type:	Signalized	Delay (sec / veh):	123.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.475

**Intersection Setup**

Name	Lorraine Street			Golf Center Parkway			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Lorraine Street			Golf Center Parkway			Highway 111			Highway 111		
Base Volume Input [veh/h]	10	10	14	473	7	305	364	332	17	8	182	330
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	10	14	473	7	305	364	332	17	8	182	330
Peak Hour Factor	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	3	4	122	2	79	94	86	4	2	47	85
Total Analysis Volume [veh/h]	10	10	14	488	7	315	376	343	18	8	188	341
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	7	10	0	7	10	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	66	0	0	66	0	22	33	0	11	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	9	0	0	9	0	0	4	0	0	6	0
Delayed Vehicle Green [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
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0



**Lane Group Calculations**

Lane Group	C	C	R	L	C	C	L	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	62	62	62	18	35	35	2	18	18
g / C, Green / Cycle	0.56	0.56	0.56	0.16	0.31	0.31	0.01	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.25	0.89	0.20	0.21	0.10	0.10	0.00	0.10	0.21
s, saturation flow rate [veh/h]	135	557	1589	1781	1870	1837	1781	1870	1589
c, Capacity [veh/h]	119	378	894	291	588	578	25	308	262
d1, Uniform Delay [s]	25.55	29.38	13.12	46.00	28.64	28.64	53.73	42.67	45.95
k, delay calibration	0.11	0.50	0.11	0.28	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.31	156.47	0.24	144.72	1.37	1.39	7.45	8.74	161.52
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.29	1.31	0.35	1.29	0.31	0.31	0.33	0.61	1.30
d, Delay for Lane Group [s/veh]	26.86	185.84	13.35	190.72	30.00	30.03	61.18	51.42	207.47
Lane Group LOS	C	F	B	F	C	C	E	D	F
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.58	26.66	3.90	19.54	3.82	3.76	0.27	5.44	18.76
50th-Percentile Queue Length [ft/ln]	14.57	666.59	97.55	488.40	95.56	94.10	6.70	135.89	469.06
95th-Percentile Queue Length [veh/ln]	1.05	41.99	7.02	29.98	6.88	6.78	0.48	9.26	29.04
95th-Percentile Queue Length [ft/ln]	26.23	1049.65	175.59	749.57	172.01	169.38	12.06	231.48	726.06

**Movement, Approach, & Intersection Results**

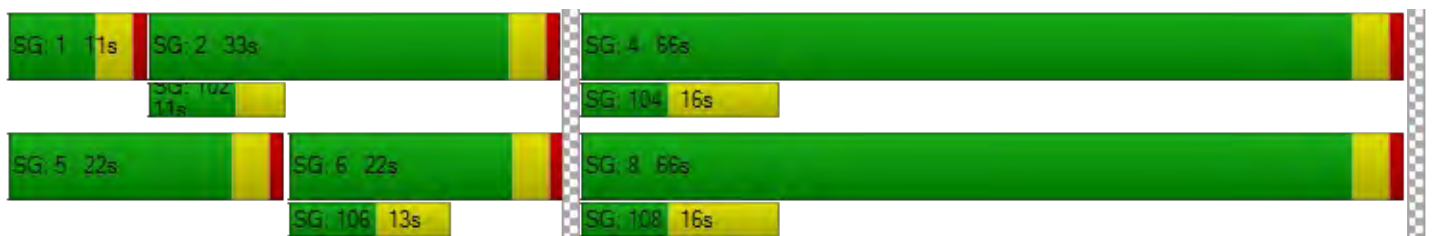
d_M, Delay for Movement [s/veh]	26.86	26.86	26.86	185.84	185.84	13.35	190.72	30.02	30.03	61.18	51.42	207.47
Movement LOS	C	C	C	F	F	B	F	C	C	E	D	F
d_A, Approach Delay [s/veh]	26.86			118.76			112.00			150.65		
Approach LOS	C			F			F			F		
d_I, Intersection Delay [s/veh]	123.02											
Intersection LOS	F											
Intersection V/C	1.475											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.55	44.55	44.55	44.55
I_p,int, Pedestrian LOS Score for Intersectio	1.752	2.699	2.608	3.318
Crosswalk LOS	A	B	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1127	1127	527	327
d_b, Bicycle Delay [s]	10.47	10.47	29.82	38.47
I_b,int, Bicycle LOS Score for Intersection	1.616	2.896	2.168	2.003
Bicycle LOS	A	C	B	B

**Sequence**

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



*APPENDIX C-III*

**EXISTING WITH AMBIENT GROWTH WITH PROJECT  
WITH IMPROVEMENTS TRAFFIC CONDITIONS**

**Intersection Level Of Service Report**

**Intersection 8: Golf Center Parkway/Lorraine Street at Highway 111**

Control Type:	Signalized	Delay (sec / veh):	52.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.939

**Intersection Setup**

Name	Lorraine Street			Golf Center Parkway			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Lorraine Street			Golf Center Parkway			Highway 111			Highway 111		
Base Volume Input [veh/h]	2	5	5	277	2	412	278	233	3	4	214	422
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	5	5	277	2	412	278	233	3	4	214	422
Peak Hour Factor	0.8570	0.8570	0.8570	0.8570	0.8570	0.8570	0.8570	0.8570	0.8570	0.8570	0.8570	0.8570
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	1	81	1	120	81	68	1	1	62	123
Total Analysis Volume [veh/h]	2	6	6	323	2	481	324	272	4	5	250	492
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	7	10	0	7	10	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	20	0	0	38	0	25	41	0	11	27	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	9	0	0	9	0	0	4	0	0	6	0
Delayed Vehicle Green [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
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	C	C	R	L	C	C	L	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	34	34	21	55	55	1	35	35
g / C, Green / Cycle	0.03	0.31	0.31	0.19	0.50	0.50	0.01	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.01	0.18	0.30	0.18	0.07	0.07	0.00	0.13	0.31
s, saturation flow rate [veh/h]	1727	1781	1589	1781	1870	1860	1781	1870	1589
c, Capacity [veh/h]	56	550	491	340	941	936	18	603	512
d1, Uniform Delay [s]	51.93	32.18	37.73	44.04	14.67	14.67	54.10	29.19	36.62
k, delay calibration	0.11	0.15	0.44	0.21	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.25	1.44	33.66	21.70	0.33	0.33	8.14	2.10	31.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.25	0.59	0.98	0.95	0.15	0.15	0.28	0.41	0.96
d, Delay for Lane Group [s/veh]	54.18	33.62	71.38	65.74	15.00	15.00	62.24	31.29	67.72
Lane Group LOS	D	C	E	E	B	B	E	C	E
Critical Lane Group	Yes	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.42	7.20	16.70	10.61	1.89	1.88	0.18	5.43	16.96
50th-Percentile Queue Length [ft/ln]	10.39	180.04	417.49	265.35	47.15	46.96	4.42	135.76	424.10
95th-Percentile Queue Length [veh/ln]	0.75	11.60	23.40	15.96	3.39	3.38	0.32	9.25	23.72
95th-Percentile Queue Length [ft/ln]	18.69	290.06	585.04	398.93	84.87	84.53	7.96	231.30	592.97

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	54.18	54.18	54.18	33.62	33.62	71.38	65.74	15.00	15.00	62.24	31.29	67.72
Movement LOS	D	D	D	C	C	E	E	B	B	E	C	E
d_A, Approach Delay [s/veh]	54.18			56.16			42.40			55.49		
Approach LOS	D			E			D			E		
d_I, Intersection Delay [s/veh]	52.11											
Intersection LOS	D											
Intersection V/C	0.939											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.58	44.58	44.58	44.58
I_p,int, Pedestrian LOS Score for Intersectio	1.735	2.743	2.613	2.616
Crosswalk LOS	A	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	291	618	672	418
d_b, Bicycle Delay [s]	40.19	26.28	24.25	34.43
I_b,int, Bicycle LOS Score for Intersection	1.583	2.890	2.055	2.176
Bicycle LOS	A	C	B	B

**Sequence**

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





**Intersection Level Of Service Report**

**Intersection 8: Golf Center Parkway/Lorraine Street at Highway 111**

Control Type:	Signalized	Delay (sec / veh):	49.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.840

**Intersection Setup**

Name	Lorraine Street			Golf Center Parkway			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Lorraine Street			Golf Center Parkway			Highway 111			Highway 111		
Base Volume Input [veh/h]	10	10	14	473	7	305	364	332	17	8	182	330
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	10	14	473	7	305	364	332	17	8	182	330
Peak Hour Factor	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	3	4	122	2	79	94	86	4	2	47	85
Total Analysis Volume [veh/h]	10	10	14	488	7	315	376	343	18	8	188	341
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	7	10	0	7	10	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	20	0	0	37	0	29	16	0	42	29	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	9	0	0	9	0	0	4	0	0	6	0
Delayed Vehicle Green [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
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	C	C	R	L	C	C	L	C	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	33	33	25	58	58	2	34	34
g / C, Green / Cycle	0.06	0.29	0.29	0.22	0.50	0.50	0.01	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.02	0.28	0.20	0.21	0.10	0.10	0.00	0.10	0.21
s, saturation flow rate [veh/h]	1720	1782	1589	1781	1870	1837	1781	1870	1589
c, Capacity [veh/h]	101	511	456	387	937	921	26	558	474
d1, Uniform Delay [s]	52.03	40.54	36.52	44.67	15.87	15.87	56.11	31.49	36.06
k, delay calibration	0.11	0.43	0.23	0.31	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.96	30.12	3.91	29.65	0.46	0.47	6.36	1.63	9.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.34	0.97	0.69	0.97	0.19	0.19	0.30	0.34	0.72
d, Delay for Lane Group [s/veh]	53.99	70.66	40.42	74.33	16.33	16.34	62.47	33.12	45.12
Lane Group LOS	D	E	D	E	B	B	E	C	D
Critical Lane Group	Yes	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.01	17.45	8.05	13.63	2.70	2.66	0.27	4.29	9.57
50th-Percentile Queue Length [ft/ln]	25.17	436.26	201.18	340.66	67.57	66.53	6.86	107.17	239.33
95th-Percentile Queue Length [veh/ln]	1.81	24.30	12.70	19.68	4.87	4.79	0.49	7.68	14.65
95th-Percentile Queue Length [ft/ln]	45.30	607.53	317.49	492.01	121.63	119.75	12.35	192.07	366.19

**Movement, Approach, & Intersection Results**

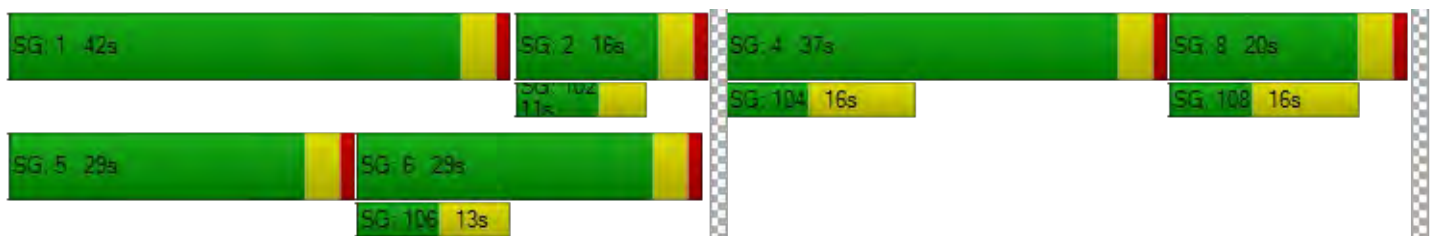
d_M, Delay for Movement [s/veh]	53.99	53.99	53.99	70.66	70.66	40.42	74.33	16.34	16.34	62.47	33.12	45.12
Movement LOS	D	D	D	E	E	D	E	B	B	E	C	D
d_A, Approach Delay [s/veh]	53.99			58.90			45.92			41.18		
Approach LOS	D			E			D			D		
d_I, Intersection Delay [s/veh]	49.81											
Intersection LOS	D											
Intersection V/C	0.840											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.05	47.05	47.05	47.05
I_p,int, Pedestrian LOS Score for Intersectio	1.754	2.701	2.596	2.626
Crosswalk LOS	A	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	278	574	209	435
d_b, Bicycle Delay [s]	42.63	29.25	46.15	35.24
I_b,int, Bicycle LOS Score for Intersection	1.616	2.896	2.168	2.003
Bicycle LOS	A	C	B	B

**Sequence**

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



*APPENDIX C-IV*

**EXISTING WITH AMBIENT GROWTH WITH PROJECT  
WITH CUMULATIVE PROJECTS TRAFFIC CONDITIONS**

**Intersection Level Of Service Report**  
**Intersection 1: Golf Center Parkway at Avenue 44**

Control Type:	Signalized	Delay (sec / veh):	22.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.633

**Intersection Setup**

Name	Golf Center Parkway			Golf Center Parkway			Avenue 44			Avenue 44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Golf Center Parkway			Golf Center Parkway			Avenue 44			Avenue 44		
Base Volume Input [veh/h]	35	331	160	71	632	39	32	12	81	410	43	87
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	331	160	71	632	39	32	12	81	410	43	87
Peak Hour Factor	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	89	43	19	170	11	9	3	22	111	12	23
Total Analysis Volume [veh/h]	38	357	173	77	682	42	35	13	87	442	46	94
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	7	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	27	0	11	27	0	0	52	0	0	52	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	9	0	0	12	0	0	9	0
Delayed Vehicle Green [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
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	47	37	37	47	39	39	35	35	35	35	35
g / C, Green / Cycle	0.52	0.41	0.41	0.52	0.43	0.43	0.39	0.39	0.39	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.04	0.15	0.15	0.07	0.20	0.20	0.03	0.01	0.05	0.34	0.08
s, saturation flow rate [veh/h]	871	1870	1668	1028	1870	1832	1248	1870	1589	1295	1672
c, Capacity [veh/h]	467	765	683	558	800	784	475	731	621	556	653
d1, Uniform Delay [s]	11.58	18.44	18.50	11.42	18.30	18.31	21.64	16.83	17.68	27.35	18.24
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.20	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.07	1.33	1.54	0.52	1.88	1.92	0.07	0.01	0.10	4.75	0.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.08	0.36	0.37	0.14	0.46	0.46	0.07	0.02	0.14	0.80	0.21
d, Delay for Lane Group [s/veh]	11.65	19.77	20.04	11.94	20.18	20.22	21.70	16.84	17.78	32.10	18.40
Lane Group LOS	B	B	C	B	C	C	C	B	B	C	B
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.34	3.93	3.62	0.76	5.29	5.19	0.50	0.15	1.09	8.97	1.82
50th-Percentile Queue Length [ft/ln]	8.40	98.23	90.43	18.91	132.16	129.80	12.41	3.87	27.33	224.18	45.38
95th-Percentile Queue Length [veh/ln]	0.60	7.07	6.51	1.36	9.06	8.93	0.89	0.28	1.97	13.88	3.27
95th-Percentile Queue Length [ft/ln]	15.12	176.81	162.77	34.04	226.43	223.22	22.33	6.97	49.19	346.95	81.68

**Movement, Approach, & Intersection Results**

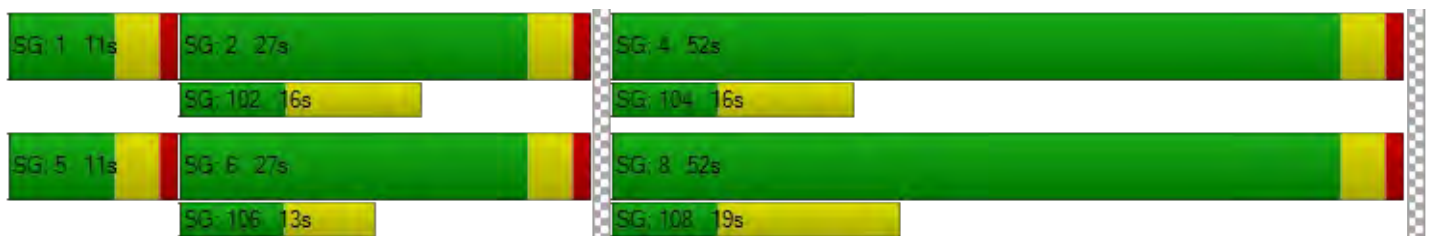
d_M, Delay for Movement [s/veh]	11.65	19.83	20.04	11.94	20.20	20.22	21.70	16.84	17.78	32.10	18.40	18.40
Movement LOS	B	B	C	B	C	C	C	B	B	C	B	B
d_A, Approach Delay [s/veh]	19.35			19.41			18.71			28.80		
Approach LOS	B			B			B			C		
d_I, Intersection Delay [s/veh]	21.97											
Intersection LOS	C											
Intersection V/C	0.633											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.68			34.68			34.68			34.68		
I_p,int, Pedestrian LOS Score for Intersectio	3.515			2.726			2.250			2.399		
Crosswalk LOS	D			B			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	511			511			1067			1067		
d_b, Bicycle Delay [s]	24.94			24.94			9.80			9.80		
I_b,int, Bicycle LOS Score for Intersection	2.028			2.220			1.782			2.520		
Bicycle LOS	B			B			A			B		

**Sequence**

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**

**Intersection 2: Golf Center Parkway at Chandi's Way/Indio Springs Parkway**

Control Type:	Signalized	Delay (sec / veh):	24.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.710

**Intersection Setup**

Name	Golf Center Parkway			Golf Center Parkway			Chandi's Way			Indio Springs Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐   ⇐			⇐   ⇐			⇐ ⇐			⇐   ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			15.00			15.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

**Volumes**

Name	Golf Center Parkway			Golf Center Parkway			Chandi's Way			Indio Springs Parkway		
Base Volume Input [veh/h]	128	501	124	14	1061	51	22	6	202	74	5	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	128	501	124	14	1061	51	22	6	202	74	5	8
Peak Hour Factor	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	140	35	4	296	14	6	2	56	21	1	2
Total Analysis Volume [veh/h]	143	560	139	16	1185	57	25	7	226	83	6	9
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	6	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups			4,6									
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	10	7	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	30	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	13	20	20	11	18	0	0	32	0	0	27	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	7	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	9	9	0	7	0	0	0	0	0	16	0
Delayed Vehicle Green [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
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No	No	No	No			No			No	
Maximum Recall	No	No	No	No	No			No			No	
Pedestrian Recall	No	No	No	No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	R	L	C	R	L	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	46	60	2	40	40	15	15	10	10	10
g / C, Green / Cycle	0.10	0.51	0.67	0.03	0.44	0.44	0.17	0.17	0.11	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.08	0.16	0.09	0.01	0.33	0.04	0.01	0.15	0.02	0.02	0.01
s, saturation flow rate [veh/h]	1781	3560	1589	1781	3560	1589	1781	1597	1781	1792	1589
c, Capacity [veh/h]	177	1823	1061	48	1566	699	307	276	198	199	176
d1, Uniform Delay [s]	39.77	12.74	5.47	43.07	21.21	14.68	31.31	36.14	36.55	36.55	35.85
k, delay calibration	0.11	0.50	0.11	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.45	0.44	0.06	3.95	3.47	0.23	0.11	7.02	0.57	0.56	0.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.81	0.31	0.13	0.33	0.76	0.08	0.08	0.85	0.23	0.22	0.05
d, Delay for Lane Group [s/veh]	48.23	13.18	5.53	47.02	24.68	14.91	31.42	43.16	37.13	37.12	35.96
Lane Group LOS	D	B	A	D	C	B	C	D	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.37	2.97	0.74	0.39	10.01	0.66	0.48	5.59	0.95	0.95	0.19
50th-Percentile Queue Length [ft/ln]	84.19	74.29	18.43	9.72	250.23	16.51	11.97	139.70	23.63	23.68	4.68
95th-Percentile Queue Length [veh/ln]	6.06	5.35	1.33	0.70	15.20	1.19	0.86	9.46	1.70	1.70	0.34
95th-Percentile Queue Length [ft/ln]	151.55	133.72	33.17	17.49	379.94	29.72	21.55	236.61	42.54	42.62	8.43

**Movement, Approach, & Intersection Results**

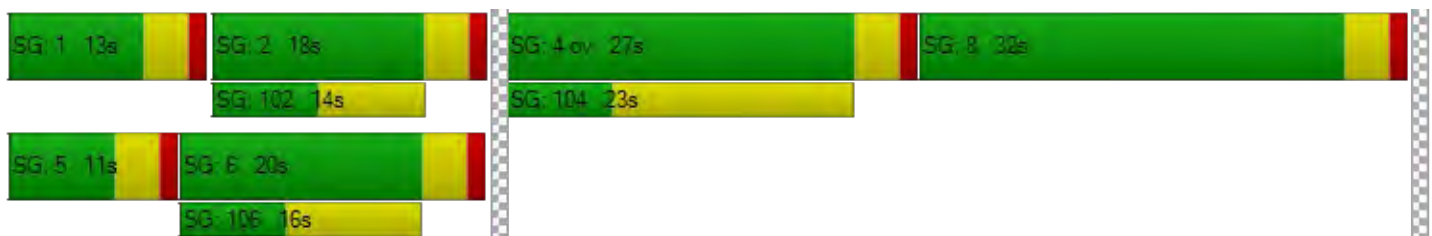
d_M, Delay for Movement [s/veh]	48.23	13.18	5.53	47.02	24.68	14.91	31.42	43.16	43.16	37.12	37.12	35.96
Movement LOS	D	B	A	D	C	B	C	D	D	D	D	D
d_A, Approach Delay [s/veh]	17.87			24.52			42.03			37.01		
Approach LOS	B			C			D			D		
d_I, Intersection Delay [s/veh]	24.58											
Intersection LOS	C											
Intersection V/C	0.710											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.72	34.72	34.72
I_p,int, Pedestrian LOS Score for Intersectio	0.000	2.980	2.187	2.162
Crosswalk LOS	F	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	355	311	622	511
d_b, Bicycle Delay [s]	30.47	32.13	21.40	24.98
I_b,int, Bicycle LOS Score for Intersection	2.254	2.597	1.985	1.721
Bicycle LOS	B	B	A	A

**Sequence**

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





**Intersection Level Of Service Report**  
**Intersection 3: Golf Center Parkway at I-10 WB Ramps**

Control Type:	Signalized	Delay (sec / veh):	36.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.938

**Intersection Setup**

Name	Golf Center Parkway			Golf Center Parkway			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			No		

**Volumes**

Name	Golf Center Parkway			Golf Center Parkway			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	391	604	0	0	787	595	0	0	0	164	0	112
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	391	604	0	0	787	595	0	0	0	164	0	112
Peak Hour Factor	0.8780	0.8780	1.0000	1.0000	0.8780	0.8780	1.0000	1.0000	1.0000	0.8780	0.8780	0.8780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	111	172	0	0	224	169	0	0	0	47	0	32
Total Analysis Volume [veh/h]	445	688	0	0	896	678	0	0	0	187	0	128
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	0	10	0	0	0	0	0	10	0	
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0	
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	
Split [s]	38	98	0	0	60	0	0	0	0	0	17	0	
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0	
Pedestrian Clearance [s]	0	0	0	0	2	0	0	0	0	0	0	0	
Delayed Vehicle Green [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	
Rest In Walk		No			No						No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	
Minimum Recall	No	No			No						No		
Maximum Recall	No	No			No						No		
Pedestrian Recall	No	No			No						No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	C	C		C	R
C, Cycle Length [s]	115	115	115	115		115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	31	94	59	59		13	13
g / C, Green / Cycle	0.27	0.82	0.52	0.52		0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.25	0.19	0.42	0.48		0.11	0.08
s, saturation flow rate [veh/h]	1781	3560	1870	1623		1781	1589
c, Capacity [veh/h]	473	2909	966	838		202	180
d1, Uniform Delay [s]	41.30	2.38	23.21	26.09		50.50	49.15
k, delay calibration	0.34	0.50	0.50	0.50		0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	22.27	0.19	7.53	19.35		16.28	5.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.94	0.24	0.81	0.94		0.93	0.71
d, Delay for Lane Group [s/veh]	63.57	2.58	30.74	45.44		66.77	54.25
Lane Group LOS	E	A	C	D		E	D
Critical Lane Group	Yes	No	No	Yes		Yes	No
50th-Percentile Queue Length [veh/ln]	14.72	1.05	18.16	22.65		6.23	3.80
50th-Percentile Queue Length [ft/ln]	368.08	26.16	454.00	566.28		155.71	94.92
95th-Percentile Queue Length [veh/ln]	21.02	1.88	25.15	30.46		10.32	6.83
95th-Percentile Queue Length [ft/ln]	525.40	47.09	628.72	761.42		258.03	170.86

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	63.57	2.58	0.00	0.00	32.53	45.44	0.00	0.00	0.00	66.77	66.77	54.25
Movement LOS	E	A			C	D				E	E	D
d_A, Approach Delay [s/veh]	26.53				38.09		0.00		61.69			
Approach LOS	C				D		A		E			
d_I, Intersection Delay [s/veh]	36.22											
Intersection LOS	D											
Intersection V/C	0.938											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	47.02	0.00
I_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	2.530	0.000
Crosswalk LOS	F	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1635	974	0	226
d_b, Bicycle Delay [s]	1.92	15.13	57.49	45.23
I_b,int, Bicycle LOS Score for Intersection	2.494	2.858	4.132	2.079
Bicycle LOS	B	C	D	B

**Sequence**

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 4: Golf Center Parkway at I-10 EB Ramps**

Control Type:	Signalized	Delay (sec / veh):	21.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.704

**Intersection Setup**

Name	Golf Center Parkway			Golf Center Parkway			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↑↑			←↑↑			↑↑					
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

**Volumes**

Name	Golf Center Parkway			Golf Center Parkway			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	769	93	176	763	0	199	3	329	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	769	93	176	763	0	199	3	329	0	0	0
Peak Hour Factor	1.0000	0.8930	0.8930	0.8930	0.8930	1.0000	0.8930	0.8930	0.8930	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	215	26	49	214	0	56	1	92	0	0	0
Total Analysis Volume [veh/h]	0	861	104	197	854	0	223	3	368	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	7	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	31	0	16	47	0	0	43	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [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
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0



**Lane Group Calculations**

Lane Group	C	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	43	43	12	58	24	24	
g / C, Green / Cycle	0.48	0.48	0.13	0.65	0.26	0.26	
(v / s)_i Volume / Saturation Flow Rate	0.26	0.27	0.11	0.24	0.13	0.23	
s, saturation flow rate [veh/h]	1870	1801	1781	3560	1782	1589	
c, Capacity [veh/h]	888	855	232	2312	467	416	
d1, Uniform Delay [s]	16.75	16.97	38.30	7.28	28.10	31.92	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	2.39	2.69	8.41	0.46	0.78	6.71	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

**Lane Group Results**

X, volume / capacity	0.54	0.56	0.85	0.37	0.48	0.88	
d, Delay for Lane Group [s/veh]	19.13	19.66	46.71	7.74	28.88	38.64	
Lane Group LOS	B	B	D	A	C	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	6.81	6.94	4.57	3.07	4.13	8.24	
50th-Percentile Queue Length [ft/ln]	170.15	173.48	114.29	76.68	103.34	205.91	
95th-Percentile Queue Length [veh/ln]	11.08	11.26	8.08	5.52	7.44	12.94	
95th-Percentile Queue Length [ft/ln]	277.11	281.48	201.95	138.03	186.00	323.58	

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	0.00	19.36	19.66	46.71	7.74	0.00	28.88	28.88	38.64	0.00	0.00	0.00
Movement LOS		B	B	D	A		C	C	D			
d_A, Approach Delay [s/veh]		19.40		15.04			34.92			0.00		
Approach LOS		B		B			C			A		
d_I, Intersection Delay [s/veh]	21.18											
Intersection LOS	C											
Intersection V/C	0.704											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]		0.0		0.0		11.0		0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]		0.00		0.00		0.00		0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]		0.00		0.00		0.00		0.00
d_p, Pedestrian Delay [s]		0.00		0.00		34.68		0.00
I_p,int, Pedestrian LOS Score for Intersectio		0.000		0.000		2.133		0.000
Crosswalk LOS		F		F		B		F
s_b, Saturation Flow Rate of the bicycle lane		2000		2000		2000		2000
c_b, Capacity of the bicycle lane [bicycles/h]		600		955		866		0
d_b, Bicycle Delay [s]		22.06		12.28		14.46		45.01
I_b,int, Bicycle LOS Score for Intersection		2.356		2.427		2.540		4.132
Bicycle LOS		B		B		B		D

**Sequence**

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 5: Jackson Street at Avenue 45**

Control Type:	Signalized	Delay (sec / veh):	19.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.552

**Intersection Setup**

Name	Jackson Street			Jackson Street			Avenue 45			Avenue 45		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↻↵			↻↵↵			↵↻↵			↵↻↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			35.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Jackson Street			Jackson Street			Avenue 45			Avenue 45		
Base Volume Input [veh/h]	45	697	155	52	712	11	6	26	18	165	56	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	697	155	52	712	11	6	26	18	165	56	56
Peak Hour Factor	0.8410	0.8410	0.8410	0.8410	0.8410	0.8410	0.8410	0.8410	0.8410	0.8410	0.8410	0.8410
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	207	46	15	212	3	2	8	5	49	17	17
Total Analysis Volume [veh/h]	54	829	184	62	847	13	7	31	21	196	67	67
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	10	0	7	10	0	7	10	0	7	10	10
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	11	36	0	11	36	0	11	22	0	21	32	32
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	9	0	0	9	0	0	11	0	0	11	11
Delayed Vehicle Green [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
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	C	L	C	R	L	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	5	49	49	6	50	50	1	7	12	18	28
g / C, Green / Cycle	0.06	0.55	0.55	0.06	0.55	0.55	0.01	0.08	0.13	0.20	0.31
(v / s)_i Volume / Saturation Flow Rate	0.03	0.28	0.28	0.03	0.24	0.01	0.00	0.03	0.11	0.04	0.04
s, saturation flow rate [veh/h]	1781	1870	1754	1781	3560	1589	1781	1746	1781	1870	1589
c, Capacity [veh/h]	105	1021	957	111	1956	873	25	143	235	375	488
d1, Uniform Delay [s]	41.18	12.91	12.91	41.06	12.01	9.23	44.02	39.16	38.16	29.91	22.59
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.86	1.83	1.96	4.29	0.70	0.03	6.11	1.54	7.50	0.23	0.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.51	0.51	0.51	0.56	0.43	0.01	0.28	0.36	0.83	0.18	0.14
d, Delay for Lane Group [s/veh]	45.04	14.74	14.87	45.35	12.71	9.26	50.13	40.70	45.66	30.13	22.72
Lane Group LOS	D	B	B	D	B	A	D	D	D	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.24	6.31	5.96	1.43	4.58	0.11	0.19	1.13	4.49	1.17	0.98
50th-Percentile Queue Length [ft/ln]	30.97	157.82	148.95	35.66	114.45	2.78	4.84	28.16	112.29	29.18	24.56
95th-Percentile Queue Length [veh/ln]	2.23	10.43	9.96	2.57	8.09	0.20	0.35	2.03	7.97	2.10	1.77
95th-Percentile Queue Length [ft/ln]	55.75	260.84	249.02	64.18	202.18	5.00	8.71	50.69	199.19	52.53	44.21

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	45.04	14.79	14.87	45.35	12.71	9.26	50.13	40.70	40.70	45.66	30.13	22.72
Movement LOS	D	B	B	D	B	A	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	16.33			14.86			41.82			37.85		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	19.38											
Intersection LOS	B											
Intersection V/C	0.552											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.72			34.72			34.72			34.72		
I_p,int, Pedestrian LOS Score for Intersectio	2.914			2.848			2.013			2.477		
Crosswalk LOS	C			C			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	710			710			400			622		
d_b, Bicycle Delay [s]	18.73			18.73			28.84			21.40		
I_b,int, Bicycle LOS Score for Intersection	2.440			2.320			1.657			2.104		
Bicycle LOS	B			B			A			B		

**Sequence**

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 6: Golf Center Parkway at Avenue 45**

Control Type:	Signalized	Delay (sec / veh):	21.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.484

**Intersection Setup**

Name	Golf Center Parkway			Golf Center Parkway			Avenue 45			Avenue 45		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		



**Volumes**

Name	Golf Center Parkway			Golf Center Parkway			Avenue 45			Avenue 45		
Base Volume Input [veh/h]	84	514	145	148	554	228	145	73	47	126	71	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	514	145	148	554	228	145	73	47	126	71	89
Peak Hour Factor	0.8890	0.8890	0.8890	0.8890	0.8890	0.8890	0.8890	0.8890	0.8890	0.8890	0.8890	0.8890
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	145	41	42	156	64	41	21	13	35	20	25
Total Analysis Volume [veh/h]	94	578	163	166	623	256	163	82	53	142	80	100
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	10	0	7	10	0	7	10	0	7	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	35	20	0	37	22	0	11	22	0	11	22	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	9	0	0	9	0	0	11	0	0	11	0
Delayed Vehicle Green [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
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	6	47	47	10	51	51	21	10	10	21	10	10
g / C, Green / Cycle	0.07	0.52	0.52	0.12	0.56	0.56	0.23	0.11	0.11	0.23	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.05	0.16	0.10	0.09	0.17	0.16	0.11	0.04	0.03	0.10	0.04	0.06
s, saturation flow rate [veh/h]	1781	3560	1589	1781	3560	1589	1454	1870	1589	1482	1870	1589
c, Capacity [veh/h]	127	1844	823	207	2003	894	386	205	175	414	205	175
d1, Uniform Delay [s]	41.04	12.51	11.68	38.83	10.46	10.28	29.39	37.36	36.96	28.92	37.32	38.12
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.05	0.45	0.54	7.04	0.41	0.81	0.73	1.25	0.97	0.49	1.20	2.94
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.74	0.31	0.20	0.80	0.31	0.29	0.42	0.40	0.30	0.34	0.39	0.57
d, Delay for Lane Group [s/veh]	49.08	12.96	12.22	45.87	10.86	11.09	30.13	38.62	37.93	29.41	38.52	41.06
Lane Group LOS	D	B	B	D	B	B	C	D	D	C	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.24	3.04	1.66	3.80	2.89	2.45	2.89	1.68	1.07	2.51	1.65	2.16
50th-Percentile Queue Length [ft/ln]	55.95	76.00	41.59	95.09	72.31	61.16	72.13	41.90	26.82	62.63	41.28	54.09
95th-Percentile Queue Length [veh/ln]	4.03	5.47	2.99	6.85	5.21	4.40	5.19	3.02	1.93	4.51	2.97	3.89
95th-Percentile Queue Length [ft/ln]	100.72	136.80	74.86	171.16	130.15	110.09	129.83	75.42	48.27	112.73	74.31	97.36

**Movement, Approach, & Intersection Results**

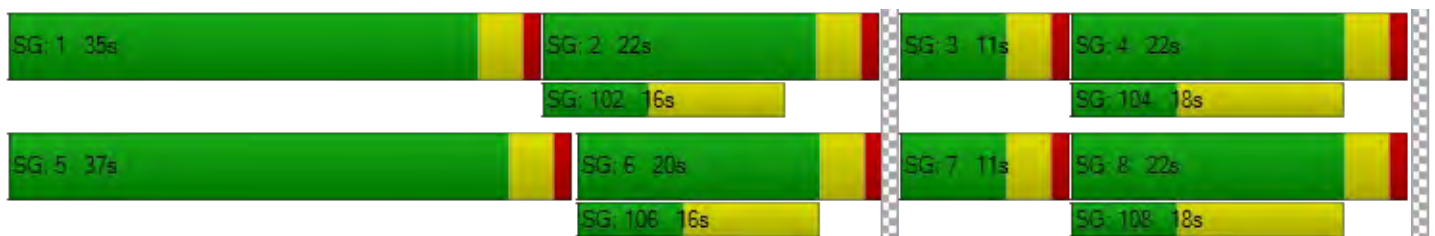
d_M, Delay for Movement [s/veh]	49.08	12.96	12.22	45.87	10.86	11.09	30.13	38.62	37.93	29.41	38.52	41.06
Movement LOS	D	B	B	D	B	B	C	D	D	C	D	D
d_A, Approach Delay [s/veh]	16.88			16.48			33.85			35.29		
Approach LOS	B			B			C			D		
d_I, Intersection Delay [s/veh]	21.11											
Intersection LOS	C											
Intersection V/C	0.484											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.72			34.72			34.72			34.72		
I_p,int, Pedestrian LOS Score for Intersectio	2.882			2.943			2.512			2.490		
Crosswalk LOS	C			C			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	355			400			400			400		
d_b, Bicycle Delay [s]	30.47			28.84			28.84			28.84		
I_b,int, Bicycle LOS Score for Intersection	2.248			2.422			2.051			1.825		
Bicycle LOS	B			B			B			A		

**Sequence**

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report  
Intersection 7: Commerce Street at Avenue 45**

Control Type:	Two-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.113

**Intersection Setup**

Name	Commerce Street		Avenue 45		Avenue 45	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↵↵		↑↑		↵↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

**Volumes**

Name	Commerce Street		Avenue 45		Avenue 45	
Base Volume Input [veh/h]	74	8	140	123	3	101
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	74	8	140	123	3	101
Peak Hour Factor	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	2	37	33	1	27
Total Analysis Volume [veh/h]	78	8	148	130	3	107
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.86	9.11	0.00	0.00	7.82	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.38	0.03	0.00	0.00	0.01	0.00
95th-Percentile Queue Length [ft/ln]	9.47	0.68	0.00	0.00	0.18	0.00
d_A, Approach Delay [s/veh]	10.69		0.00		0.21	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.99					
Intersection LOS	B					

**Intersection Level Of Service Report**

**Intersection 8: Golf Center Parkway/Lorraine Street at Highway 111**

Control Type:	Signalized	Delay (sec / veh):	127.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.783

**Intersection Setup**

Name	Lorraine Street			Golf Center Parkway			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Lorraine Street			Golf Center Parkway			Highway 111			Highway 111		
Base Volume Input [veh/h]	2	5	5	279	2	432	299	239	3	4	218	423
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	5	5	279	2	432	299	239	3	4	218	423
Peak Hour Factor	0.8570	0.8570	0.8570	0.8570	0.8570	0.8570	0.8570	0.8570	0.8570	0.8570	0.8570	0.8570
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	1	81	1	126	87	70	1	1	64	123
Total Analysis Volume [veh/h]	2	6	6	326	2	504	349	279	4	5	254	494
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	7	10	0	7	10	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	49	0	0	49	0	17	30	0	11	24	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	9	0	0	9	0	0	4	0	0	6	0
Delayed Vehicle Green [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
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	C	C	R	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	45	45	45	13	32	32	1	20	20
g / C, Green / Cycle	0.50	0.50	0.50	0.14	0.36	0.36	0.01	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.03	1.04	0.32	0.20	0.08	0.08	0.00	0.14	0.31
s, saturation flow rate [veh/h]	450	316	1589	1781	1870	1861	1781	1870	1589
c, Capacity [veh/h]	270	237	793	257	671	667	16	418	355
d1, Uniform Delay [s]	17.54	30.16	16.55	38.50	20.03	20.03	44.30	31.41	34.95
k, delay calibration	0.11	0.50	0.19	0.15	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.08	195.90	1.51	167.99	0.72	0.72	10.20	6.45	192.59
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.05	1.38	0.64	1.36	0.21	0.21	0.31	0.61	1.39
d, Delay for Lane Group [s/veh]	17.62	226.06	18.06	206.49	20.75	20.75	54.51	37.86	227.54
Lane Group LOS	B	F	B	F	C	C	D	D	F
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.15	18.00	6.94	17.50	2.12	2.11	0.15	5.55	26.45
50th-Percentile Queue Length [ft/ln]	3.63	450.11	173.42	437.54	52.97	52.76	3.87	138.63	661.37
95th-Percentile Queue Length [veh/ln]	0.26	30.13	11.26	27.55	3.81	3.80	0.28	9.41	40.80
95th-Percentile Queue Length [ft/ln]	6.53	753.24	281.41	688.66	95.35	94.97	6.97	235.17	1020.04

**Movement, Approach, & Intersection Results**

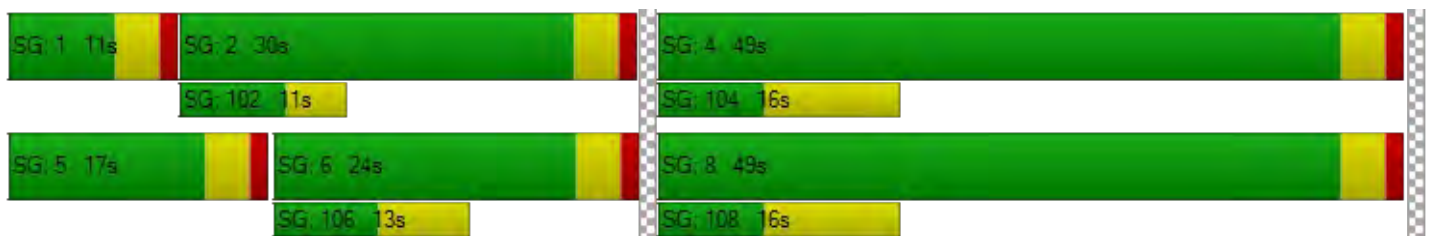
d_M, Delay for Movement [s/veh]	17.62	17.62	17.62	226.06	226.06	18.06	206.49	20.75	20.75	54.51	37.86	227.54
Movement LOS	B	B	B	F	F	B	F	C	C	D	D	F
d_A, Approach Delay [s/veh]	17.62			100.06			123.32			162.41		
Approach LOS	B			F			F			F		
d_I, Intersection Delay [s/veh]	127.17											
Intersection LOS	F											
Intersection V/C	1.783											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	34.67	34.67
I_p,int, Pedestrian LOS Score for Intersectio	1.725	2.759	2.619	3.073
Crosswalk LOS	A	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1000	1000	578	444
d_b, Bicycle Delay [s]	11.25	11.25	22.76	27.22
I_b,int, Bicycle LOS Score for Intersection	1.583	2.932	2.081	2.181
Bicycle LOS	A	C	B	B

**Sequence**

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 1: Golf Center Parkway at Avenue 44**

Control Type:	Signalized	Delay (sec / veh):	14.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.512

**Intersection Setup**

Name	Golf Center Parkway			Golf Center Parkway			Avenue 44			Avenue 44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Golf Center Parkway			Golf Center Parkway			Avenue 44			Avenue 44		
Base Volume Input [veh/h]	64	539	311	143	532	12	18	14	43	200	11	74
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	64	539	311	143	532	12	18	14	43	200	11	74
Peak Hour Factor	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	142	82	38	140	3	5	4	11	53	3	19
Total Analysis Volume [veh/h]	67	566	327	150	559	13	19	15	45	210	12	78
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	7	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	15	50	0	11	46	0	0	29	0	0	29	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	9	0	0	12	0	0	9	0
Delayed Vehicle Green [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
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	63	52	52	63	53	53	19	19	19	19	19
g / C, Green / Cycle	0.70	0.58	0.58	0.70	0.59	0.59	0.21	0.21	0.21	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.07	0.25	0.25	0.19	0.15	0.15	0.01	0.01	0.03	0.16	0.06
s, saturation flow rate [veh/h]	955	1870	1643	785	1870	1855	1306	1870	1589	1342	1622
c, Capacity [veh/h]	729	1087	955	583	1111	1102	261	391	332	320	339
d1, Uniform Delay [s]	4.41	10.58	10.58	5.54	8.76	8.76	33.90	28.38	28.97	35.98	29.80
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.05	1.28	1.46	1.07	0.56	0.57	0.12	0.04	0.18	2.29	0.41
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.09	0.44	0.44	0.26	0.26	0.26	0.07	0.04	0.14	0.66	0.27
d, Delay for Lane Group [s/veh]	4.46	11.86	12.03	6.61	9.33	9.33	34.01	28.42	29.15	38.27	30.22
Lane Group LOS	A	B	B	A	A	A	C	C	C	D	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.28	4.79	4.25	0.81	2.41	2.39	0.35	0.25	0.77	4.43	1.58
50th-Percentile Queue Length [ft/ln]	7.04	119.65	106.29	20.24	60.17	59.77	8.87	6.23	19.18	110.66	39.58
95th-Percentile Queue Length [veh/ln]	0.51	8.37	7.63	1.46	4.33	4.30	0.64	0.45	1.38	7.88	2.85
95th-Percentile Queue Length [ft/ln]	12.68	209.34	190.83	36.44	108.31	107.58	15.97	11.22	34.53	196.92	71.24

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	4.46	11.89	12.03	6.61	9.33	9.33	34.01	28.42	29.15	38.27	30.22	30.22
Movement LOS	A	B	B	A	A	A	C	C	C	D	C	C
d_A, Approach Delay [s/veh]	11.42			8.76			30.18			35.85		
Approach LOS	B			A			C			D		
d_I, Intersection Delay [s/veh]	14.76											
Intersection LOS	B											
Intersection V/C	0.512											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.68			34.68			34.68			34.68		
I_p,int, Pedestrian LOS Score for Intersectio	3.184			2.731			2.252			2.455		
Crosswalk LOS	C			B			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	1022			933			556			556		
d_b, Bicycle Delay [s]	10.76			12.80			23.47			23.47		
I_b,int, Bicycle LOS Score for Intersection	2.352			2.155			1.690			2.055		
Bicycle LOS	B			B			A			B		

**Sequence**

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





**Intersection Level Of Service Report**

**Intersection 2: Golf Center Parkway at Chandi's Way/Indio Springs Parkway**

Control Type:	Signalized	Delay (sec / veh):	19.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.504

**Intersection Setup**

Name	Golf Center Parkway			Golf Center Parkway			Chandi's Way			Indio Springs Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			15.00			15.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

**Volumes**

Name	Golf Center Parkway			Golf Center Parkway			Chandi's Way			Indio Springs Parkway		
Base Volume Input [veh/h]	93	835	148	43	678	53	26	11	96	182	11	52
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	835	148	43	678	53	26	11	96	182	11	52
Peak Hour Factor	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	228	40	12	185	14	7	3	26	50	3	14
Total Analysis Volume [veh/h]	102	914	162	47	742	58	28	12	105	199	12	57
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	6	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups			4,6									
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	10	7	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	30	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	31	38	38	11	18	0	0	14	0	0	27	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	7	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	9	9	0	7	0	0	0	0	0	16	0
Delayed Vehicle Green [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
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No	No	No	No			No			No	
Maximum Recall	No	No	No	No	No			No			No	
Pedestrian Recall	No	No	No	No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	R	L	C	R	L	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	49	63	5	48	48	10	10	10	10	10
g / C, Green / Cycle	0.07	0.55	0.70	0.05	0.53	0.53	0.11	0.11	0.11	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.06	0.26	0.10	0.03	0.21	0.04	0.02	0.07	0.06	0.06	0.04
s, saturation flow rate [veh/h]	1781	3560	1589	1781	3560	1589	1781	1614	1781	1791	1589
c, Capacity [veh/h]	134	1948	1118	98	1875	837	194	175	199	200	178
d1, Uniform Delay [s]	40.88	12.44	4.42	41.35	12.76	10.48	36.40	38.62	37.81	37.81	36.90
k, delay calibration	0.11	0.50	0.11	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.45	0.81	0.06	3.58	0.63	0.16	0.34	4.32	2.17	2.16	1.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.76	0.47	0.14	0.48	0.40	0.07	0.14	0.67	0.53	0.53	0.32
d, Delay for Lane Group [s/veh]	49.34	13.26	4.48	44.93	13.38	10.64	36.74	42.94	39.99	39.97	37.93
Lane Group LOS	D	B	A	D	B	B	D	D	D	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.43	4.98	0.71	1.07	4.03	0.53	0.59	2.75	2.36	2.37	1.23
50th-Percentile Queue Length [ft/ln]	60.87	124.53	17.79	26.70	100.77	13.35	14.75	68.66	59.03	59.26	30.87
95th-Percentile Queue Length [veh/ln]	4.38	8.64	1.28	1.92	7.26	0.96	1.06	4.94	4.25	4.27	2.22
95th-Percentile Queue Length [ft/ln]	109.57	216.03	32.03	48.06	181.39	24.03	26.56	123.58	106.25	106.67	55.57

**Movement, Approach, & Intersection Results**

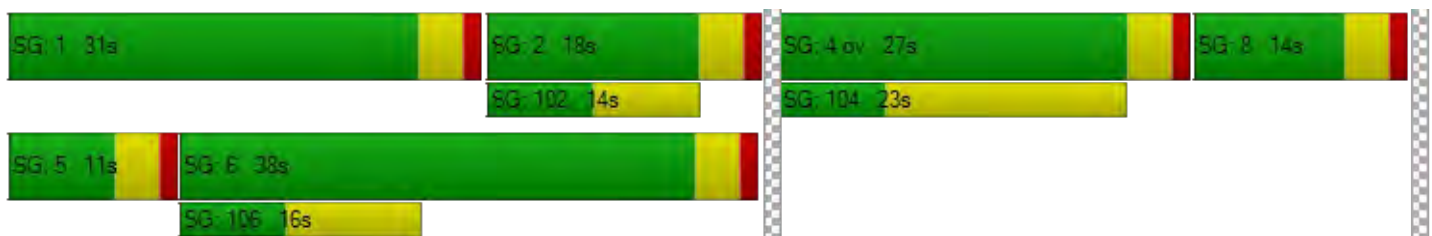
d_M, Delay for Movement [s/veh]	49.34	13.26	4.48	44.93	13.38	10.64	36.74	42.94	42.94	39.98	39.97	37.93
Movement LOS	D	B	A	D	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	15.18			14.95			41.74			39.54		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	19.35											
Intersection LOS	B											
Intersection V/C	0.504											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	0.00			34.72			34.72			34.72		
I_p,int, Pedestrian LOS Score for Intersectio	0.000			2.979			2.169			2.190		
Crosswalk LOS	F			C			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	755			311			222			511		
d_b, Bicycle Delay [s]	17.46			32.13			35.60			24.98		
I_b,int, Bicycle LOS Score for Intersection	2.531			2.258			1.799			2.002		
Bicycle LOS	B			B			A			B		

**Sequence**

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 3: Golf Center Parkway at I-10 WB Ramps**

Control Type:	Signalized	Delay (sec / veh):	17.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.690

**Intersection Setup**

Name	Golf Center Parkway			Golf Center Parkway			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			No		

**Volumes**

Name	Golf Center Parkway			Golf Center Parkway			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	295	946	0	0	647	308	0	0	0	107	0	181
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	295	946	0	0	647	308	0	0	0	107	0	181
Peak Hour Factor	0.9440	0.9440	1.0000	1.0000	0.9440	0.9440	1.0000	1.0000	1.0000	0.9440	0.9440	0.9440
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	78	251	0	0	171	82	0	0	0	28	0	48
Total Analysis Volume [veh/h]	313	1002	0	0	685	326	0	0	0	113	0	192
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	0	10	0	0	0	0	0	0	10	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	58	72	0	0	14	0	0	0	0	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	2	0	0	0	0	0	0	0	0
Delayed Vehicle Green [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	0.0
Rest In Walk		No			No							No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No							No	
Maximum Recall	No	No			No							No	
Pedestrian Recall	No	No			No							No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0



**Lane Group Calculations**

Lane Group	L	C	C	C		C	R
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	18	69	47	47		13	13
g / C, Green / Cycle	0.20	0.77	0.52	0.52		0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.18	0.28	0.27	0.30		0.06	0.12
s, saturation flow rate [veh/h]	1781	3560	1870	1679		1781	1589
c, Capacity [veh/h]	358	2738	979	879		253	226
d1, Uniform Delay [s]	34.87	3.34	14.00	14.61		35.39	37.70
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	6.75	0.38	1.94	2.73		1.24	8.68
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.87	0.37	0.52	0.57		0.45	0.85
d, Delay for Lane Group [s/veh]	41.62	3.72	15.94	17.34		36.62	46.37
Lane Group LOS	D	A	B	B		D	D
Critical Lane Group	Yes	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	6.91	1.68	6.30	6.70		2.33	4.60
50th-Percentile Queue Length [ft/ln]	172.66	41.99	157.58	167.39		58.21	115.03
95th-Percentile Queue Length [veh/ln]	11.22	3.02	10.42	10.94		4.19	8.12
95th-Percentile Queue Length [ft/ln]	280.41	75.57	260.52	273.48		104.77	202.97

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	41.62	3.72	0.00	0.00	16.31	17.34	0.00	0.00	0.00	36.62	36.62	46.37
Movement LOS	D	A			B	B				D	D	D
d_A, Approach Delay [s/veh]	12.74				16.64		0.00		42.76			
Approach LOS	B				B		A		D			
d_I, Intersection Delay [s/veh]	17.72											
Intersection LOS	B											
Intersection V/C	0.690											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	0.00
I_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	2.046	0.000
Crosswalk LOS	F	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1511	222	0	311
d_b, Bicycle Delay [s]	2.69	35.57	45.01	32.10
I_b,int, Bicycle LOS Score for Intersection	2.644	2.394	4.132	2.063
Bicycle LOS	B	B	D	B

**Sequence**

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 4: Golf Center Parkway at I-10 EB Ramps**

Control Type:	Signalized	Delay (sec / veh):	23.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.705

**Intersection Setup**

Name	Golf Center Parkway			Golf Center Parkway			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

**Volumes**

Name	Golf Center Parkway			Golf Center Parkway			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	899	119	154	514	0	368	2	311	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	899	119	154	514	0	368	2	311	0	0	0
Peak Hour Factor	1.0000	0.9450	0.9450	0.9450	0.9450	1.0000	0.9450	0.9450	0.9450	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	238	31	41	136	0	97	1	82	0	0	0
Total Analysis Volume [veh/h]	0	951	126	163	544	0	389	2	329	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	7	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	34	0	14	48	0	0	42	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [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
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	C	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	45	45	10	59	23	23	
g / C, Green / Cycle	0.50	0.50	0.11	0.66	0.25	0.25	
(v / s)_i Volume / Saturation Flow Rate	0.29	0.30	0.09	0.15	0.22	0.21	
s, saturation flow rate [veh/h]	1870	1796	1781	3560	1781	1589	
c, Capacity [veh/h]	941	903	197	2343	451	402	
d1, Uniform Delay [s]	15.62	15.88	39.20	6.21	32.18	31.67	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	2.53	2.90	8.52	0.23	5.19	4.13	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

**Lane Group Results**

X, volume / capacity	0.57	0.60	0.83	0.23	0.87	0.82	
d, Delay for Lane Group [s/veh]	18.15	18.78	47.72	6.45	37.37	35.80	
Lane Group LOS	B	B	D	A	D	D	
Critical Lane Group	No	Yes	Yes	No	Yes	No	
50th-Percentile Queue Length [veh/ln]	7.36	7.53	3.82	1.67	8.56	7.02	
50th-Percentile Queue Length [ft/ln]	183.88	188.36	95.46	41.87	214.08	175.39	
95th-Percentile Queue Length [veh/ln]	11.80	12.04	6.87	3.01	13.36	11.36	
95th-Percentile Queue Length [ft/ln]	295.07	300.90	171.82	75.37	334.06	283.99	

**Movement, Approach, & Intersection Results**

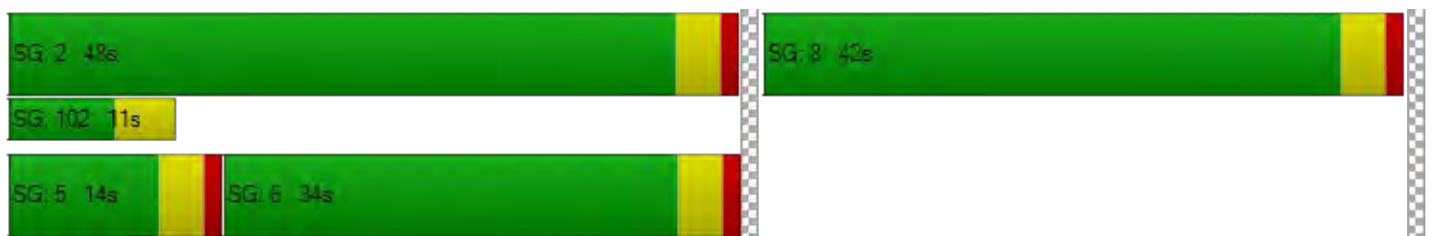
d_M, Delay for Movement [s/veh]	0.00	18.42	18.78	47.72	6.45	0.00	37.37	37.37	35.80	0.00	0.00	0.00
Movement LOS		B	B	D	A		D	D	D			
d_A, Approach Delay [s/veh]		18.46		15.96			36.65			0.00		
Approach LOS		B		B			D			A		
d_I, Intersection Delay [s/veh]	22.99											
Intersection LOS	C											
Intersection V/C	0.705											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	0.00
I_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	2.174	0.000
Crosswalk LOS	F	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	666	978	844	0
d_b, Bicycle Delay [s]	20.01	11.76	15.03	45.01
I_b,int, Bicycle LOS Score for Intersection	2.448	2.143	2.748	4.132
Bicycle LOS	B	B	B	D

**Sequence**





Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 5: Jackson Street at Avenue 45**

Control Type:	Signalized	Delay (sec / veh):	18.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.529

**Intersection Setup**

Name	Jackson Street			Jackson Street			Avenue 45			Avenue 45		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			35.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		



**Volumes**

Name	Jackson Street			Jackson Street			Avenue 45			Avenue 45		
Base Volume Input [veh/h]	26	829	148	54	783	5	5	34	31	155	52	59
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	829	148	54	783	5	5	34	31	155	52	59
Peak Hour Factor	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	215	38	14	203	1	1	9	8	40	14	15
Total Analysis Volume [veh/h]	27	862	154	56	814	5	5	35	32	161	54	61
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	10	0	7	10	0	7	10	0	7	10	10
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	11	20	0	11	20	0	11	22	0	42	53	53
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	9	0	0	9	0	0	11	0	0	11	11
Delayed Vehicle Green [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
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	C	L	C	R	L	C	L	C	R
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	4	55	55	5	56	56	1	8	11	18	28
g / C, Green / Cycle	0.04	0.57	0.57	0.06	0.59	0.59	0.01	0.09	0.11	0.19	0.29
(v / s)_i Volume / Saturation Flow Rate	0.02	0.28	0.28	0.03	0.23	0.00	0.00	0.04	0.09	0.03	0.04
s, saturation flow rate [veh/h]	1781	1870	1773	1781	3560	1589	1781	1725	1781	1870	1589
c, Capacity [veh/h]	69	1072	1016	103	2109	941	19	152	200	356	462
d1, Uniform Delay [s]	44.63	12.03	12.03	43.59	10.25	7.94	46.73	41.14	41.22	32.12	24.91
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.55	1.58	1.67	4.35	0.54	0.01	7.61	1.98	7.39	0.20	0.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.39	0.49	0.49	0.54	0.39	0.01	0.27	0.44	0.80	0.15	0.13
d, Delay for Lane Group [s/veh]	48.18	13.61	13.70	47.94	10.79	7.95	54.34	43.12	48.60	32.31	25.04
Lane Group LOS	D	B	B	D	B	A	D	D	D	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.67	6.18	5.89	1.37	4.06	0.04	0.15	1.55	3.93	1.01	0.98
50th-Percentile Queue Length [ft/ln]	16.83	154.60	147.21	34.28	101.41	0.99	3.87	38.66	98.29	25.27	24.52
95th-Percentile Queue Length [veh/ln]	1.21	10.26	9.87	2.47	7.30	0.07	0.28	2.78	7.08	1.82	1.77
95th-Percentile Queue Length [ft/ln]	30.29	256.56	246.70	61.71	182.55	1.79	6.96	69.59	176.92	45.48	44.13

**Movement, Approach, & Intersection Results**

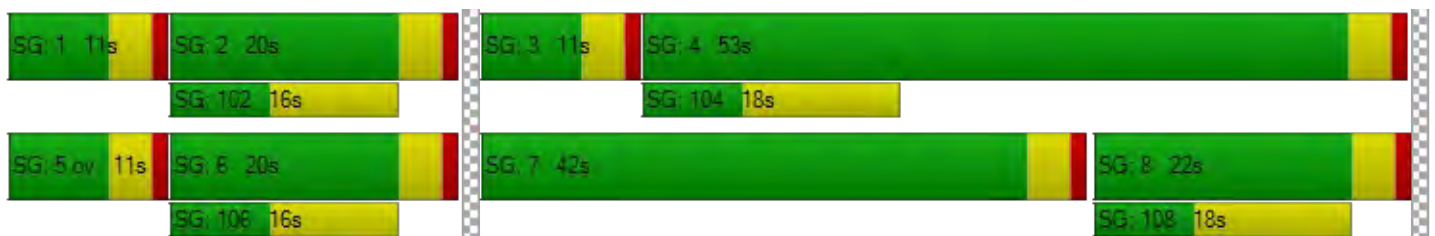
d_M, Delay for Movement [s/veh]	48.18	13.64	13.70	47.94	10.79	7.95	54.34	43.12	43.12	48.60	32.31	25.04
Movement LOS	D	B	B	D	B	A	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	14.55			13.15			43.90			40.21		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	18.07											
Intersection LOS	B											
Intersection V/C	0.529											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0		11.0		11.0		11.0	
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
d_p, Pedestrian Delay [s]	37.18		37.18		37.18		37.18	
I_p,int, Pedestrian LOS Score for Intersectio	2.899		2.846		2.002		2.455	
Crosswalk LOS	C		C		B		B	
s_b, Saturation Flow Rate of the bicycle lane	2000		2000		2000		2000	
c_b, Capacity of the bicycle lane [bicycles/h]	337		337		379		1031	
d_b, Bicycle Delay [s]	32.89		32.89		31.24		11.17	
I_b,int, Bicycle LOS Score for Intersection	2.420		2.281		1.678		2.015	
Bicycle LOS	B		B		A		B	

**Sequence**

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 6: Golf Center Parkway at Avenue 45**

Control Type:	Signalized	Delay (sec / veh):	23.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.475

**Intersection Setup**

Name	Golf Center Parkway			Golf Center Parkway			Avenue 45			Avenue 45		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Golf Center Parkway			Golf Center Parkway			Avenue 45			Avenue 45		
Base Volume Input [veh/h]	70	537	107	82	515	142	199	62	85	153	85	145
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	537	107	82	515	142	199	62	85	153	85	145
Peak Hour Factor	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	140	28	21	134	37	52	16	22	40	22	38
Total Analysis Volume [veh/h]	73	558	111	85	535	148	207	64	88	159	88	151
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	10	0	7	10	0	7	10	0	7	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	12	34	0	13	35	0	27	32	0	21	26	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	9	0	0	9	0	0	11	0	0	11	0
Delayed Vehicle Green [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
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	6	54	54	6	54	54	28	15	15	28	12	12
g / C, Green / Cycle	0.06	0.54	0.54	0.06	0.54	0.54	0.28	0.15	0.15	0.28	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.04	0.16	0.07	0.05	0.15	0.09	0.14	0.03	0.06	0.11	0.05	0.09
s, saturation flow rate [veh/h]	1781	3560	1589	1781	3560	1589	1457	1870	1589	1453	1870	1589
c, Capacity [veh/h]	110	1907	851	115	1916	855	413	277	235	480	228	194
d1, Uniform Delay [s]	45.96	12.80	11.61	46.03	12.57	11.77	29.85	37.62	38.46	28.53	40.50	42.65
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.66	0.39	0.32	9.02	0.36	0.44	0.94	0.42	0.98	0.40	1.07	6.61
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.66	0.29	0.13	0.74	0.28	0.17	0.50	0.23	0.37	0.33	0.39	0.78
d, Delay for Lane Group [s/veh]	52.62	13.19	11.92	55.05	12.93	12.21	30.79	38.04	39.44	28.93	41.57	49.26
Lane Group LOS	D	B	B	E	B	B	C	D	D	C	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.92	3.19	1.19	2.29	3.01	1.61	3.96	1.37	1.94	2.97	2.01	3.87
50th-Percentile Queue Length [ft/ln]	47.96	79.63	29.66	57.30	75.17	40.33	99.09	34.15	48.47	74.17	50.35	96.83
95th-Percentile Queue Length [veh/ln]	3.45	5.73	2.14	4.13	5.41	2.90	7.13	2.46	3.49	5.34	3.63	6.97
95th-Percentile Queue Length [ft/ln]	86.34	143.34	53.40	103.13	135.30	72.59	178.36	61.47	87.25	133.51	90.64	174.30



**Movement, Approach, & Intersection Results**

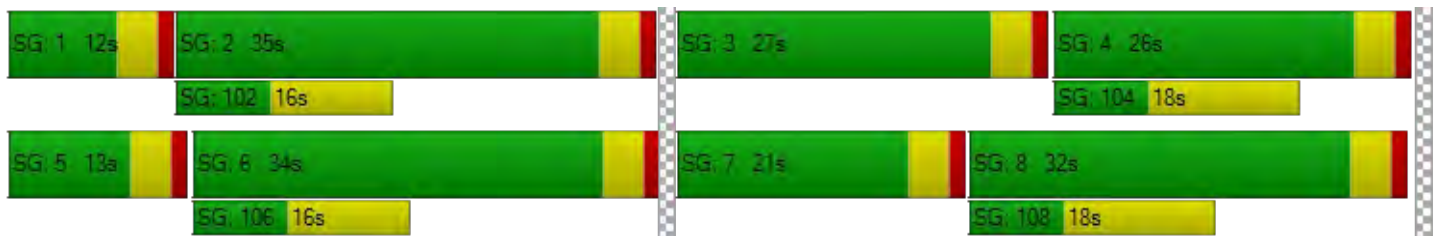
d_M, Delay for Movement [s/veh]	52.62	13.19	11.92	55.05	12.93	12.21	30.79	38.04	39.44	28.93	41.57	49.26
Movement LOS	D	B	B	E	B	B	C	D	D	C	D	D
d_A, Approach Delay [s/veh]	16.88			17.45			34.20			39.44		
Approach LOS	B			B			C			D		
d_I, Intersection Delay [s/veh]	23.78											
Intersection LOS	C											
Intersection V/C	0.475											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	39.64			39.64			39.64			39.64		
I_p,int, Pedestrian LOS Score for Intersectio	2.867			2.910			2.500			2.476		
Crosswalk LOS	C			C			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	600			620			560			440		
d_b, Bicycle Delay [s]	24.53			23.84			25.95			30.45		
I_b,int, Bicycle LOS Score for Intersection	2.172			2.193			2.152			1.888		
Bicycle LOS	B			B			B			A		

**Sequence**

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 7: Commerce Street at Avenue 45**

Control Type:	Two-way stop	Delay (sec / veh):	11.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.205

**Intersection Setup**

Name	Commerce Street		Avenue 45		Avenue 45	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↵↵		↑↑		↵↑	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

**Volumes**

Name	Commerce Street		Avenue 45		Avenue 45	
Base Volume Input [veh/h]	131	3	98	87	1	123
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	131	3	98	87	1	123
Peak Hour Factor	0.8740	0.8740	0.8740	0.8740	0.8740	0.8740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	1	28	25	0	35
Total Analysis Volume [veh/h]	150	3	112	100	1	141
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.20	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.18	8.89	0.00	0.00	7.66	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.76	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	19.11	0.24	0.00	0.00	0.06	0.00
d_A, Approach Delay [s/veh]	11.13		0.00		0.05	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.37					
Intersection LOS	B					

**Intersection Level Of Service Report**

**Intersection 8: Golf Center Parkway/Lorraine Street at Highway 111**

Control Type:	Signalized	Delay (sec / veh):	117.9
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.525

**Intersection Setup**

Name	Lorraine Street			Golf Center Parkway			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Lorraine Street			Golf Center Parkway			Highway 111			Highway 111		
Base Volume Input [veh/h]	10	10	14	475	7	325	381	336	17	8	188	332
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	10	14	475	7	325	381	336	17	8	188	332
Peak Hour Factor	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	3	4	123	2	84	98	87	4	2	49	86
Total Analysis Volume [veh/h]	10	10	14	490	7	335	393	347	18	8	194	343
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	7	10	0	7	10	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	52	0	0	52	0	19	27	0	11	19	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	9	0	0	9	0	0	4	0	0	6	0
Delayed Vehicle Green [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
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	C	C	R	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	48	48	48	15	29	29	1	15	15
g / C, Green / Cycle	0.53	0.53	0.53	0.17	0.32	0.32	0.01	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.19	0.89	0.21	0.22	0.10	0.10	0.00	0.10	0.22
s, saturation flow rate [veh/h]	175	561	1589	1781	1870	1838	1781	1870	1589
c, Capacity [veh/h]	145	378	845	297	600	590	25	315	268
d1, Uniform Delay [s]	20.36	26.12	12.50	37.50	23.02	23.02	43.93	34.73	37.43
k, delay calibration	0.11	0.50	0.11	0.20	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.82	159.39	0.30	155.18	1.32	1.35	7.03	8.75	152.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.23	1.31	0.40	1.32	0.31	0.31	0.32	0.62	1.28
d, Delay for Lane Group [s/veh]	21.18	185.51	12.81	192.68	24.34	24.37	50.96	43.48	189.90
Lane Group LOS	C	F	B	F	C	C	D	D	F
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.44	24.84	3.52	19.11	3.05	3.01	0.22	4.60	17.02
50th-Percentile Queue Length [ft/ln]	11.01	620.91	87.96	477.74	76.37	75.22	5.56	114.92	425.58
95th-Percentile Queue Length [veh/ln]	0.79	39.38	6.33	29.69	5.50	5.42	0.40	8.11	26.54
95th-Percentile Queue Length [ft/ln]	19.82	984.48	158.33	742.17	137.47	135.40	10.00	202.82	663.51

**Movement, Approach, & Intersection Results**

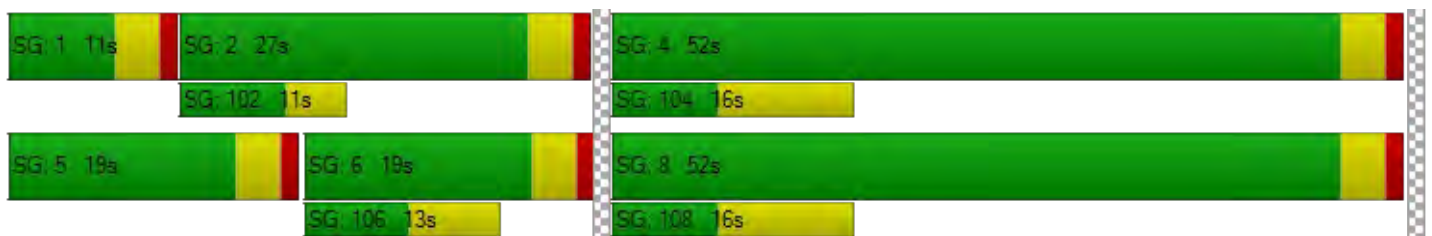
d_M, Delay for Movement [s/veh]	21.18	21.18	21.18	185.51	185.51	12.81	192.68	24.36	24.37	50.96	43.48	189.90
Movement LOS	C	C	C	F	F	B	F	C	C	D	D	F
d_A, Approach Delay [s/veh]	21.18			115.97			111.63			135.74		
Approach LOS	C			F			F			F		
d_I, Intersection Delay [s/veh]	117.93											
Intersection LOS	F											
Intersection V/C	1.525											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	34.67	34.67
I_p,int, Pedestrian LOS Score for Intersectio	1.742	2.709	2.609	3.314
Crosswalk LOS	A	B	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1067	1067	511	333
d_b, Bicycle Delay [s]	9.80	9.80	24.94	31.25
I_b,int, Bicycle LOS Score for Intersection	1.616	2.932	2.185	2.009
Bicycle LOS	A	C	B	B

**Sequence**

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





*APPENDIX C-V*

**EXISTING WITH AMBIENT GROWTH WITH PROJECT  
WITH CUMULATIVE PROJECTS WITH IMPROVEMENTS  
TRAFFIC CONDITIONS**

**Intersection Level Of Service Report**

**Intersection 8: Golf Center Parkway/Lorraine Street at Highway 111**

Control Type:	Signalized	Delay (sec / veh):	34.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.881

**Intersection Setup**

Name	Lorraine Street			Golf Center Parkway			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Lorraine Street			Golf Center Parkway			Highway 111			Highway 111		
Base Volume Input [veh/h]	2	5	5	279	2	432	299	239	3	4	218	423
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	5	5	279	2	432	299	239	3	4	218	423
Peak Hour Factor	0.8570	0.8570	0.8570	0.8570	0.8570	0.8570	0.8570	0.8570	0.8570	0.8570	0.8570	0.8570
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	1	81	1	126	87	70	1	1	64	123
Total Analysis Volume [veh/h]	2	6	6	326	2	504	349	279	4	5	254	494
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Split	Split	Split	Split	Split	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	4	5	2	0	1	6	0
Auxiliary Signal Groups						4,5						
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	10	7	10	0	7	10	0
Maximum Green [s]	0	30	0	0	30	30	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	25	0	0	28	28	32	17	0	40	25	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	7	0	7	0	0	7	0
Pedestrian Clearance [s]	0	9	0	0	9	9	0	4	0	0	6	0
Delayed Vehicle Green [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
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No	No	No	No		No	No	
Maximum Recall		No			No	No	No	No		No	No	
Pedestrian Recall		No			No	No	No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	C	C	R	L	C	C	L	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	24	61	26	65	65	1	41	41
g / C, Green / Cycle	0.03	0.22	0.56	0.23	0.59	0.59	0.01	0.37	0.37
(v / s)_i Volume / Saturation Flow Rate	0.01	0.18	0.32	0.20	0.08	0.08	0.00	0.14	0.31
s, saturation flow rate [veh/h]	1660	1781	1589	1781	1870	1861	1781	1870	1589
c, Capacity [veh/h]	92	389	884	415	1110	1105	18	694	590
d1, Uniform Delay [s]	51.93	41.25	15.87	40.30	9.83	9.83	54.10	25.20	31.60
k, delay calibration	0.11	0.21	0.50	0.24	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.76	9.41	2.66	9.92	0.24	0.24	8.14	1.49	13.31
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.15	0.84	0.57	0.84	0.13	0.13	0.28	0.37	0.84
d, Delay for Lane Group [s/veh]	52.69	50.67	18.53	50.21	10.07	10.07	62.24	26.69	44.91
Lane Group LOS	D	D	B	D	B	B	E	C	D
Critical Lane Group	Yes	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.40	9.19	8.04	9.97	1.50	1.49	0.18	5.02	13.73
50th-Percentile Queue Length [ft/ln]	9.99	229.79	200.97	249.22	37.42	37.27	4.42	125.55	343.20
95th-Percentile Queue Length [veh/ln]	0.72	14.16	12.69	15.15	2.69	2.68	0.32	8.70	19.80
95th-Percentile Queue Length [ft/ln]	17.98	354.09	317.22	378.68	67.36	67.09	7.96	217.43	495.11

**Movement, Approach, & Intersection Results**

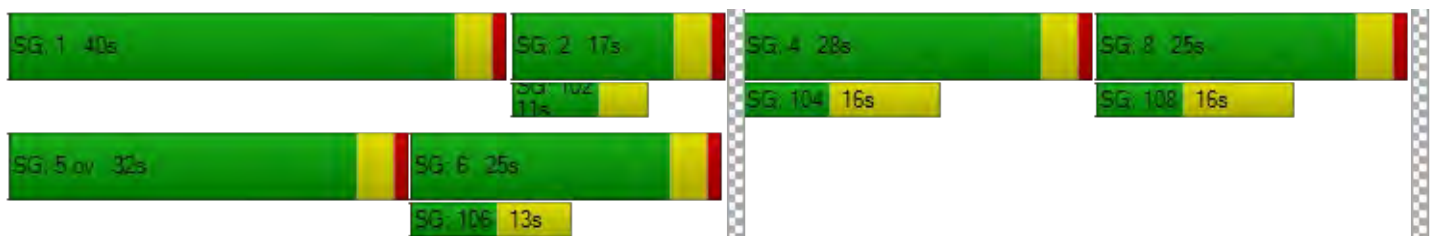
d_M, Delay for Movement [s/veh]	52.69	52.69	52.69	50.67	50.67	18.53	50.21	10.07	10.07	62.24	26.69	44.91
Movement LOS	D	D	D	D	D	B	D	B	B	E	C	D
d_A, Approach Delay [s/veh]	52.69			31.20			32.24			38.88		
Approach LOS	D			C			C			D		
d_I, Intersection Delay [s/veh]	34.22											
Intersection LOS	C											
Intersection V/C	0.881											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.58	44.58	44.58	44.58
I_p,int, Pedestrian LOS Score for Intersectio	1.735	2.769	2.629	2.620
Crosswalk LOS	A	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	382	436	236	382
d_b, Bicycle Delay [s]	36.03	33.64	42.79	36.03
I_b,int, Bicycle LOS Score for Intersection	1.583	2.932	2.081	2.181
Bicycle LOS	A	C	B	B

**Sequence**

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**

**Intersection 8: Golf Center Parkway/Lorraine Street at Highway 111**

Control Type:	Signalized	Delay (sec / veh):	42.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.851

**Intersection Setup**

Name	Lorraine Street			Golf Center Parkway			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Lorraine Street			Golf Center Parkway			Highway 111			Highway 111		
Base Volume Input [veh/h]	10	10	14	475	7	325	381	336	17	8	188	332
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	10	14	475	7	325	381	336	17	8	188	332
Peak Hour Factor	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	3	4	123	2	84	98	87	4	2	49	86
Total Analysis Volume [veh/h]	10	10	14	490	7	335	393	347	18	8	194	343
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Split	Split	Split	Split	Split	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	4	5	2	0	1	6	0
Auxiliary Signal Groups						4,5						
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	10	7	10	0	7	10	0
Maximum Green [s]	0	30	0	0	30	30	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	20	0	0	48	48	35	40	0	12	17	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	7	0	7	0	0	7	0
Pedestrian Clearance [s]	0	9	0	0	9	9	0	4	0	0	6	0
Delayed Vehicle Green [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
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No	No	No	No		No	No	
Maximum Recall		No			No	No	No	No		No	No	
Pedestrian Recall		No			No	No	No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	C	C	R	L	C	C	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	36	80	29	59	59	2	32	32
g / C, Green / Cycle	0.06	0.30	0.66	0.24	0.49	0.49	0.01	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.02	0.28	0.21	0.22	0.10	0.10	0.00	0.10	0.22
s, saturation flow rate [veh/h]	1545	1782	1589	1781	1870	1838	1781	1870	1589
c, Capacity [veh/h]	127	537	1055	425	924	908	25	504	428
d1, Uniform Delay [s]	54.44	40.59	8.59	44.63	17.04	17.04	58.59	35.74	40.85
k, delay calibration	0.11	0.29	0.15	0.35	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.12	16.00	0.23	21.78	0.48	0.49	7.03	2.22	14.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.27	0.92	0.32	0.92	0.20	0.20	0.32	0.39	0.80
d, Delay for Lane Group [s/veh]	55.56	56.60	8.82	66.41	17.53	17.54	65.63	37.96	55.39
Lane Group LOS	E	E	A	E	B	B	E	D	E
Critical Lane Group	Yes	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.04	15.98	3.32	13.80	2.93	2.88	0.29	4.91	11.02
50th-Percentile Queue Length [ft/ln]	25.94	399.51	82.90	345.07	73.21	72.07	7.21	122.67	275.44
95th-Percentile Queue Length [veh/ln]	1.87	22.54	5.97	19.90	5.27	5.19	0.52	8.54	16.46
95th-Percentile Queue Length [ft/ln]	46.70	563.41	149.21	497.40	131.78	129.73	12.98	213.48	411.53

**Movement, Approach, & Intersection Results**

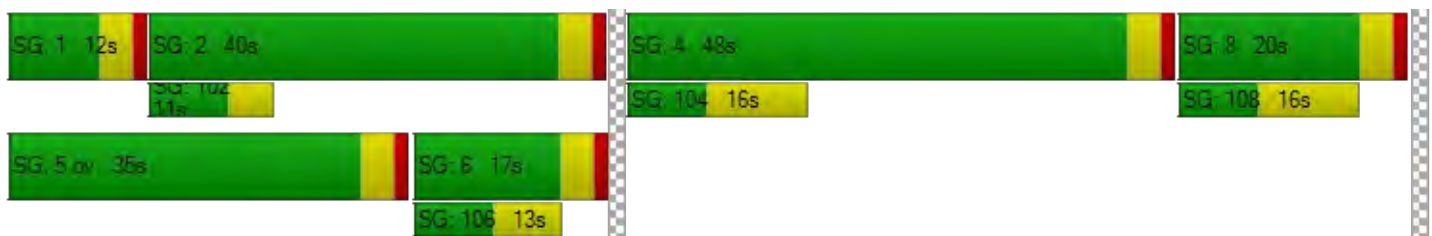
d_M, Delay for Movement [s/veh]	55.56	55.56	55.56	56.60	56.60	8.82	66.41	17.53	17.54	65.63	37.96	55.39
Movement LOS	E	E	E	E	E	A	E	B	B	E	D	E
d_A, Approach Delay [s/veh]	55.56			37.36			42.87			49.34		
Approach LOS	E			D			D			D		
d_I, Intersection Delay [s/veh]	42.58											
Intersection LOS	D											
Intersection V/C	0.851											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.51	49.51	49.51	49.51
I_p,int, Pedestrian LOS Score for Intersectio	1.756	2.723	2.623	2.631
Crosswalk LOS	A	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	267	733	600	217
d_b, Bicycle Delay [s]	45.07	24.07	29.41	47.71
I_b,int, Bicycle LOS Score for Intersection	1.616	2.932	2.185	2.009
Bicycle LOS	A	C	B	B

**Sequence**

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



## APPENDIX D

### PROJECT DRIVEWAY LEVEL OF SERVICE CALCULATION WORKSHEETS

*APPENDIX D-1*

**EXISTING WITH AMBIENT GROWTH WITH PROJECT  
TRAFFIC CONDITIONS**

**Intersection Level Of Service Report**  
**Intersection 9: Golf Center Parkway at Project DWY No.1**

Control Type:	Two-way stop	Delay (sec / veh):	32.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.270

**Intersection Setup**

Name	Golf Center Parkway		Golf Center Parkway		Project DWY No.1	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

**Volumes**

Name	Golf Center Parkway		Golf Center Parkway		Project DWY No.1	
Base Volume Input [veh/h]	625	101	185	818	64	213
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	625	101	185	818	64	213
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	164	27	49	215	17	56
Total Analysis Volume [veh/h]	658	106	195	861	67	224
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2




**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.00	0.23	0.01	0.27	0.36
d_M, Delay for Movement [s/veh]	0.00	0.00	10.54	0.00	32.06	23.42
Movement LOS	A	A	B	A	D	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.89	0.00	4.30	4.30
95th-Percentile Queue Length [ft/ln]	0.00	0.00	22.27	0.00	107.55	107.55
d_A, Approach Delay [s/veh]	0.00		1.95		25.41	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	4.48					
Intersection LOS	D					

**Intersection Level Of Service Report**  
**Intersection 10: Project DWY No.2 at Avenue 45**

Control Type:	Two-way stop	Delay (sec / veh):	13.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

**Intersection Setup**

Name	Project DWY No.2		Avenue 45		Avenue 45	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

**Volumes**

Name	Project DWY No.2		Avenue 45		Avenue 45	
Base Volume Input [veh/h]	3	99	90	254	184	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	99	90	254	184	3
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	26	24	67	48	1
Total Analysis Volume [veh/h]	3	104	95	267	194	3
Pedestrian Volume [ped/h]	0		0		0	



**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.11	0.07	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.52	9.36	7.73	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.40	0.40	0.17	0.08	0.00	0.00
95th-Percentile Queue Length [ft/ln]	9.95	9.95	4.18	2.09	0.00	0.00
d_A, Approach Delay [s/veh]	9.48		2.03		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.63					
Intersection LOS	B					

**Intersection Level Of Service Report**  
**Intersection 9: Golf Center Parkway at Project DWY No.1**

Control Type:	Two-way stop	Delay (sec / veh):	28.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.217

**Intersection Setup**

Name	Golf Center Parkway		Golf Center Parkway		Project DWY No.1	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

**Volumes**

Name	Golf Center Parkway		Golf Center Parkway		Project DWY No.1	
Base Volume Input [veh/h]	755	86	158	661	54	182
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	755	86	158	661	54	182
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	199	23	42	174	14	48
Total Analysis Volume [veh/h]	795	91	166	696	57	192
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2




**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.00	0.22	0.01	0.22	0.34
d_M, Delay for Movement [s/veh]	0.00	0.00	11.06	0.00	28.41	21.12
Movement LOS	A	A	B	A	D	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.83	0.00	3.34	3.34
95th-Percentile Queue Length [ft/ln]	0.00	0.00	20.73	0.00	83.46	83.46
d_A, Approach Delay [s/veh]	0.00		2.13		22.79	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	3.76					
Intersection LOS	D					

**Intersection Level Of Service Report**  
**Intersection 10: Project DWY No.2 at Avenue 45**

Control Type:	Two-way stop	Delay (sec / veh):	13.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

**Intersection Setup**

Name	Project DWY No.2		Avenue 45		Avenue 45	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

**Volumes**

Name	Project DWY No.2		Avenue 45		Avenue 45	
Base Volume Input [veh/h]	2	85	77	166	277	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	85	77	166	277	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	22	20	44	73	1
Total Analysis Volume [veh/h]	2	89	81	175	292	2
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.10	0.06	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.71	9.62	7.94	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.36	0.36	0.14	0.07	0.00	0.00
95th-Percentile Queue Length [ft/ln]	8.90	8.90	3.53	1.77	0.00	0.00
d_A, Approach Delay [s/veh]	9.71		2.51		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.38					
Intersection LOS	B					

*APPENDIX D-II*

**EXISTING WITH AMBIENT GROWTH WITH PROJECT  
WITH CUMULATIVE PROJECTS TRAFFIC CONDITIONS**

**Intersection Level Of Service Report**  
**Intersection 9: Golf Center Parkway at Project DWY No.1**

Control Type:	Two-way stop	Delay (sec / veh):	33.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.280

**Intersection Setup**

Name	Golf Center Parkway		Golf Center Parkway		Project DWY No.1	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

**Volumes**

Name	Golf Center Parkway		Golf Center Parkway		Project DWY No.1	
Base Volume Input [veh/h]	647	101	185	865	64	213
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	647	101	185	865	64	213
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	170	27	49	228	17	56
Total Analysis Volume [veh/h]	681	106	195	911	67	224
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

**Movement, Approach, & Intersection Results**




V/C, Movement V/C Ratio	0.01	0.00	0.24	0.01	0.28	0.37
d_M, Delay for Movement [s/veh]	0.00	0.00	10.68	0.00	33.78	24.68
Movement LOS	A	A	B	A	D	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.91	0.00	4.52	4.52
95th-Percentile Queue Length [ft/ln]	0.00	0.00	22.84	0.00	113.12	113.12
d_A, Approach Delay [s/veh]	0.00		1.88		26.77	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	4.52					
Intersection LOS	D					



**Intersection Level Of Service Report**  
**Intersection 10: Project DWY No.2 at Avenue 45**

Control Type:	Two-way stop	Delay (sec / veh):	13.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

**Intersection Setup**

Name	Project DWY No.2		Avenue 45		Avenue 45	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

**Volumes**

Name	Project DWY No.2		Avenue 45		Avenue 45	
Base Volume Input [veh/h]	3	99	90	277	189	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	99	90	277	189	3
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	26	24	73	50	1
Total Analysis Volume [veh/h]	3	104	95	292	199	3
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.11	0.07	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.74	9.38	7.74	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.40	0.40	0.17	0.08	0.00	0.00
95th-Percentile Queue Length [ft/ln]	10.00	10.00	4.18	2.09	0.00	0.00
d_A, Approach Delay [s/veh]	9.51		1.90		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.52					
Intersection LOS	B					

**Intersection Level Of Service Report**  
**Intersection 9: Golf Center Parkway at Project DWY No.1**

Control Type:	Two-way stop	Delay (sec / veh):	30.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.226

**Intersection Setup**

Name	Golf Center Parkway		Golf Center Parkway		Project DWY No.1	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

**Volumes**

Name	Golf Center Parkway		Golf Center Parkway		Project DWY No.1	
Base Volume Input [veh/h]	795	86	158	686	54	182
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	795	86	158	686	54	182
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	209	23	42	181	14	48
Total Analysis Volume [veh/h]	837	91	166	722	57	192
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2




**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.00	0.23	0.01	0.23	0.35
d_M, Delay for Movement [s/veh]	0.00	0.00	11.35	0.00	30.17	22.48
Movement LOS	A	A	B	A	D	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.87	0.00	3.56	3.56
95th-Percentile Queue Length [ft/ln]	0.00	0.00	21.71	0.00	89.03	89.03
d_A, Approach Delay [s/veh]	0.00		2.12		24.24	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	3.83					
Intersection LOS	D					

**Intersection Level Of Service Report**  
**Intersection 10: Project DWY No.2 at Avenue 45**

Control Type:	Two-way stop	Delay (sec / veh):	14.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

**Intersection Setup**

Name	Project DWY No.2		Avenue 45		Avenue 45	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

**Volumes**

Name	Project DWY No.2		Avenue 45		Avenue 45	
Base Volume Input [veh/h]	2	85	77	174	298	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	85	77	174	298	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	22	20	46	78	1
Total Analysis Volume [veh/h]	2	89	81	183	314	2
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.10	0.07	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.06	9.71	8.00	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.36	0.36	0.14	0.07	0.00	0.00
95th-Percentile Queue Length [ft/ln]	9.08	9.08	3.53	1.77	0.00	0.00
d_A, Approach Delay [s/veh]	9.80		2.45		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.29					
Intersection LOS	B					