APPENDIX H:
TRAFFIC IMPACT ANALYSIS

TRAFFIC IMPACT ANALYSIS

for the Proposed

HOME DEPOT PROJECT

on

TWENTY-NINE PALMS HIGHWAY /SR-62

EAST OF AVALON AVENUE

Prepared for

THE TOWN OF YUCCA VALLEY

and

MICHAEL BRANDMAN ASSOCIATES

July, 2005

Prepared by

ALBERT GROVER & ASSOCIATES

TRANSPORTATION CONSULTING ENGINEERS

ALBERT GROVER & ASSOCIATES

July 7, 2005

Mr. Shane R. Stueckle
Deputy Town Manager
Town of Yucca Valley
38928 Business Center Drive
Yucca Valley, California 92284

RE: Traffic Impact Analysis for the Home Depot Project

Dear Mr. Stueckle:

Albert Grover & Associates (AGA) is pleased to present to the Town of Yucca Valley this evaluation of traffic and circulation impacts associated with the development of the Home Depot Project on Twenty-Nine Palms Highway (State Route 62) east of Avalon Avenue. This evaluation is specifically for use in the preparation of the Environmental Impact Report (EIR) for this project by Michael Brandman Associates.

The project site is a (currently) vacant 19.74 acre parcel located on the south side of Twenty-Nine Palms Highway (SR-62) approximately ¼ mile east of Avalon Avenue. The Home Depot Project will include the Home Depot Home Improvement Superstore, with 104,456 square feet of retail use plus 35,200 square feet of garden center; 34,610 square feet of additional retail uses; and 3,000 square feet of restaurant (fast food with drive through) use. Included as part of the project will be a new signalized driveway access (to be shared with the pending proposed adjacent Yucca Valley Retail Center) and a right-in, right-out only access on SR-62, both of which will required approval from Caltrans, and an access to Avalon Street at Palisade Drive. Palisade Drive east of Avalon Street will be constructed as part of these two developments.

It should be noted that applications have been filed with the Town of Yucca Valley for approval of the Yucca Valley Retail Center (YVRC), a development immediately west of the proposed Home Depot development, on the southeast corner of the intersection of SR-62 and Avalon Avenue, consisting of a major retail store, gas station, and fast food restaurant. Because of uncertainties relative to the timing of the proposed YVRC project, separate analyses were conducted in this Traffic Impact Analysis for "with" and "without" YVRC scenarios. If the Home Depot project is constructed first, the involved property owners have decided that the new signal on

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SR-62 will be constructed by Home Depot and that appropriate frontage in front of both sites will be dedicated to Caltrans to allow for the City's 134-foot right-of-way, plus 12 additional feet for right turn/acceleration/deceleration lanes.

Should you have any questions regarding any aspects of this study, please contact me.

Respectfully submitted,

ALBERT GROVER & ASSOCIATES

Albert L. Grover
President & Chief Executive Officer

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This Traffic Impact Analysis has been prepared
under the direction of
Albert L. Grover
Registered Professional Civil and Traffic Engineer

TRAFFIC No. 0860

DATE: 7-7-05

SECTION 1.0 INTRODUCTION

This traffic study was prepared to evaluate the potential traffic circulation impacts of the proposed Home Depot Project in the Town of Yucca Valley. While the project does not meet the threshold of 1,000 peak hour trips from a retail development that would trigger the preparation of a traffic impact analysis pursuant to the requirements of the San Bernardino County Congestion Management Program (CMP), this traffic study has been developed in general compliance with CMP requirements that are relevant for a project of the size and scope of this proposed project.

a. Project Location

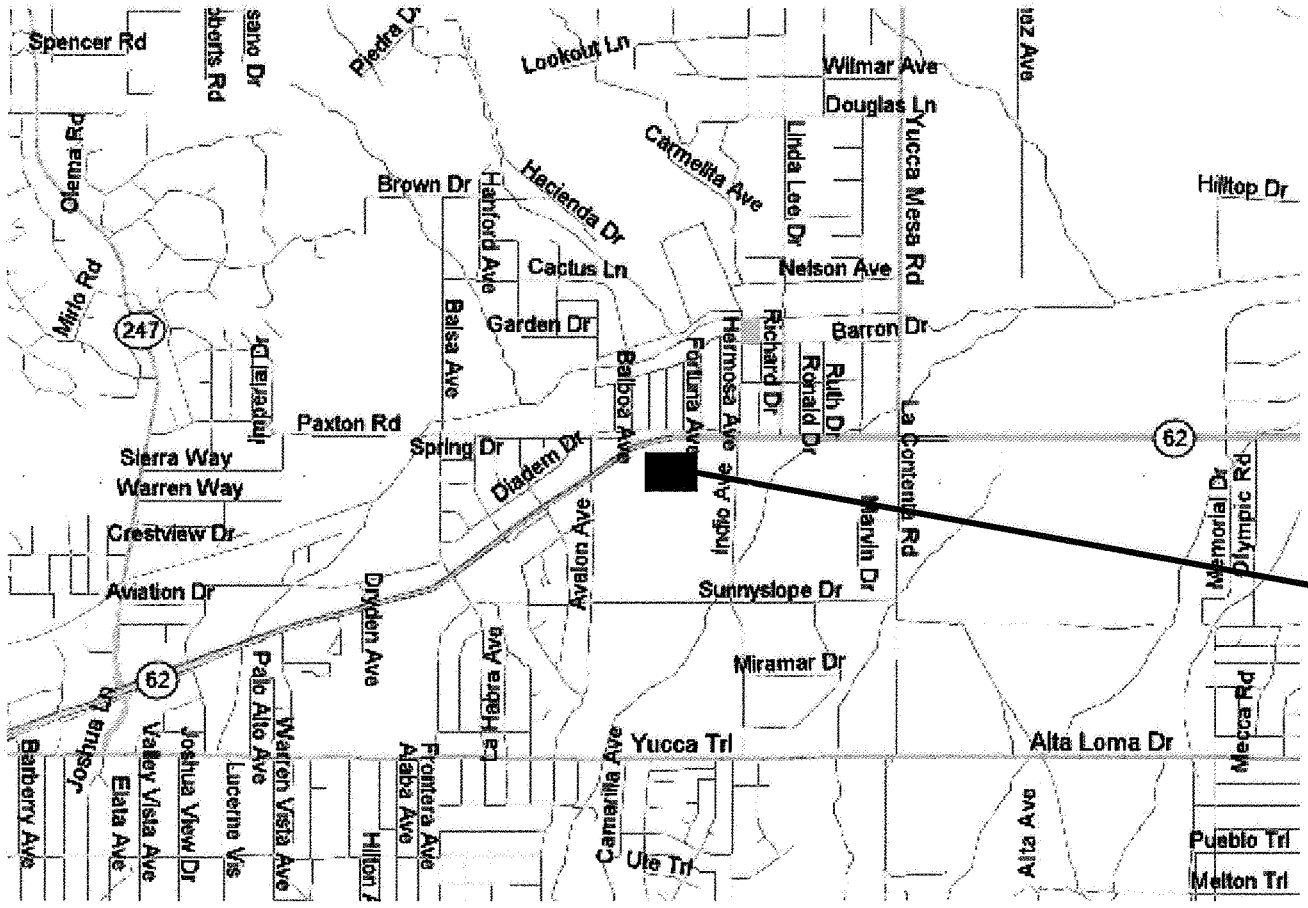
The currently vacant project site is a 19.74 acre parcel located on the south side of Twenty-Nine Palms Highway (State Route 62, or SR 62) approximately ¼ mile east of Avalon Avenue in the Town of Yucca Valley. Figure 1-1 depicts the project location in a regional context. Vacant parcels exist on the west, south, and east sides of the project site. SR 62 is adjacent to the project site to the north, and is access controlled on the north side (i.e., local/Town streets to the north cannot access the State highway in this vicinity).

b. Project Description

The Home Depot Project consists of a Home Depot Home Improvement Superstore, a fast food drive-through restaurant, and additional retail development. The proposed Site Plan is shown on Figure 1-2. The Home Depot Home Improvement Superstore consists of 102,083 square feet of retail use; 2,373 square feet of vestibule area (entry/exit vestibule and lumber vestibule); and 35,200 square feet of garden center. The fast food with drive-through restaurant use encompasses 3,000 square feet. The additional retail use consists of three separate uses totaling 34,610 square feet. The fast food and additional retail uses are to be located north of the proposed Home Depot between the main parking area and the State highway.

Access to the project site will be obtained at three locations: two accesses on SR 62, and one access on Avalon Avenue. One of the two accesses on SR 62 will be a signalized driveway at the west side of the Home Depot Project site, and the other will be a right-in, right-out only driveway at the east side of the site. The access on Avalon Avenue will be full access (left and right in and out), and is an extension of Palisade Drive (which is an existing roadway west of Avalon Avenue). Delivery truck ingress will be primarily via the eastern right-in/right-out driveway, as the majority of deliveries are anticipated to arrive from west of the project site via SR 62. Delivery truck egress will be via either the signalized driveway on SR 62 or the Avalon Avenue/Palisade Drive intersection and then north on Avalon Avenue to SR 62.

Parking will be provided on site for 832 vehicles. This exceeds the Town of Yucca Valley requirement of 718 parking stalls for a development of this size and nature.



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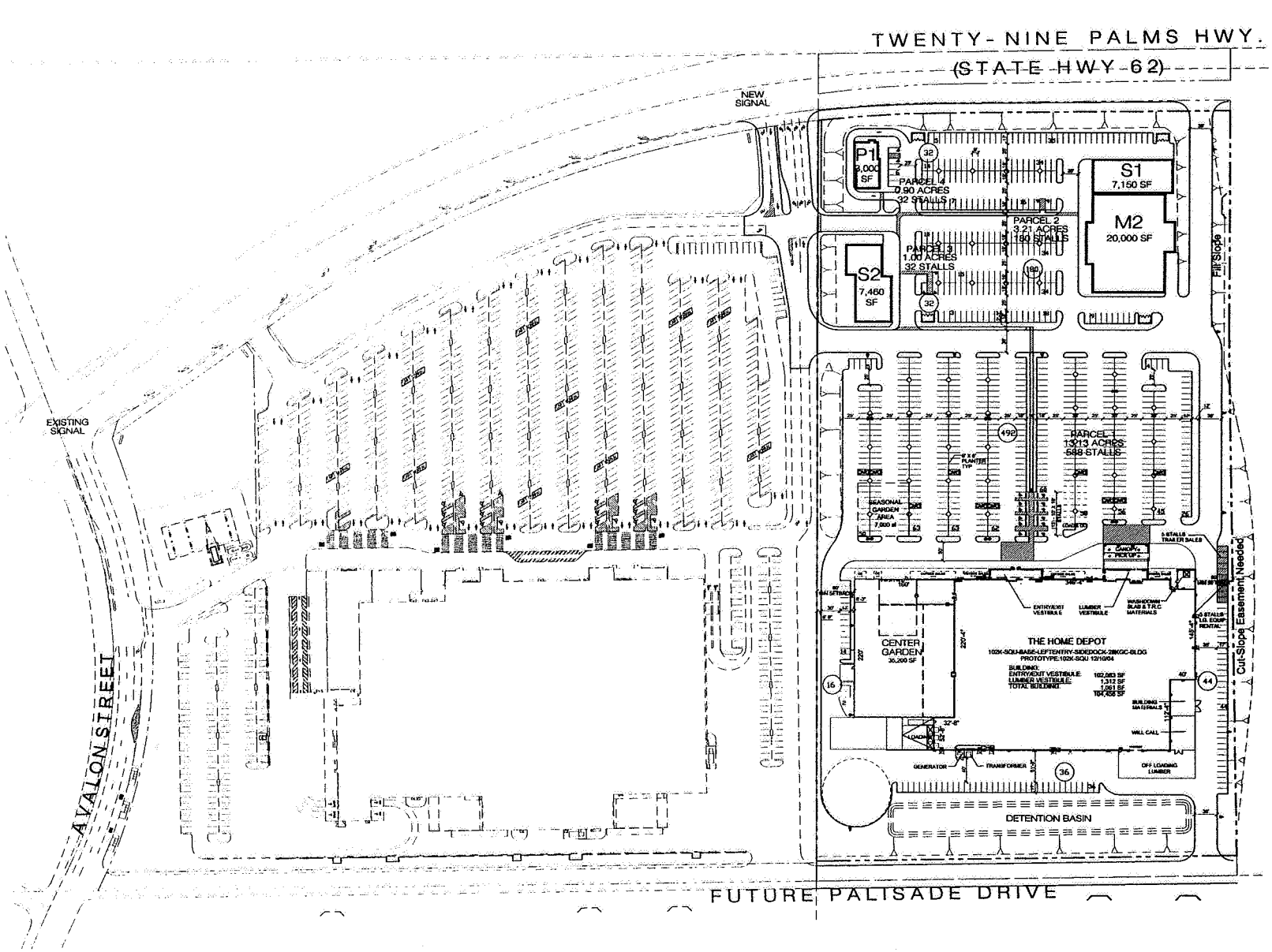
Vicinity Map

FIGURE 1-1



THE HOME DEPOT
SEQ 29 PALMS & AVALON ROAD
Yucca Valley, CA

CA-C-B341-K

REEC Name:
YUCCA VALLEY, CALIFORNIA

VICINITY MAP N.T.S. NORTH

Home Depot Summary:

Site Area:		
Home Depot Site Gross:	(591,442 sf)	13.58 ac
Home Depot Site Net:	(570,127 sf)	13.09 ac
THD Site Coverage Ratio:		24.0%
Building Area:		
The Home Depot:		102,083 sf
Outdoor Garden Center:		35,200 sf
THD Total Area:		137,283 sf
Parking Stall Count:		
Parking Required:		
The Home Depot @ 1/250:		409 stalls
Garden Center @ 1/250:		141 stalls
THD Total Required:		550 stalls
Parking Provided:		
Customer:		552 stalls
Overflow:		36 stalls
THD Total Provided:		588 stalls
THD Ratio Provided:		4.28/1,000 sf
THD Fixed Field Provided:		492 stalls

Project Summary:

Site Area:		
SITE GROSS:	(859,868 sf)	19.74 ac
SITE NET:	(792,478 sf)	18.19 ac
Site Coverage Ratio:	(based on Site Net)	22.07 %
Building Area:		
The Home Depot:		102,083 sf
Outdoor Garden Center:		35,200 sf
M 2:		20,000 sf
P 1:		3,000 sf
S 1:		7,150 sf
S 2:		7,460 sf
Total Area:		174,693 sf
Parking Stall Count:		
Parking Required:		
Retail (136,693 sf @ 1/250):		547 stalls
Restaurant (3,000 sf @ 1/100):		30 stalls
Garden Center (35,200 sf @ 1/250):		141 stalls
Total Required:		718 stalls
Parking Provided:		832 stalls
Parking Ratio:		4.76/1,000
Zoning Classification:		
Existing:		CG - General Commercial
Proposed:		CG - General Commercial

0 60' 120'
SCALE 1" = 60'-0" NORTH

Project No.:	441341.012
Plot Scale:	1 = 1
Issue Date:	06/06/2005
Prepared By:	Carol Williams
S. D. C.:	Art Casanova
R. E. Manager:	George Ray

CONCEPTUAL SITE PLAN 'K'

YUCCA VALLEY, CALIFORNIA

Carter=Burgess
ARCHITECTURE · ENGINEERING · INTERIORS · PLANNING
4 HUTTON CENTRE DR., STE. 800 (714) 327-1600
SANTA ANA, CA 92707 FAX (714) 327-1601

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SITE PLAN

FIGURE 1-2

It should be noted that applications have been submitted to the Town for the development of the Yucca Valley Retail Center, consisting of a major retail store, gas station, and fast food restaurant with drive-through on the parcel immediately west of the Home Depot Project site and east of Avalon Avenue. Because the timing of the opening of the Yucca Valley Retail Center (hereinafter referred to as the YVRC) development is indefinite at this time, it is assumed that the signalized driveway access located between the Home Depot Project and the YVRC, which will serve as the primary access for both developments, will be constructed as part of the Home Depot Project.

c. Project Study Area

The project study area consists of a total of 23 intersections, including 19 existing intersections, as follow:

- Inca Trail/Twenty-Nine Palms Highway (SR 62)
- Pioneertown Road-Deer Trail/Twenty-Nine Palms Highway (SR 62)
- Sage Avenue/Twenty-Nine Palms Highway (SR 62)/Yucca Trail
- Old Woman Springs Road (SR 247)/Aberdeen Drive
- Old Woman Springs Rd (SR 247)/Buena Vista Dr-Skyline Ranch Rd
- Old Woman Springs Rd (SR 247)/Twenty-Nine Palms Highway (SR 62)
- Joshua Lane/Yucca Trail
- Joshua Lane/Onaga Trail
- Balsa Avenue-Hanford Avenue/Twenty-Nine Palms Highway (SR 62)
- Avalon Avenue/Twenty-Nine Palms Highway (SR 62)
- Avalon Avenue/Palisade Drive
- Avalon Avenue-Palomar Avenue/Yucca Trail
- Palomar Avenue/Joshua Lane
- Yucca Mesa Road/Buena Vista Drive
- Yucca Mesa Rd-La Contenta Road/Twenty-Nine Palms Highway (SR 62)
- La Contenta Road/Yucca Trail
- Sunny Vista Road/Alta Loma Drive
- Park Boulevard/Twenty-Nine Palms Highway (SR 62)
- Alta Loma Drive/Park Boulevard-Quail Springs Road

The two proposed site access locations (i.e., new intersections) are as follow:

- Twenty-Nine Palms Highway (SR 62)/Signalized Project Drive (Tee intersection) on the west side of the site
- Twenty-Nine Palms Highway (SR 62)/Right-In/Right-Out Drive on the east side of the site.

It should be noted that the Avalon Avenue/Palisade Drive intersection, which is currently a Tee intersection without an east leg, will be modified as part of this project to a full, four-legged intersection. The existing west leg will ultimately need to be realigned to achieve proper intersection alignment.

Additionally, for the scenarios that include the YVRC in place (as described below), two additional driveway intersections on the YVRC parcel were analyzed: a right-in/right-out only driveway access on SR 62 approximately 300 feet east of Avalon Avenue, and a full access driveway on Avalon Avenue approximately 300 feet south of SR 62. Traffic utilizing these accesses would be primarily destined for the YVRC land uses.

Study area intersections are identified on Figure 1-3.

d. Scenarios Evaluated

This traffic impact analysis evaluates the existing traffic conditions within the study area and the potential traffic impacts of the proposed Home Depot Project, including short and long-term growth in accordance with the City's General Plan for various scenarios, as described below:

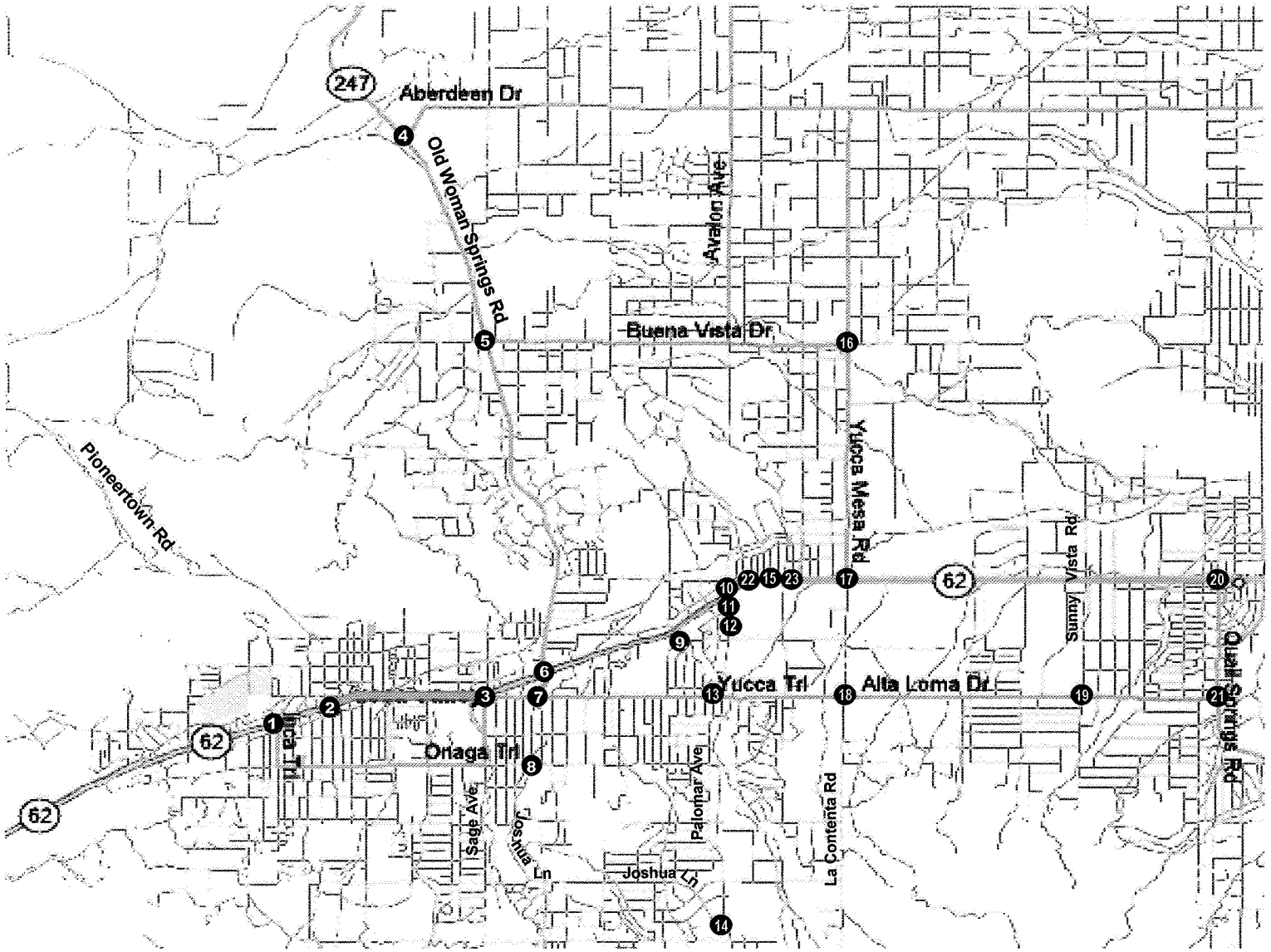
- Opening Year (2007) traffic conditions without YVRC or Home Depot.
- Opening Year (2007) traffic conditions with Home Depot without YVRC.
- Opening Year (2007) traffic conditions with Home Depot with YVRC.
- Future Year (2030) build-out traffic conditions.
- Future Year (2030) build-out traffic conditions without Home Depot.

e. Analysis Methodology

As previously noted, scenarios evaluated included existing traffic conditions, Opening Day traffic conditions (2007) both without and with the adjacent YVRC project in place, and Future Year (2030) traffic conditions. The PM peak hour was analyzed, as this is the time period when the combination of project site traffic and background traffic is at its maximum. Following is an overview of the methodology utilized to determine appropriate traffic volumes for each scenario analyzed. A discussion of the methodology utilized to determine Level of Service (LOS) at study intersections is also presented.

To establish baseline existing traffic conditions, PM peak hour turning movement counts (TMCs) were collected at all existing 19 study intersections. These counts were collected during April and May of 2005. All counts were collected on Tuesdays, Wednesdays, or Thursdays. Based on existing intersection geometrics and traffic controls, the existing LOS at the 19 study intersections was determined by utilizing the WEBSTER Program, as discussed later in this section.

One method of developing future year traffic volume forecasts for both Opening Day (2007) and Future Year (2030) evaluations involves the use of an approved local or regional traffic model; however, there are no current traffic volume forecasts available from an up-to-date traffic model for the Town of Yucca Valley or the surrounding vicinity. Therefore, traffic volumes for future year scenarios, both Opening Day (2007) and Future Year (2030), were derived from the Town of Yucca Valley's General Plan traffic model data as presented in the General Plan EIR.



ALBERT GROVER & ASSOCIATES	**Study Area Intersections**	**FIGURE 1-3**

The model data consisted of ADT volumes for a base year (1994) and for a build-out year (assumed to be 2025). Then, by determining the typical PM peak hour directional splits via field measured data gathered in 2004, the model data was processed to yield PM peak hour approach and departure volumes for each study intersection for both the 1994 base year and the 2025 build-out year. The final step was to gather recent 2005 TMCs at each intersection and add the remaining model growth to first obtain Opening Year (2007) TMCs and second, Future Year (2030) TMCs. This post-processing to convert approach departure volumes to TMCs was accomplished using the well-established procedures documented in the U.S. Department of Transportation, Transportation Research Board, National Cooperative Highway Research Program Report 255 (NCHRP 255).

It should be noted that even though build-out has been estimated to occur by 2025, the traffic projections have been expanded to 2030 in order to satisfy other agencies (such as Caltrans) requirements for future year analyses. This was deemed necessary because a large number of study intersections are on SR 62, and Caltrans approval of any identified mitigations involving SR 62 will require LOS analysis for Future Year 2030. This general approach has been discussed with Town staff and is also similar to the methodology used by other consultants working on other Town projects.

Because any given post-processing of the Town's traffic model data is always based on the most recent actual traffic count data, there will always be minor fluctuations of the future projections. This is a normal occurrence with the post-processing of model data, but as the time of such analysis gets closer and closer to the build-out year, the accuracy of the future traffic projections becomes better and better. What this means is that the actual future projections for any two independent studies will hardly ever be identical, but nearly always will result in very similar LOS and mitigation findings.

Determination of LOS at signalized study intersections for all scenarios was accomplished by utilizing the WEBSTER program. WEBSTER is an interactive simulation and analysis program that provides for signal timing development, capacity analysis, queuing analysis, LOS determination, and numerous "What If" scenarios for individual intersections. WEBSTER is an acronym for **WE**bster **B**ased **S**ignal **T**iming **E**valuation **R**outine. The program is a valuable tool for both short and long-term planning purposes, for signal design determinations, and for operational evaluations.

WEBSTER has been verified to provide identical delay and LOS results to the Highway Capacity Software (HCS) if the inputs are the same for both programs. The WEBSTER program determines the LOS based on the Year 2000 Highway Capacity Manual (HCM) methodology as follows:

Level of Service	Veh. Delay (seconds)
A (minimal delay)	0 to 10
B (short delay)	10.1 to 20
C (average delay)	20.1 to 35
D (long delay)	35.1 to 55
E (very long delay)	55.1 to 80
F (extreme delay or jammed)	Over 80 or V/C $\geq$ 1.00

The WEBSTER program can be used to obtain three different solutions: minimum delay cycle time to serve vehicles only, pre-determined cycle time such as existing splits or desired splits, and required optimum cycle time to satisfy both pedestrians and vehicles.

The main input data for WEBSTER are:

- Peak Hour Turning Movement Counts
- Phasing Sequence
- Saturation Flow Rates and Number of Lanes
- Minimum Split Times for Pedestrians
- Progression Factors for Signal Coordination

Using WEBSTER, it is possible to test various scenarios at the study intersection. That is, WEBSTER can be run several times at the study intersections to test the impact of various conditions. This is useful for traffic impact analysis and EIR for both "before" and "after" conditions. Additionally, WEBSTER is a useful tool in street/intersection improvement evaluations. The program can be used to evaluate the existing signal timing at a particular intersection or to identify the optimum cycle length when developing new coordination timing, as well as to develop the splits (green times for each separate movement) at an intersection.

The output features of WEBSTER include the following:

- Provides the capability to optimize the green splits at the intersections using the HCM 2000 control delay equation.

- Identifies the optimum (i.e., minimum delay) cycle length for either vehicles-only or considering both vehicles and pedestrian clearance times.

- Calculates delay for each lane group and determines the intersection LOS per HCM 2000.

- Provides the average queue (in vehicles) and the design queue length or required storage length (in feet) at the study intersections, based on certain

input data and on a per lane basis. The design queue is 1.5 times the average queue per the Caltrans Design Manual.

- Allows the user to optimize splits while satisfying all minimum split times, including pedestrian crossing times.

- Optimizes traffic signal settings and/or measures project traffic impacts at a single signalized intersection.

- Evaluates protected/permissive left-turn phasing and considers signal coordination benefits in the analysis.

Determination of LOS at two-way and four-way STOP-controlled study intersections for all scenarios was accomplished by use of Highway Capacity Software (HCS) and/or TRAFFIX.

2.0 EXISTING CONDITIONS

a. Existing Roadway System

Primary access to the Home Depot Project site will be via SR 62 and Avalon Avenue, which is called Palomar Avenue south of Yucca Trail. In the vicinity of the project site, SR 62 is a four-lane roadway (two through lanes in each direction) with a center two-way left turn lane. South of SR 62, in the vicinity of the project site, Avalon Avenue is a two-lane roadway.

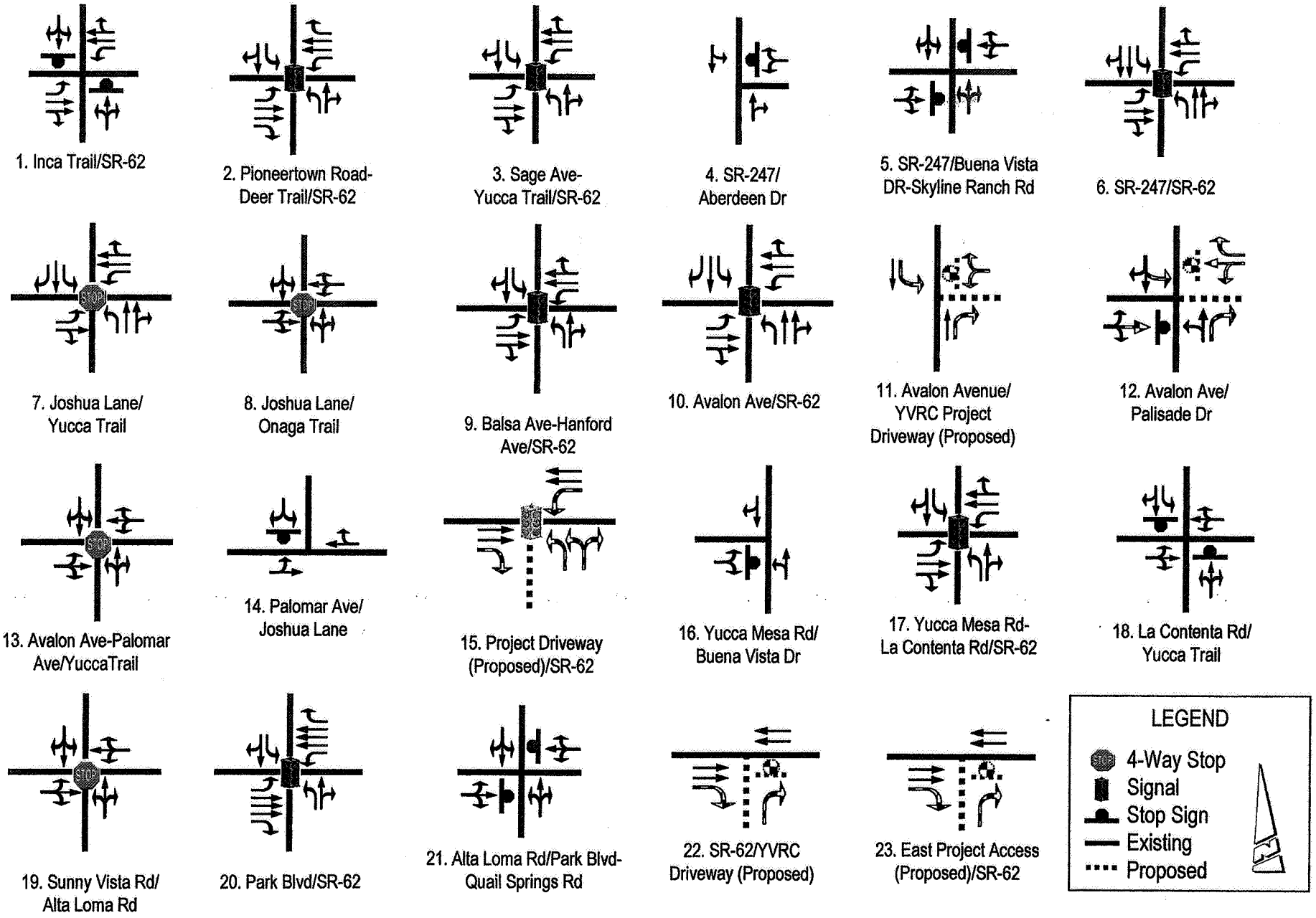
Existing lane geometry and traffic control devices at study intersections and at proposed new site accesses are shown on Figure 2-1.

b. Existing Traffic Volumes

PM peak hour turning movement counts were collected at all study intersections during May and June 2005, on Tuesdays, Wednesdays, and Thursdays only. Count sheets are provided in Appendix A. Additionally, vehicle classification counts (also included in Appendix A) were collected at all study intersections on SR 62. The average of these percentages was assumed to represent the truck percentages at non-State highway intersections. PCE volumes were calculated using a PCE factor of 1.5 for two-axle trucks, 2.0 for three-axle trucks, and 3.0 for four or more axle trucks. Existing PCE PM peak hour turning movement volumes are shown on Figures 2-2 (A) and (B). These PCE factors are in accordance with the SANBAG CMP guidelines.

c. Existing Level of Service

LOS analyses were conducted for all existing study intersections. The existing LOS of these intersections are summarized in Table 1. LOS worksheets are included in Appendix B. The Town of Yucca Valley has established LOS D as the minimum acceptable LOS. As indicated in Table 1, all study intersections currently operate at an acceptable LOS, except for the Inca Trail/SR 62 intersection, which currently operates at LOS F, and the Old Woman Springs Road (SR 247)/Buena Vista Drive-Skyline Ranch Road intersection, which currently operates at LOS E. To mitigate the existing unacceptable LOS at these locations would require signalization of these (presently) STOP controlled intersections. This mitigation is discussed more fully in Section 3 of this report.



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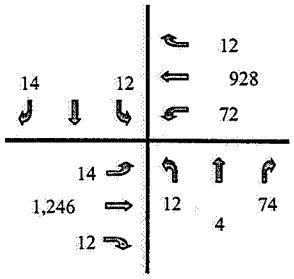
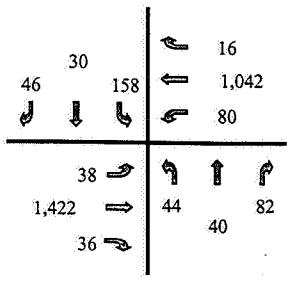
Intersection Geometrics & Controls

FIGURE 2-1

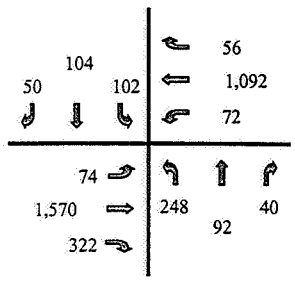
1. Inca Trail @ SR-62



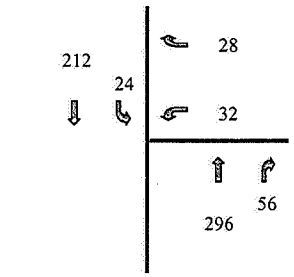
2. Pioneertown Road/Deer Trail @ SR-62



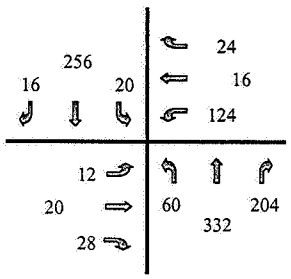
3. Sage Avenue/Yucca Trail @ SR-62



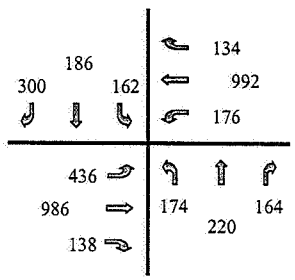
4. SR-247 @ Aberdeen Drive



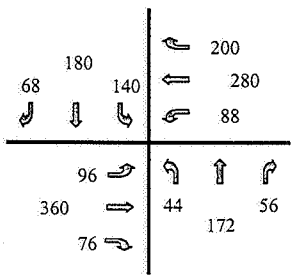
5. SR-247 @ Buena Vista Drive/Skyline Ranch Road



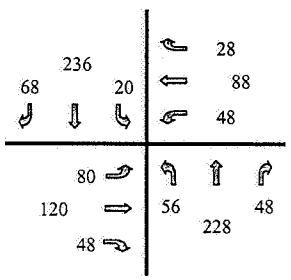
6. SR-247 @ SR-62



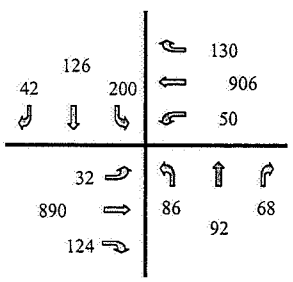
7. Joshua Lane @ Yucca Trail



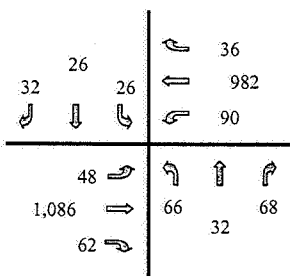
8. Joshua Lane @ Onaga Trail



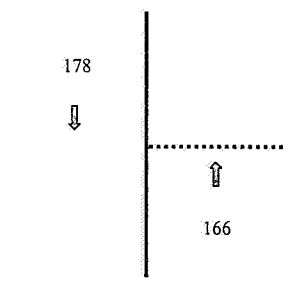
9. Balsa Ave/Hanford Ave @ SR-62



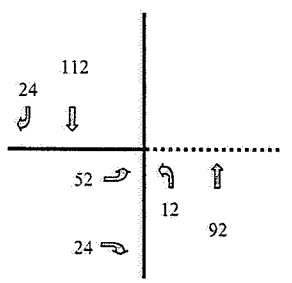
10. Avalon Avenue @ SR-62



11. Avalon Ave @ YuccaValley Retail Center (proposed)



12. Avalon Avenue @ Palisade Drive

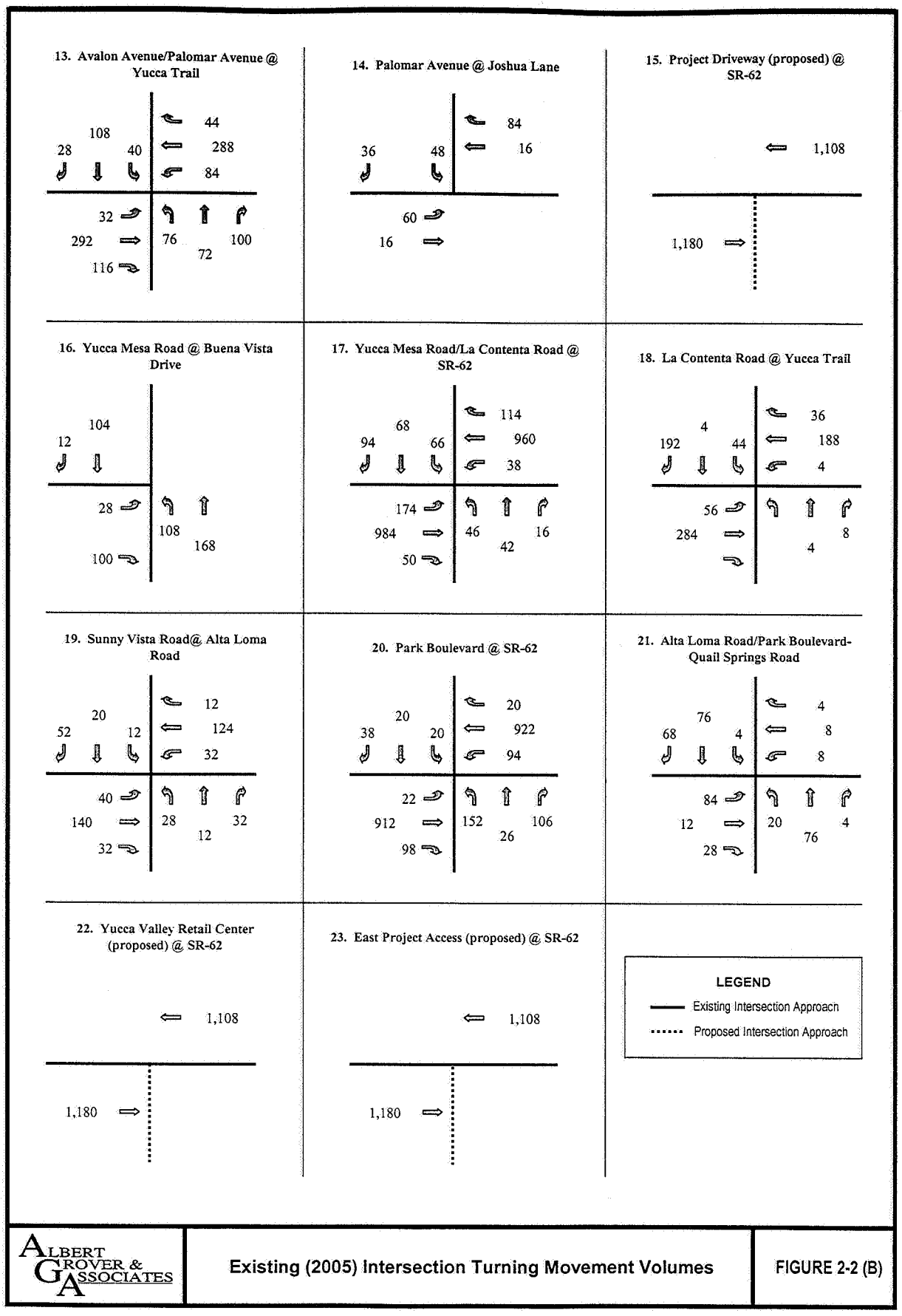


ALBERT GROVER & ASSOCIATES

Existing (2005) Intersection Turning Movement Volumes

FIGURE 2-2 (A)

Fig 2-2 & 3-6 Existing 2005 with 2007 Comparison.xls [2005 Existing TMC] 6/28/2005



ALBERT GROVER & ASSOCIATES

Existing (2005) Intersection Turning Movement Volumes

FIGURE 2-2 (B)

Fig 2-2 & 3-6 Existing 2005 with 2007 Comparison.xls [2005 Existing TMC] 6/28/2005

Table 1: Existing (2005) Intersection Levels of Service

#	Intersection	Control	V/C	Delay	LOS
1	Inca Trail @ SR-62	TWSC	-	72.7	F*
2	Pioneertown Road/Deer Trail @ SR-62	Signal	0.53	12.0	B
3	Sage Avenue/Yucca Trail @ SR-62	Signal	0.72	16.0	B
4	SR-247 @ Aberdeen Drive	TWSC	-	12.2	B
5	SR-247 @ Buena Vista Drive/Skyline Ranch Road	TWSC	-	41.8	E*
6	SR-247 @ SR-62	Signal	0.79	34.0	C
7	Joshua Lane @ Yucca Trail	AWSC	-	28.7	D
8	Joshua Lane @ Onaga Trail	AWSC	-	14.3	B
9	Balsa Avenue/Hanford Avenue @ SR-62	Signal	0.48	17.0	B
10	Avalon Avenue @ SR-62	Signal	0.43	14.0	B
11	Avalon Avenue @ YuccaValley Retail Center (proposed)	TWSC	(Proposed)		
12	Avalon Avenue @ Palisade Drive	TWSC	-	10.0	A
13	Avalon Avenue/Palomar Avenue @ Yucca Trail	AWSC	-	23.1	C
14	Palomar Avenue @ Joshua Lane	TWSC	-	9.5	A
15	Project Driveway (proposed) @ SR-62	Signal	(Proposed)		
16	Yucca Mesa Road @ Buena Vista Drive	TWSC	-	10.4	B
17	Yucca Mesa Road/La Contenta Road @ SR-62	Signal	0.49	25.0	C
18	La Contenta Road @ Yucca Trail	TWSC	-	7.8	A
19	Sunny Vista Road@ Alta Loma Drive	AWSC	-	8.7	A
20	Park Boulevard @ SR-62	Signal	0.35	22.0	C
21	Alta Loma Road @ Park Blvd/Quail Springs Rd	TWSC	-	10.9	B
22	Yucca Valley Retail Center (proposed) @ SR-62	RTO	(Proposed)		
23	East Project Access (proposed) @ SR-62	RTO	(Proposed)		

* Exceeds LOS acceptable level.

V/C = Volume/Capacity ratio

Delay = Average control delay in seconds. At unsignalized intersections, worst case approach reported

(NOTE: LOS delay thresholds are different for signalized intersections versus STOP-controlled intersections)

LOS = Level of Service

TWSC = Two-Way Stop Control

AWCS = All-Way Stop Control

NA = Not Applicable

RTO = Right Turn Only

3.0 FUTURE CONDITIONS

a. Project Trip Generation

Trip generation estimates for the proposed Home Depot project were developed utilizing rates from Trip Generation, Institute of Transportation Engineers (ITE), 7th Edition (2003) and applying those rates to the individual land uses included as part of the project.

For the Home Depot itself, the rates of Home Improvement Superstore (ITE Land Use 862) were used. For the fast food with drive-through, the rates for Fast-Food Restaurant with Drive-Through Window (ITE Land Use 939) were used. For the additional retail development proposed on the project site, the rates for Specialty Retail Center (ITE Land Use 814) were used. Project trip generation is detailed on Table 2.

Because the combination of site generated traffic and on-street background traffic is highest during the PM peak hour, all analyses were conducted for that time period.

As shown on Table 2, the Home Depot Project is expected to generate 7,184 overall trips per day, with 540 overall trips occurring during the PM peak hour. However, not all of these daily and peak hour trips are new trips. A percentage of these trips are "pass-by" trips, i.e., vehicles already on the roadway that will make an intermediate stop at the project site and then continue on the original route. While PM peak hour ITE rates for home improvement superstores are 48%, for specialty retail are 34%, and for fast food restaurants with drive-through are 50%, it was determined jointly with Town staff that more conservative rates of 17% for the Home Depot, 35% for the fast food with drive-through, and 17% for the specialty retail should be used. Net trips after pass-by deductions are shown on Table 2. While overall trips represent the total volume of traffic accessing the site via various driveways, net trips represent the additional traffic that would impact Town roadways and intersections away from the site.

It should be noted that because the proposed project includes several different retail oriented land uses, there is the potential that some of the trips to the site could involve patrons going to more than one store, or to the fast food restaurant and one or more stores. This factor is referred to as "internal trip capture". For this study, the internal trip capture was very conservatively assumed to be zero (0%).

b. Project Trip Distribution/Assignment

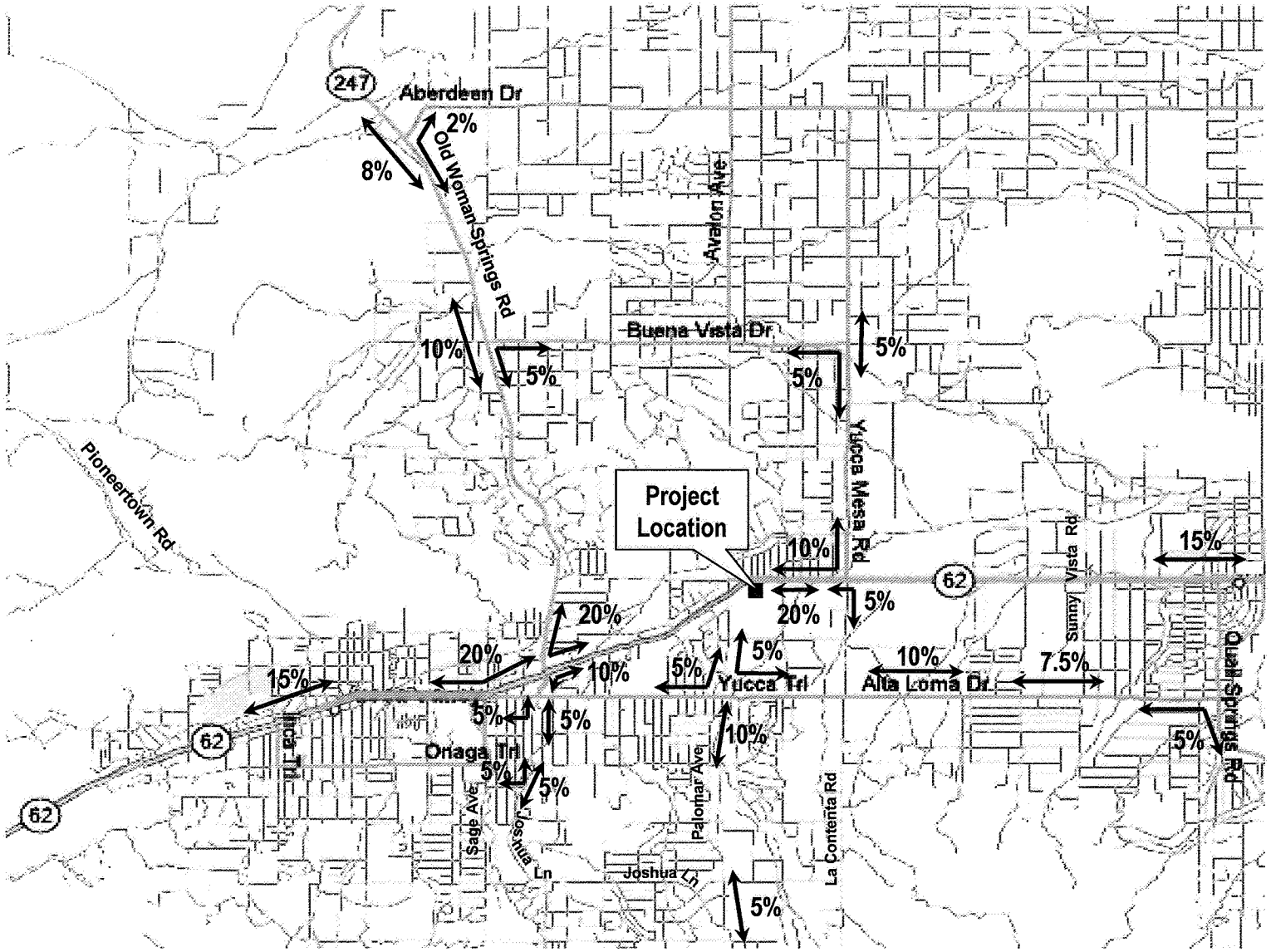
Trip distribution patterns were based on existing traffic patterns at study intersections and on the location of the project site relative to existing and proposed future land uses within the Town of Yucca Valley and surrounding areas. Figure 3-1 depicts the generalized distribution pattern of trips to/from the proposed project site on an area-wide basis. Figures 3-2 (A) and (B) depict inbound and outbound distribution percentages at all study intersections on a movement-by-movement basis. Included are intersections/driveway accesses to be constructed and/or modified as part of the project. Figures 3-3 (A) and (B) displays project trips for each study intersection on a movement-by-movement basis.

TABLE 2: TRIP GENERATION

LAND USE	QUANTITY	CODE *	Weekday Daily Trips							Weekday AM Peak Hour Trips							Weekday PM Peak Hour Trips						
			RATE	% In	In	% Out	Out	% Total	TOTAL	RATE	% In	In	% Out	Out	% Total	TOTAL	RATE	% In	In	% Out	Out	% Total	TOTAL
Home Depot (Including Vestibules and Garden Center)	139,656 SF	ITE 862	29.80	50%	2,081	50%	2,081	100%	4,162	1.20	54%	90	46%	77	100%	168	2.45	47%	161	53%	181	100%	342
Pass-by Trips **			17%		354		354		707	17%		15		15		31	17%		27		27		55
Project Trips:					**1,727**		**1,727**		**3,454**			**75**		**62**		**137**			**133**		**154**		**287**
Specialty Retail S1, S2, M2	34,610 SF	ITE 814	44.32	50%	767	50%	767	100%	1,534	0.00	50%	0	50%	0	100%	0	2.71	44%	41	56%	53	100%	94
Pass-by Trips **			17%		130		130		261	17%		0		0		0	17%		7		7		14
Project Trips:					**637**		**637**		**1,273**			**0**		**0**		**0**			**34**		**46**		**80**
Fast-Food Restaurant with Drive-Through Window P1	3,000 SF	ITE 934	496.12	50%	744	50%	744	100%	1,488	53.11	51%	81	49%	78	100%	159	34.64	52%	54	48%	50	100%	104
Pass-by Trips **			35%		260		260		521	35%		28		28		57	35%		19		19		38
Project Trips:					**484**		**484**		**967**			**53**		**50**		**102**			**35**		**31**		**66**
Total Site Trips					**3,592**		**3,592**		**7,184**			**172**		**155**		**327**			**256**		**284**		**540**
Total Site Pass By Trips					**745**		**745**		**1,489**			**44**		**44**		**88**			**53**		**53**		**107**
NET TOTAL PROJECT TRIPS					**2,847**		**2,847**		**5,695**			**128**		**111**		**239**			**203**		**230**		**433**

* 2003 ITE 7th Edition Trip Generation Rates

** Pass-by Trip Rate as Approved by Town of Yucca Valley



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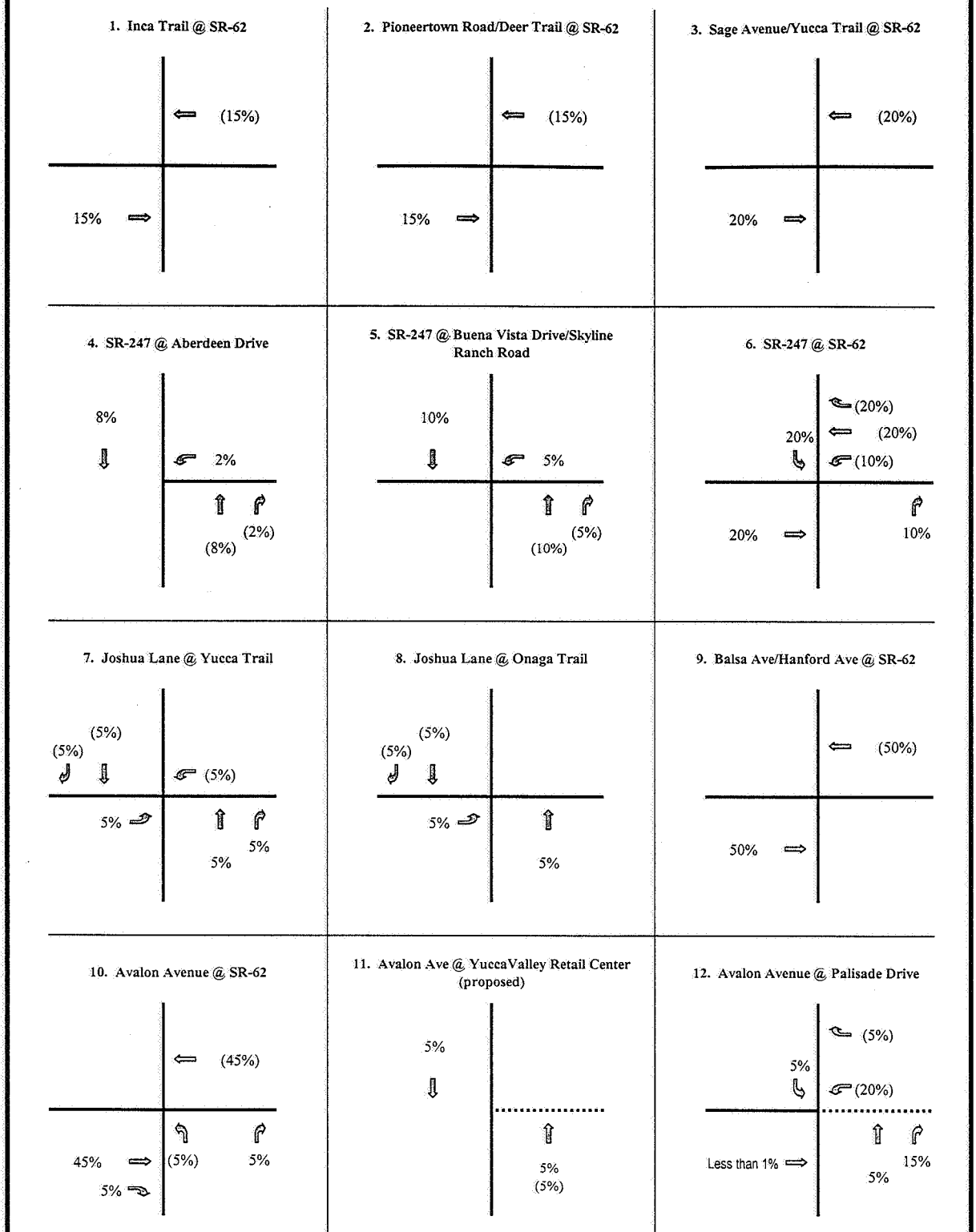
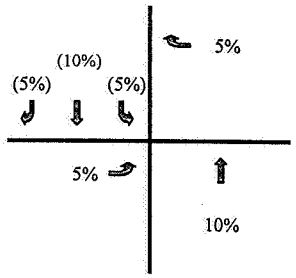
Generalized Trip Distribution

FIGURE 3-1

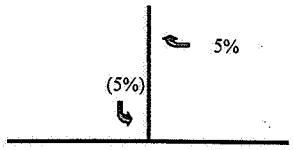


ALBERT GROVER & ASSOCIATES	Study Intersection Trip Distribution	FIGURE 3-2 (A)

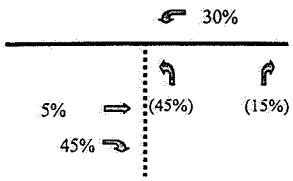
13. Avalon Avenue/Palomar Avenue @ Yucca Trail



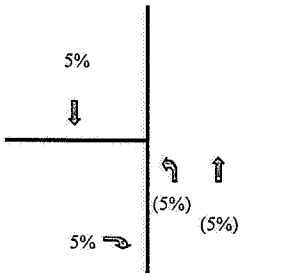
14. Palomar Avenue @ Joshua Lane



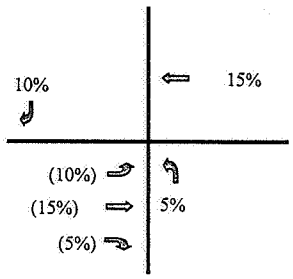
15. Project Driveway (proposed) @ SR-62



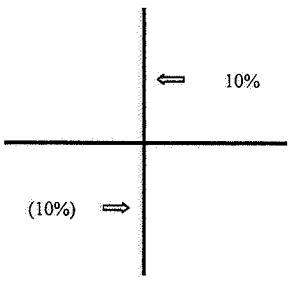
16. Yucca Mesa Road @ Buena Vista Drive



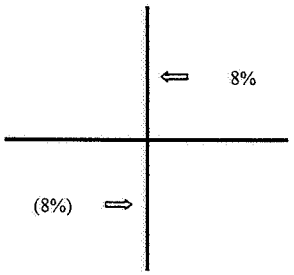
17. Yucca Mesa Road/La Contenta Road @ SR-62



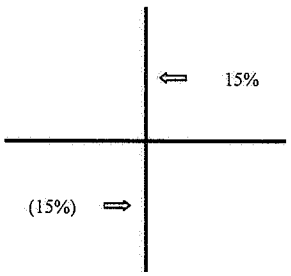
18. La Contenta Road @ Yucca Trail



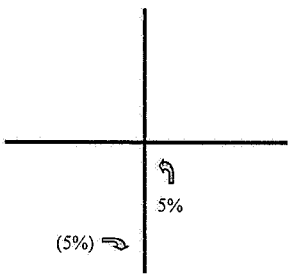
19. Sunny Vista Road@ Alta Loma Road



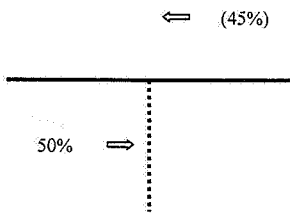
20. Park Boulevard @ SR-62



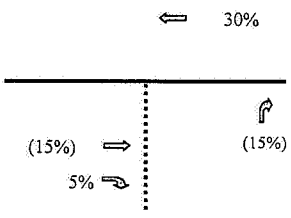
21. Alta Loma Road/Park Boulevard-Quail Springs Road



22. Yucca Valley Retail Center (proposed) @ SR-62



23. East Project Access (proposed) @ SR-62



LEGEND

XX% Inbound Trip Percentage

(XX%) Outbound Trip Percentage

Existing Intersection Approach

Proposed Intersection Approach

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Study Intersection Trip Distribution

FIGURE 3-2 (B)

Fig 3-2 & 3-3 Project Volumes.xls [Figure 3-2 Trip Dist] 6/28/2005

Pass-by trips were assigned to driveways and intersections adjacent to the project site consistent with a route that would return them to their original route after an intermediate stop at the project site.

c. Opening Day (2007) Conditions

This section discusses traffic conditions anticipated on Opening Day, which is assumed to be 2007. Background traffic for the PM peak hour, i.e., Year 2007 traffic without the Home Depot Project and without the YVRC in place, was developed as described earlier under "Analysis Methodology", and is shown on Figures 3-4 (A) and (B). Volume development worksheets are included in Appendix B. LOS analyses were conducted, assuming the same existing intersection geometrics and controls as are in place today. LOS results are shown on Table 3. LOS worksheets are included in Appendix D.

As shown on Table 3, all study intersections will operate at an acceptable LOS (D or better) under the Opening Day without Home Depot and without YVRC scenarios, except for the following intersections:

- Inca Trail/SR 62
- SR 247/Buena Vista Drive-Skyline Ranch Road
- Joshua Lane/Yucca Trail
- Avalon Avenue-Palomar Avenue/Yucca Trail

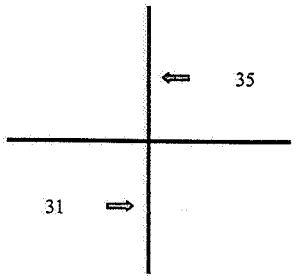
Because the timing of the opening of the YVRC development is uncertain, a scenario was evaluated that included the 2007 background traffic, plus the Home Depot Project traffic without the YVRC traffic. Under this scenario, in addition to the existing 19 study intersections, three additional intersections were evaluated: the signalized intersection on SR 62 at the western boundary of the Home Depot Project site, the right-in/right-out intersection with SR 62 at the eastern boundary of the Home Depot Project site, and the full access Palisade Drive/Avalon Avenue intersection (which is currently a Tee intersection, with north, south, and west legs only). Because there is no development on the YVRC site under this scenario, the YVRC driveways on Avalon Avenue and SR 62 were not included in these analyses.

PM peak hour turning movements for this scenario are shown on Figures 3-5 (A) and (B). LOS analysis results are shown on Table 4. LOS worksheets are included in Appendix D.

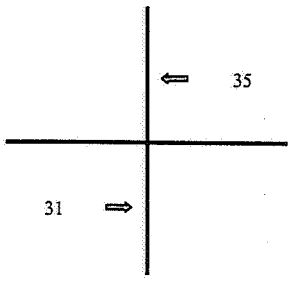
As shown on Table 4, all study intersections will operate at an acceptable LOS under the Opening Day with Home Depot without YVRC scenario, except for the following:

- Inca Trail/SR 62
- SR 247/Buena Vista Drive-Skyline Ranch Road
- Joshua Lane/Yucca Trail
- Avalon Avenue-Palomar Avenue/Yucca Trail

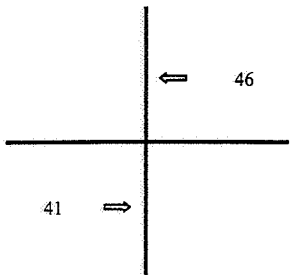
1. Inca Trail @ SR-62



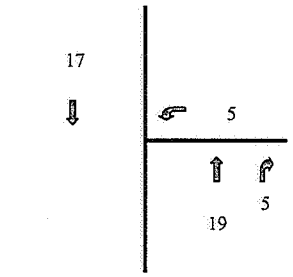
2. Pioneertown Road/Deer Trail @ SR-62



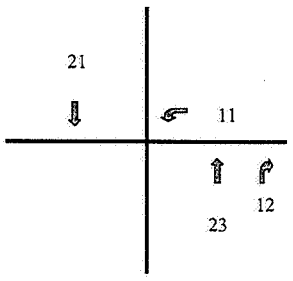
3. Sage Avenue/Yucca Trail @ SR-62



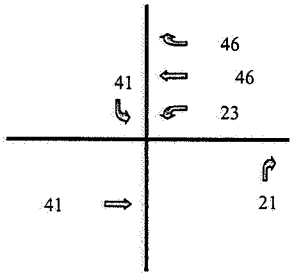
4. SR-247 @ Aberdeen Drive



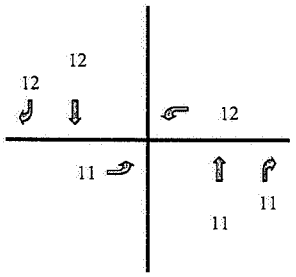
5. SR-247 @ Buena Vista Drive/Skyline Ranch Road



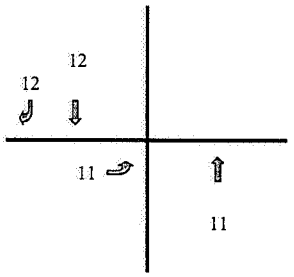
6. SR-247 @ SR-62



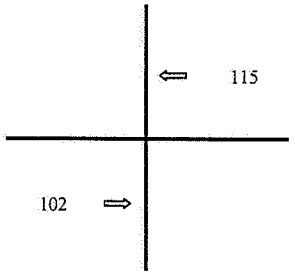
7. Joshua Lane @ Yucca Trail



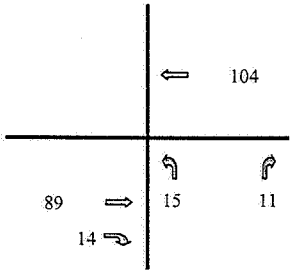
8. Joshua Lane @ Onaga Trail



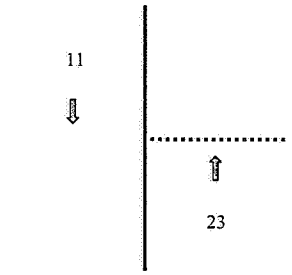
9. Balsa Ave/Hanford Ave @ SR-62



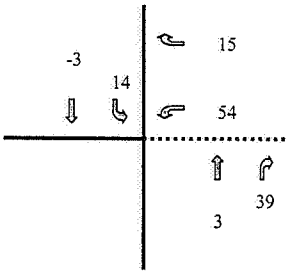
10. Avalon Avenue @ SR-62



11. Avalon Ave @ YuccaValley Retail Center (proposed)



12. Avalon Avenue @ Palisade Drive



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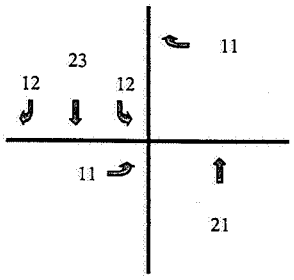
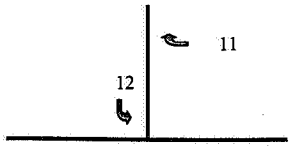
Project Trips

FIGURE 3-3 (A)

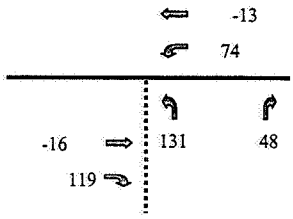
13. Avalon Avenue/Palomar Avenue @ Yucca Trail



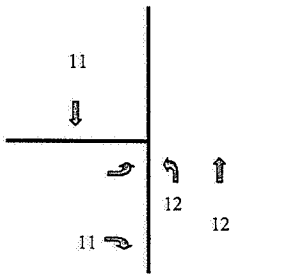
14. Palomar Avenue @ Joshua Lane



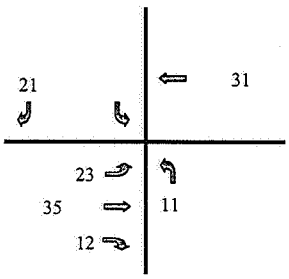
15. Project Driveway (proposed) @ SR-62



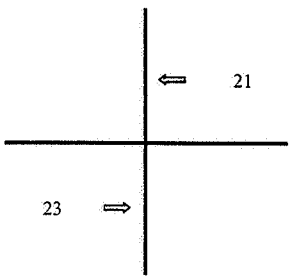
16. Yucca Mesa Road @ Buena Vista Drive



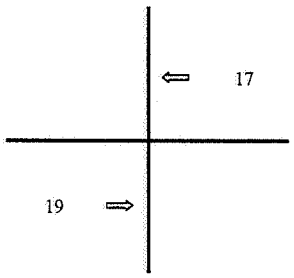
17. Yucca Mesa Road/La Contenta Road @ SR-62



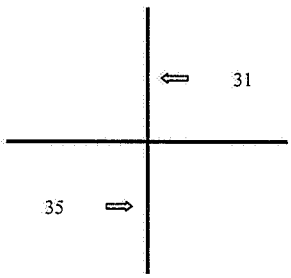
18. La Contenta Road @ Yucca Trail



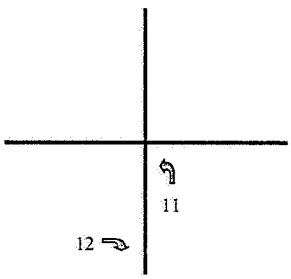
19. Sunny Vista Road@ Alta Loma Road



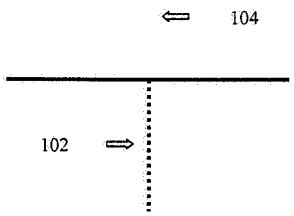
20. Park Boulevard @ SR-62



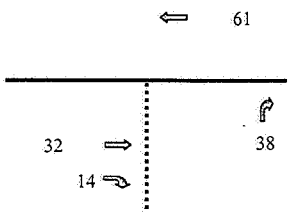
21. Alta Loma Road/Park Boulevard-Quail Springs Road



22. Yucca Valley Retail Center (proposed) @ SR-62



23. East Project Access (proposed) @ SR-62



LEGEND

Existing Intersection Approach

Proposed Intersection Approach

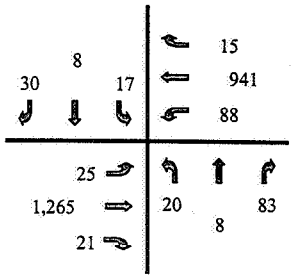
NOTE: Negative (-) volumes reflect passby trips

ALBERT GROVER & ASSOCIATES

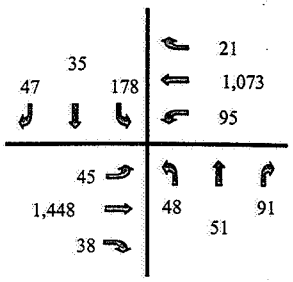
Project Trips

FIGURE 3-3 (B)

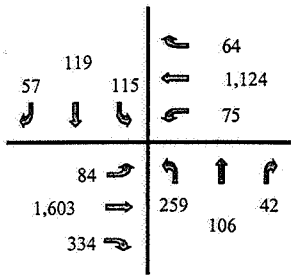
1. Inca Trail @ SR-62



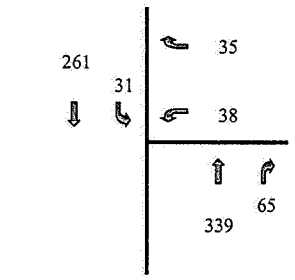
2. Pioneertown Road/Deer Trail @ SR-62



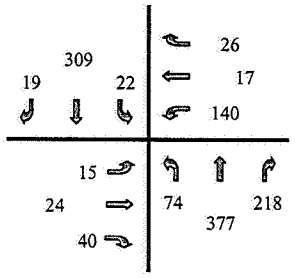
3. Sage Avenue/Yucca Trail @ SR-62



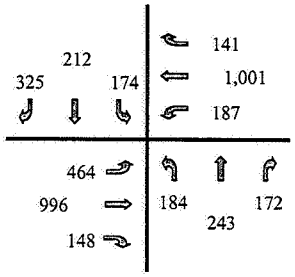
4. SR-247 @ Aberdeen Drive



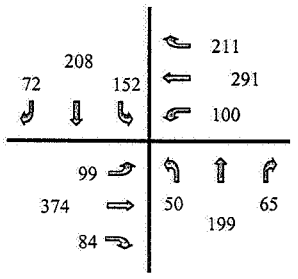
5. SR-247 @ Buena Vista Drive/Skyline Ranch Road



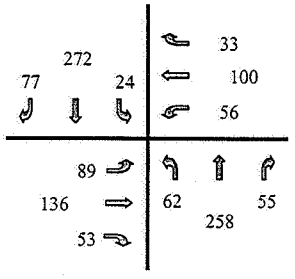
6. SR-247 @ SR-62



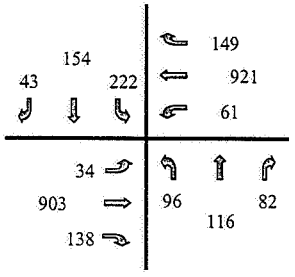
7. Joshua Lane @ Yucca Trail



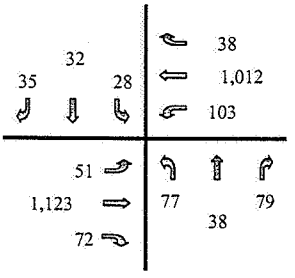
8. Joshua Lane @ Onaga Trail



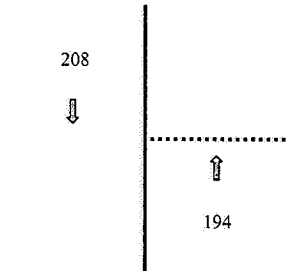
9. Balsa Ave/Hanford Ave @ SR-62



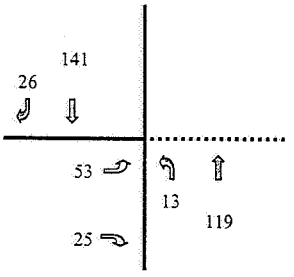
10. Avalon Avenue @ SR-62



11. Avalon Ave @ YuccaValley Retail Center (proposed)



12. Avalon Avenue @ Palisade Drive



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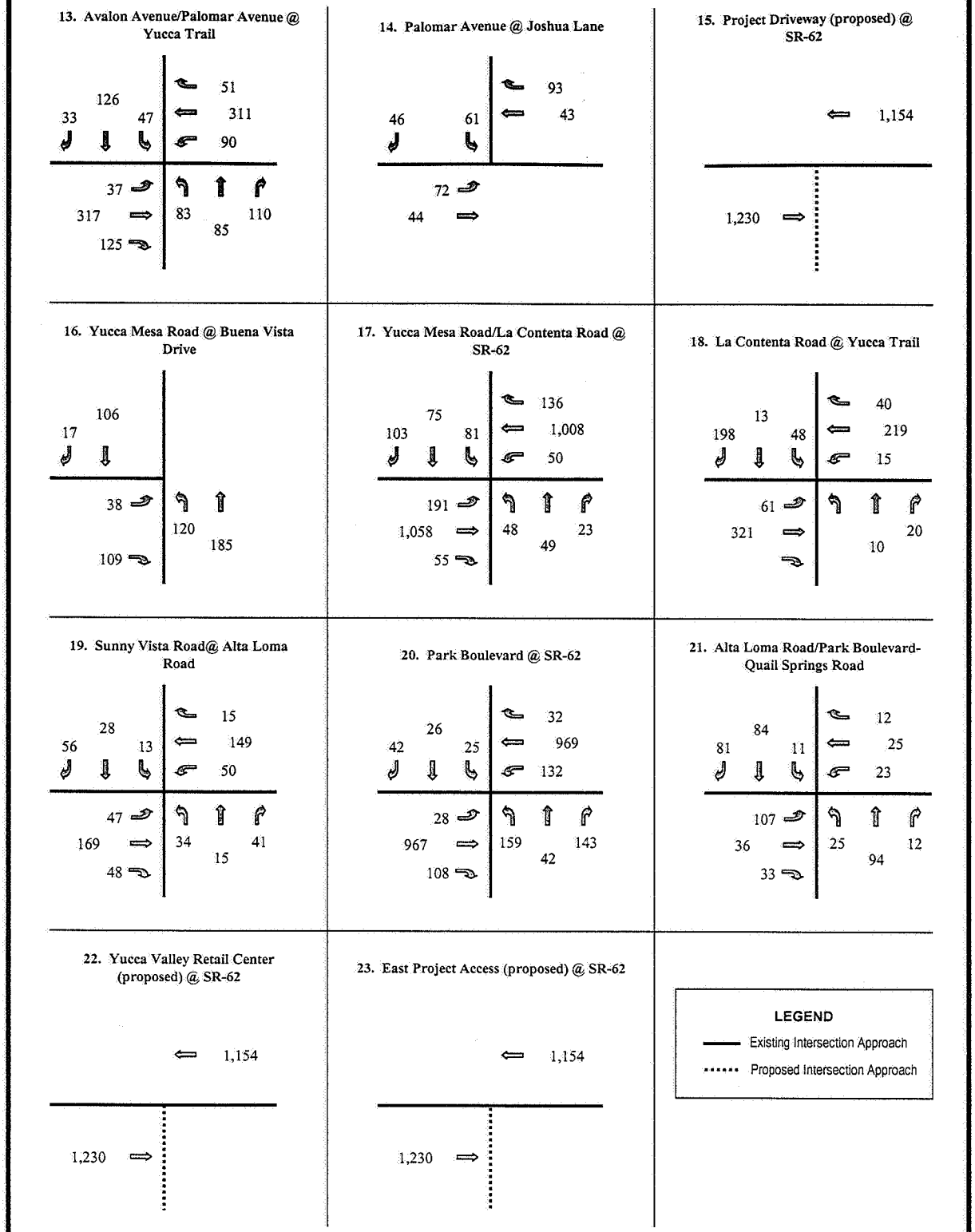
Opening Day (2007) Turning Movement Volumes
Background Traffic

FIGURE 3-4 (A)

Fig 3-4 2007 Background.xls [Figure3-4 A&B] 6/28/2005



ALBERT GROVER & ASSOCIATES

Opening Day (2007) Turning Movement Volumes
Background Traffic

FIGURE 3-4 (B)

Fig 3-4 2007 Background.xls [Figure3-4 A&B] 6/28/2005

Table 3: Opening Day (2007) Intersection Levels of Service Background Traffic

#	Intersection	Control	V/C	Delay	LOS
1	Inca Trail @ SR-62	TWSC	-	226.9	F*
2	Pioneertown Road/Deer Trail @ SR-62	Signal	0.55	12.0	B
3	Sage Avenue/Yucca Trail @ SR-62	Signal	0.74	16.0	B
4	SR-247 @ Aberdeen Drive	TWSC	-	13.5	B
5	SR-247 @ Buena Vista Drive/Skyline Ranch Road	TWSC	-	108.3	F*
6	SR-247 @ SR-62	Signal	0.84	37.0	D
7	Joshua Lane @ Yucca Trail	AWSC	-	37.7	E*
8	Joshua Lane @ Onaga Trail	AWSC	-	19.0	C
9	Balsa Avenue/Hanford Avenue @ SR-62	Signal	0.52	19.0	B
10	Avalon Avenue @ SR-62	Signal	0.46	24.0	C
11	Avalon Avenue @ YuccaValley Retail Center (proposed)	TWSC	(Proposed)		
12	Avalon Avenue @ Palisade Drive	TWSC	-	10.4	B
13	Avalon Avenue/Palomar Avenue @ Yucca Trail	AWSC	-	42.7	E*
14	Palomar Avenue @ Joshua Lane	TWSC	-	10.0	A
15	Project Driveway (proposed) @ SR-62	Signal	(Proposed)		
16	Yucca Mesa Road @ Buena Vista Drive	TWSC	-	11.0	B
17	Yucca Mesa Road/La Contenta Road @ SR-62	Signal	0.53	26.0	C
18	La Contenta Road @ Yucca Trail	TWSC	-	7.9	A
19	Sunny Vista Road@ Alta Loma Drive	AWSC	-	9.5	A
20	Park Boulevard @ SR-62	Signal	0.39	25.0	C
21	Alta Loma Road @ Park Blvd/Quail Springs Rd	TWSC	-	12.7	B
22	Yucca Valley Retail Center (proposed) @ SR-62	RTO	(Proposed)		
23	East Project Access (proposed) @ SR-62	RTO	(Proposed)		

* Exceeds LOS acceptable level.

V/C = Volume/Capacity ratio

Delay = Average control delay in seconds. At unsignalized intersections, worst case approach reported

(NOTE: LOS delay thresholds are different for signalized intersections versus STOP-controlled intersections)

LOS = Level of Service

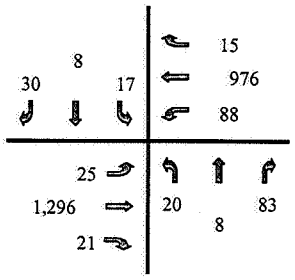
TWSC = Two-Way Stop Control

AWCS = All-Way Stop Control

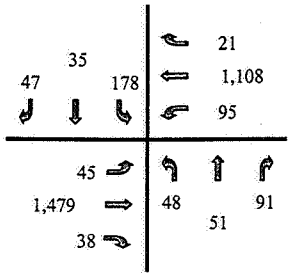
NA = Not Applicable

RTO = Right Turn Only

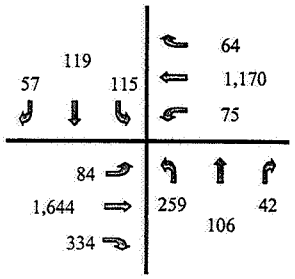
1. Inca Trail @ SR-62



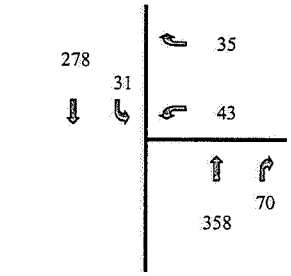
2. Pioneertown Road/Deer Trail @ SR-62



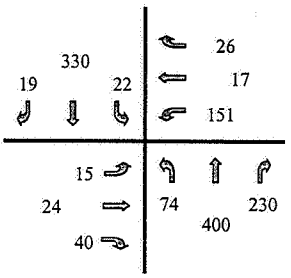
3. Sage Avenue/Yucca Trail @ SR-62



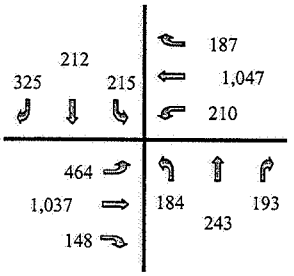
4. SR-247 @ Aberdeen Drive



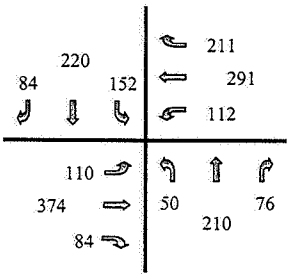
5. SR-247 @ Buena Vista Drive/Skyline Ranch Road



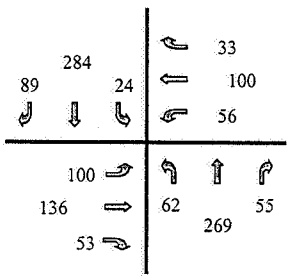
6. SR-247 @ SR-62



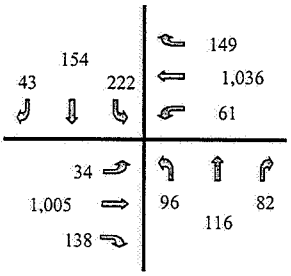
7. Joshua Lane @ Yucca Trail



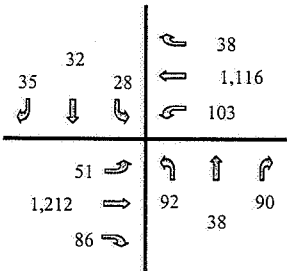
8. Joshua Lane @ Onaga Trail



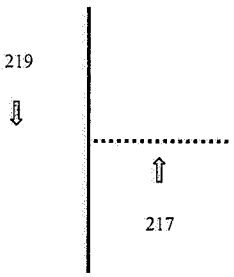
9. Balsa Ave/Hanford Ave @ SR-62



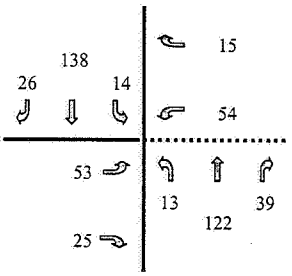
10. Avalon Avenue @ SR-62



11. Avalon Ave @ YuccaValley Retail Center (proposed)



12. Avalon Avenue @ Palisade Drive



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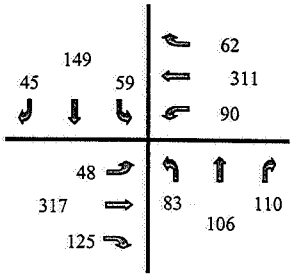
Opening Day (2007) Turning Movement Volumes Background Plus Home Depot Traffic

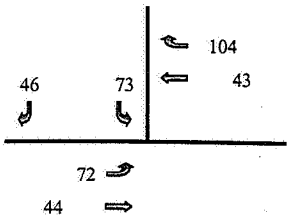
FIGURE 3-5(A)

Fig 3-5 2007 with HD.xls [Figure 3-5 2007with HD] 6/28/2005

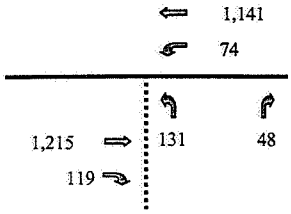
13. Avalon Avenue/Palomar Avenue @ Yucca Trail



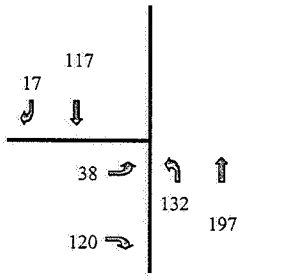
14. Palomar Avenue @ Joshua Lane



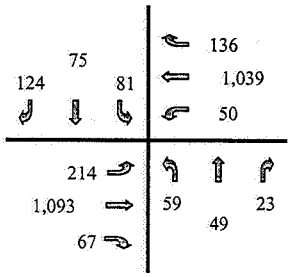
15. Project Driveway (proposed) @ SR-62



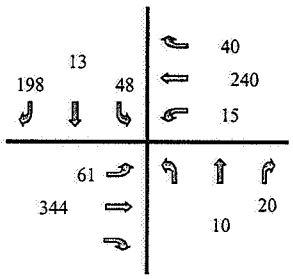
16. Yucca Mesa Road @ Buena Vista Drive



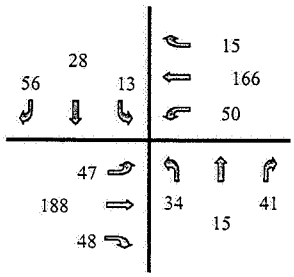
17. Yucca Mesa Road/La Contenta Road @ SR-62



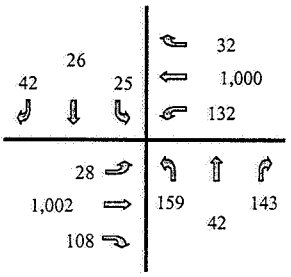
18. La Contenta Road @ Yucca Trail



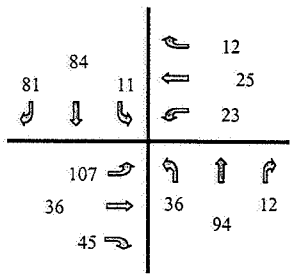
19. Sunny Vista Road@ Alta Loma Road



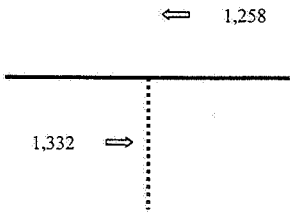
20. Park Boulevard @ SR-62



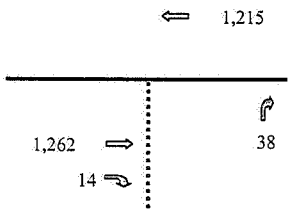
21. Alta Loma Road/Park Boulevard-Quail Springs Road



22. Yucca Valley Retail Center (proposed) @ SR-62



23. East Project Access (proposed) @ SR-62



LEGEND

Existing Intersection Approach

Proposed Intersection Approach

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Opening Day (2007) Turning Movement Volumes Background Plus Home Depot Traffic

FIGURE 3-5(B)

Fig 3-5 2007 with HD.xls [Figure 3-5 2007with HD] 6/28/2005

Table 4: Opening Day (2007) Intersection Levels of Service Background Traffic Plus Home Depot Traffic

#	Intersection	Control	V/C	Delay	LOS
1	Inca Trail @ SR-62	TWSC	-	379.4	F*
2	Pioneertown Road/Deer Trail @ SR-62	Signal	0.56	12.0	B
3	Sage Avenue/Yucca Trail @ SR-62	Signal	0.75	17.0	B
4	SR-247 @ Aberdeen Drive	TWSC	-	14.2	B
5	SR-247 @ Buena Vista Drive/Skyline Ranch Road	TWSC	-	161.7	F*
6	SR-247 @ SR-62	Signal	0.87	38.0	D
7	Joshua Lane @ Yucca Trail	AWSC	-	40.3	E*
8	Joshua Lane @ Onaga Trail	AWSC	-	20.9	C
9	Balsa Avenue/Hanford Avenue @ SR-62	Signal	0.55	18.0	B
10	Avalon Avenue @ SR-62	Signal	0.50	20.0	B
11	Avalon Avenue @ YuccaValley Retail Center (proposed)	TWSC	(Proposed)		
12	Avalon Avenue @ Palisade Drive	TWSC	-	11.1	B
13	Avalon Avenue/Palomar Avenue @ Yucca Trail	AWSC	-	66.2	F*
14	Palomar Avenue @ Joshua Lane	TWSC	-	10.1	B
15	Project Driveway (proposed) @ SR-62	Signal	0.42	14.0	B
16	Yucca Mesa Road @ Buena Vista Drive	TWSC	-	11.3	B
17	Yucca Mesa Road/La Contenta Road @ SR-62	Signal	0.57	23.0	C
18	La Contenta Road @ Yucca Trail	TWSC	-	8.0	A
19	Sunny Vista Road@ Alta Loma Drive	AWSC	-	9.8	A
20	Park Boulevard @ SR-62	Signal	0.40	24.0	C
21	Alta Loma Road @ Park Blvd/Quail Springs Rd	TWSC	-	13.0	B
22	Yucca Valley Retail Center (proposed) @ SR-62	RTO	(Proposed)		
23	East Project Access (proposed) @ SR-62	RTO	-	14.2	B

* Exceeds LOS acceptable level.

V/C = Volume/Capacity ratio

Delay = Average control delay in seconds. At unsignalized intersections, worst case approach reported

(NOTE): LOS delay threshold is different for signalized intersections versus STOP-controlled intersections)

LOS = Level of Service

TWSC = Two-Way Stop Control

AWCS = All-Way Stop Control

NA = Not Applicable

RTO = Right Turn Only

It is important to note that without the YVRC Project, the same study intersections will operate at an unacceptable LOS in 2007 both with and without the Home Depot Project, i.e., the Home Depot Project itself does not result in any additional intersection failures.

The final 2007 scenario analyzed assumed that both the Home Depot Project and the YVRC project were in place. Under this scenario, the two additional YVRC accesses were assumed to be in place: the full access driveway on Avalon Avenue between SR 62 and Palisade Drive, and the right-in/right-out driveway on SR 62 between Avalon Avenue and the new signalized shared driveway between the YVRC development and the Home Depot development. Regional distribution of the YVRC traffic is assumed to be nearly identical to the regional distribution of the Home Depot traffic; however, localized site distribution of YVRC traffic also utilizes the two additional YVRC driveways.

PM peak hour turning movements are shown on Figures 3-6 (A) and (B). LOS analysis results are shown on Table 5. LOS worksheets are included in Appendix D.

As shown on Table 5, all study intersections will operate at an acceptable LOS under the Opening Day with Home Depot with YVRC scenario except for the following:

- Inca Trail/SR 62
- SR 247/Buena Vista Drive-Skyline Ranch Road
- Joshua Lane/Yucca Trail
- Avalon Avenue-Palomar Avenue/Yucca Trail
- SR 247/SR 62

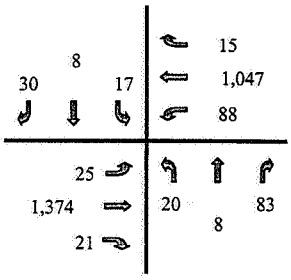
It should be noted that four of these five study intersections will operate at an unacceptable LOS in 2007 without the YVRC Project and/or the Home Depot Project; however, the YVRC Project does cause the SR 247/SR 62 intersection to operate at an unacceptable LOS.

d. Future Year (2030) Conditions

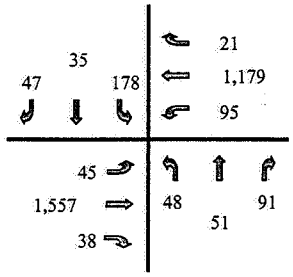
This section discusses traffic conditions anticipated for build-out conditions in the Town of Yucca Valley. While the Town General Plan EIR assumed that build-out would occur in 2025, the build-out traffic projections have been expanded to 2030 to satisfy various requirements and to achieve consistency with various other traffic impact studies, as is more fully discussed in the Analysis Methodology section of this report.

LOS analyses were conducted for anticipated 2030 traffic conditions both with and without the Home Depot project. LOS worksheets are included in Appendix E. Intersection geometric and control improvements identified as required for Opening Day (2007) conditions were not assumed to be in place for the Future Year (2030) analyses. Intersection turning movements for 2030 without Home Depot Project traffic are shown on Figures 3-7 (A) and (B). Intersection turning movements for 2030 with project traffic are shown on Figures 3-8 (A) and (B). Future Year 2030 intersection LOS both without and with the proposed project are shown on Tables 6 and 7, respectively. Based on the

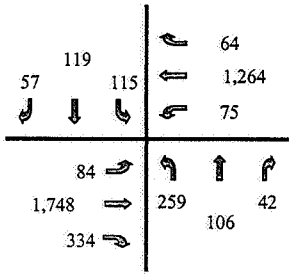
1. Inca Trail @ SR-62



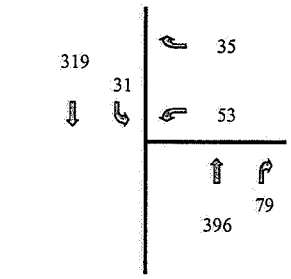
2. Pioneertown Road/Deer Trail @ SR-62



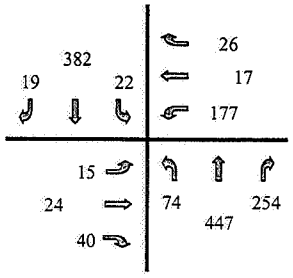
3. Sage Avenue/Yucca Trail @ SR-62



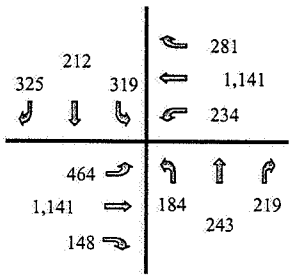
4. SR-247 @ Aberdeen Drive



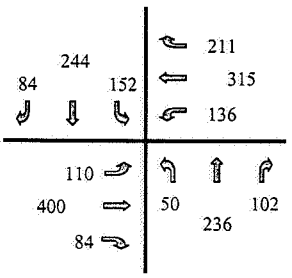
5. SR-247 @ Buena Vista Drive/Skyline Ranch Road



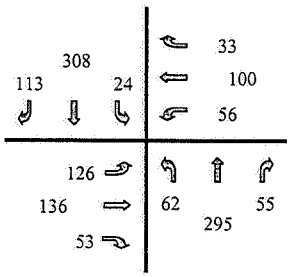
6. SR-247 @ SR-62



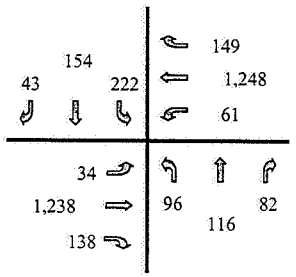
7. Joshua Lane @ Yucca Trail



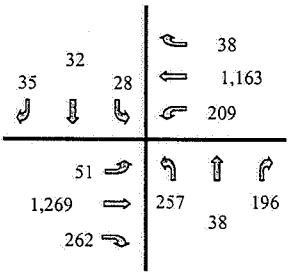
8. Joshua Lane @ Onaga Trail



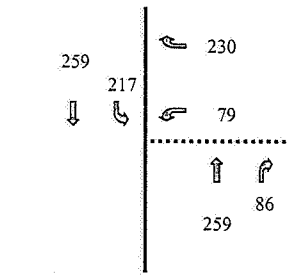
9. Balsa Ave/Hanford Ave @ SR-62



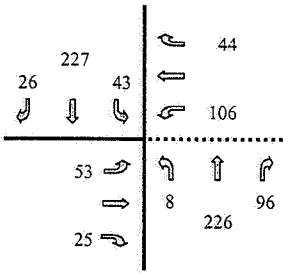
10. Avalon Avenue @ SR-62



11. Avalon Ave @ YuccaValley Retail Center (proposed)



12. Avalon Avenue @ Palisade Drive



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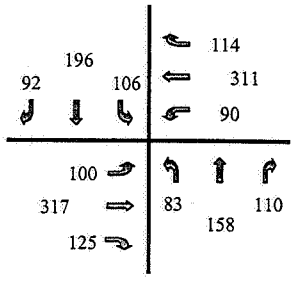
Opening Day (2007) Turning Movement Volumes
Background Plus Home Depot Plus YVRC Traffic

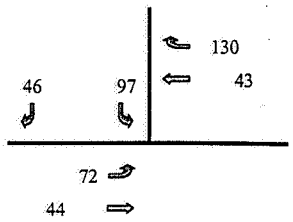
FIGURE 3-6 (A)

Fig 3-6 2007 with HD & YVRC.xls [Figure3-6] 6/28/2005

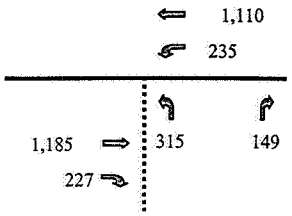
13. Avalon Avenue/Palomar Avenue @ Yucca Trail



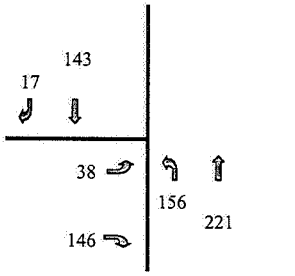
14. Palomar Avenue @ Joshua Lane



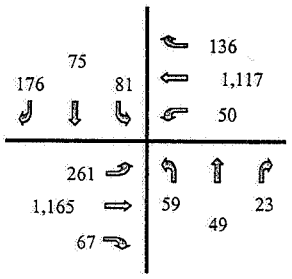
15. Project Driveway (proposed) @ SR-62



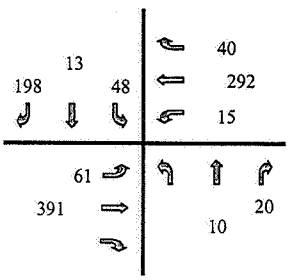
16. Yucca Mesa Road @ Buena Vista Drive



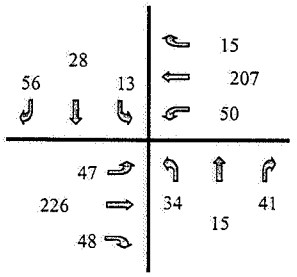
17. Yucca Mesa Road/La Contenta Road @ SR-62



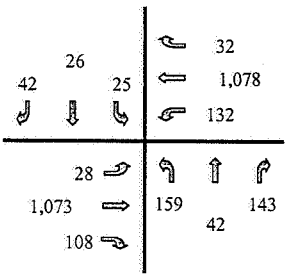
18. La Contenta Road @ Yucca Trail



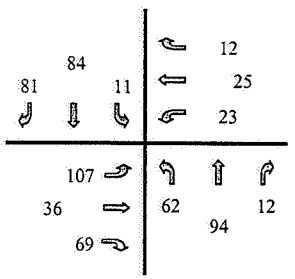
19. Sunny Vista Road@ Alta Loma Road



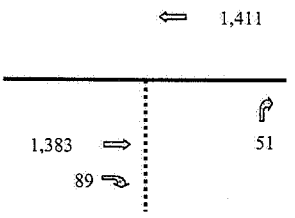
20. Park Boulevard @ SR-62



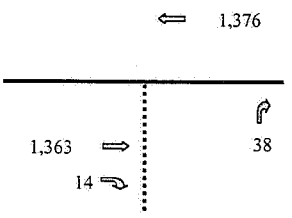
21. Alta Loma Road/Park Boulevard-Quail Springs Road



22. Yucca Valley Retail Center (proposed) @ SR-62



23. East Project Access (proposed) @ SR-62



LEGEND

Existing Intersection Approach

Proposed Intersection Approach

ALBERT GROVER & ASSOCIATES

Opening Day (2007) Turning Movement Volumes
Background Plus Home Depot Plus YVRC Traffic

FIGURE 3-6 (B)

Table 5: Opening Day (2007) Intersection Levels of Service Background Traffic Plus Home Depot Plus YVRC Traffic

#	Intersection	Control	V/C	Delay	LOS
1	Inca Trail @ SR-62	TWSC	-	616.1	F*
2	Pioneertown Road/Deer Trail @ SR-62	Signal	0.58	13.0	B
3	Sage Avenue/Yucca Trail @ SR-62	Signal	0.78	17.0	B
4	SR-247 @ Aberdeen Drive	TWSC	-	16.0	C
5	SR-247 @ Buena Vista Drive/Skyline Ranch Road	TWSC	-	361.4	F*
6	SR-247 @ SR-62	Signal	1.07	70.0	E*
7	Joshua Lane @ Yucca Trail	AWSC	-	53.3	F*
8	Joshua Lane @ Onaga Trail	AWSC	-	32.0	D
9	Balsa Avenue/Hanford Avenue @ SR-62	Signal	0.62	18.0	B
10	Avalon Avenue @ SR-62	Signal	0.76	30.0	C
11	Avalon Avenue @ YuccaValley Retail Center (proposed)	TWSC	-	23.5	C
12	Avalon Avenue @ Palisade Drive	TWSC	-	14.9	B
13	Avalon Avenue/Palomar Avenue @ Yucca Trail	AWSC	-	163.3	F*
14	Palomar Avenue @ Joshua Lane	TWSC	-	10.6	B
15	Project Driveway (proposed) @ SR-62	Signal	0.57	22.0	C
16	Yucca Mesa Road @ Buena Vista Drive	TWSC	-	12.0	B
17	Yucca Mesa Road/La Contenta Road @ SR-62	Signal	0.65	26.0	C
18	La Contenta Road @ Yucca Trail	TWSC	-	8.1	A
19	Sunny Vista Road@ Alta Loma Drive	AWSC	-	10.5	B
20	Park Boulevard @ SR-62	Signal	0.41	24.0	C
21	Alta Loma Road @ Park Blvd/Quail Springs Rd	TWSC	-	14.0	B
22	Yucca Valley Retail Center (proposed) @ SR-62	RTO	-	15.6	C
23	East Project Access (proposed) @ SR-62	RTO	-	15.1	C

* Exceeds LOS acceptable level.

V/C = Volume/Capacity ratio

Delay = Average control delay in seconds. At unsignalized intersections, worst case approach reported

(NOTE: LOS delay thresholds are different for signalized intersections versus STOP-controlled intersections)

LOS = Level of Service

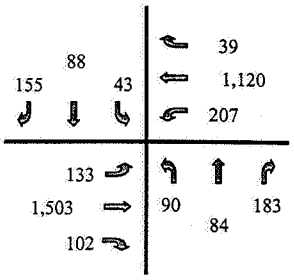
TWSC = Two-Way Stop Control

AWCS = All-Way Stop Control

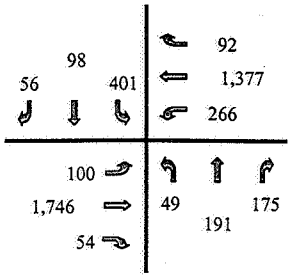
NA = Not Applicable

RTO = Right Turn Only

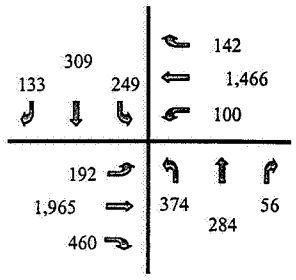
1. Inca Trail @ SR-62



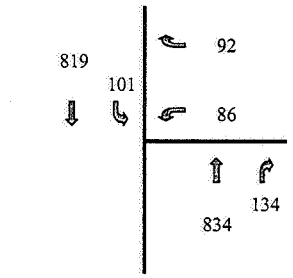
2. Pioneertown Road/Deer Trail @ SR-62



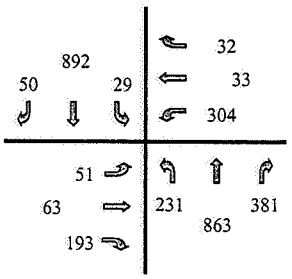
3. Sage Avenue/Yucca Trail @ SR-62



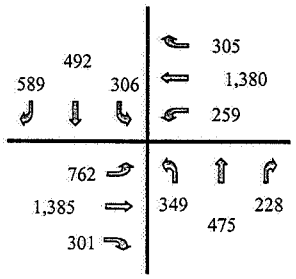
4. SR-247 @ Aberdeen Drive



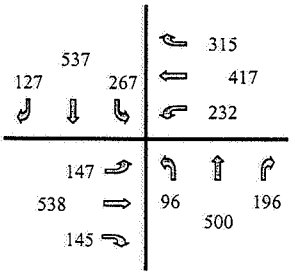
5. SR-247 @ Buena Vista Drive/Skyline Ranch Road



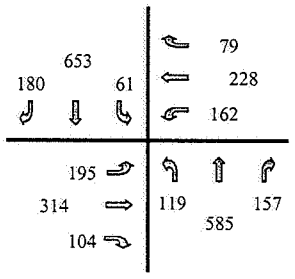
6. SR-247 @ SR-62



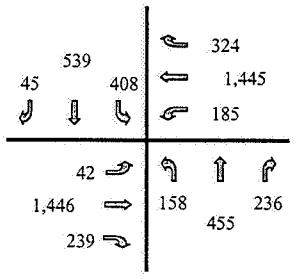
7. Joshua Lane @ Yucca Trail



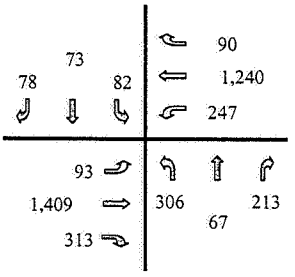
8. Joshua Lane @ Onaga Trail



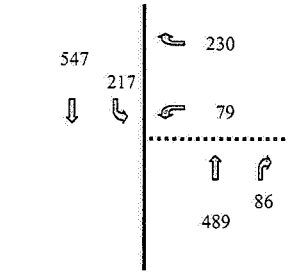
9. Balsa Ave/Hanford Ave @ SR-62



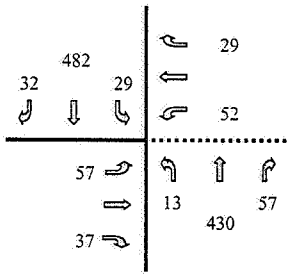
10. Avalon Avenue @ SR-62



11. Avalon Ave @ YuccaValley Retail Center (proposed)



12. Avalon Avenue @ Palisade Drive



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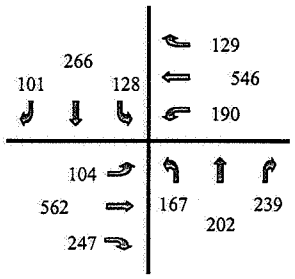
Future Year (2030) Turning Movement Volumes Without Home Depot Traffic

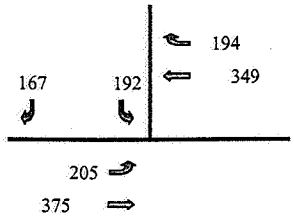
FIGURE 3-7 (A)

Fig 3-7 2030 wo HD.xls [Figure 3-7 2030 No Home Depot] 6/28/2005

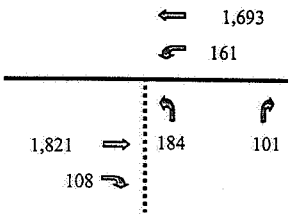
13. Avalon Avenue/Palomar Avenue @ Yucca Trail



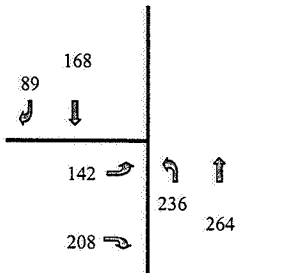
14. Palomar Avenue @ Joshua Lane



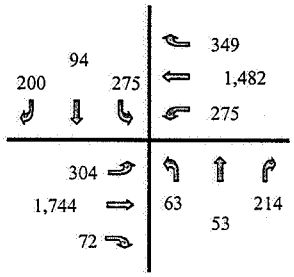
15. Project Driveway (proposed) @ SR-62



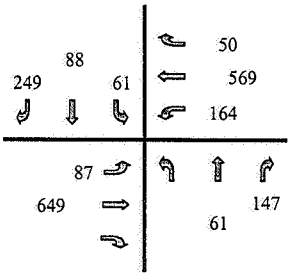
16. Yucca Mesa Road @ Buena Vista Drive



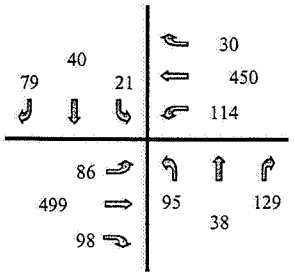
17. Yucca Mesa Road/La Contenta Road @ SR-62



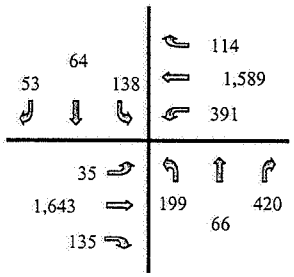
18. La Contenta Road @ Yucca Trail



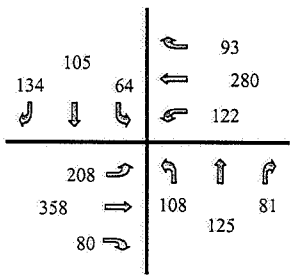
19. Sunny Vista Road@ Alta Loma Road



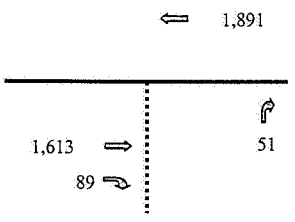
20. Park Boulevard @ SR-62



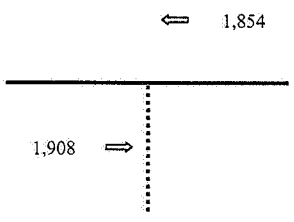
21. Alta Loma Road/Park Boulevard-Quail Springs Road



22. Yucca Valley Retail Center (proposed) @ SR-62



23. East Project Access (proposed) @ SR-62



LEGEND

Existing Intersection Approach

Proposed Intersection Approach

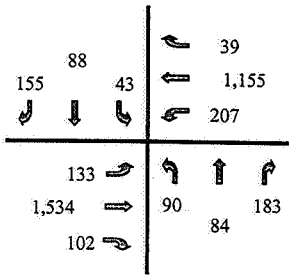
ALBERT GROVER & ASSOCIATES

Future Year (2030) Turning Movement Volumes Without Home Depot Traffic

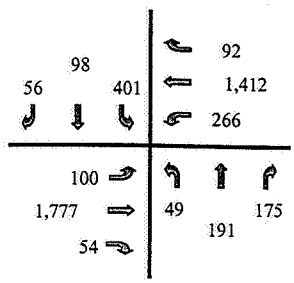
FIGURE 3-7 (B)

Fig 3-7 2030 wo HD.xls [Figure 3-7 2030 No Home Depot] 6/28/2005

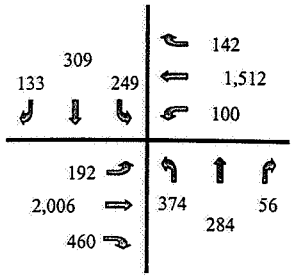
1. Inca Trail @ SR-62



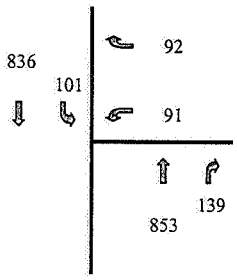
2. Pioneertown Road/Deer Trail @ SR-62



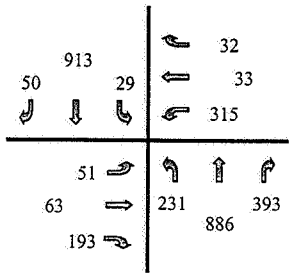
3. Sage Avenue/Yucca Trail @ SR-62



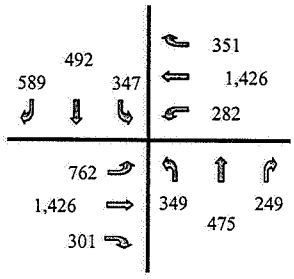
4. SR-247 @ Aberdeen Drive



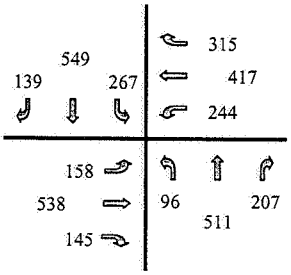
5. SR-247 @ Buena Vista Drive/Skyline Ranch Road



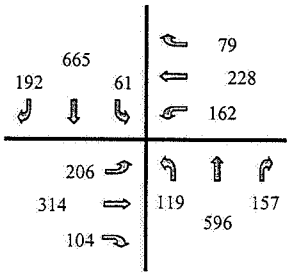
6. SR-247 @ SR-62



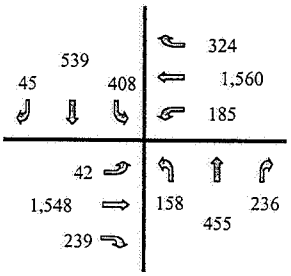
7. Joshua Lane @ Yucca Trail



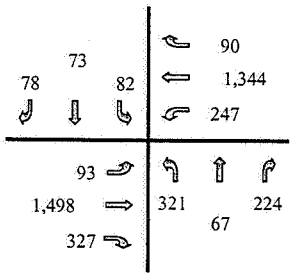
8. Joshua Lane @ Onaga Trail



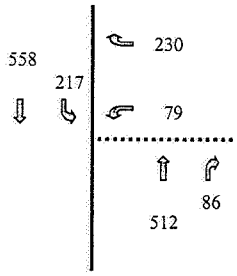
9. Balsa Ave/Hanford Ave @ SR-62



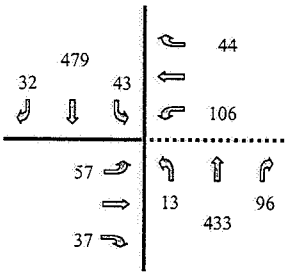
10. Avalon Avenue @ SR-62



11. Avalon Ave @ YuccaValley Retail Center (proposed)



12. Avalon Avenue @ Palisade Drive



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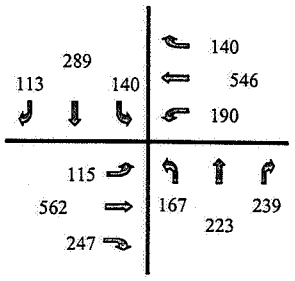
Future Year (2030) Turning Movement Volumes With Home Depot Traffic

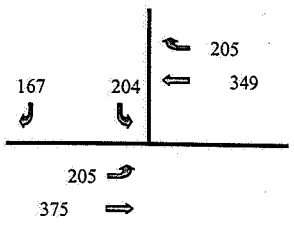
FIGURE 3-8 (A)

Fig 3-8 2030 with HD.xls [Figure 3-8 2030 with HD] 6/28/2005

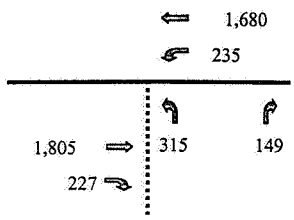
13. Avalon Avenue/Palomar Avenue @ Yucca Trail



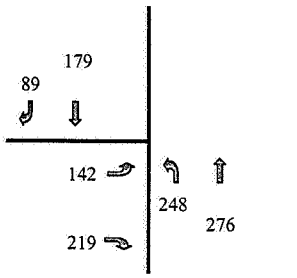
14. Palomar Avenue @ Joshua Lane



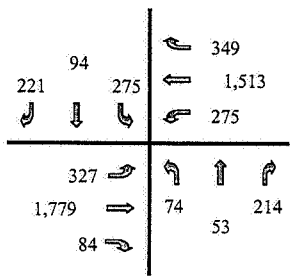
15. Project Driveway (proposed) @ SR-62



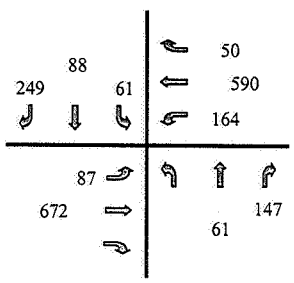
16. Yucca Mesa Road @ Buena Vista Drive



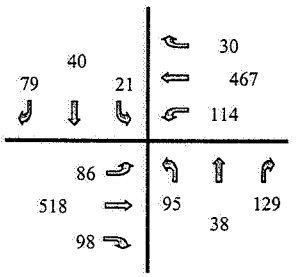
17. Yucca Mesa Road/La Contenta Road @ SR-62



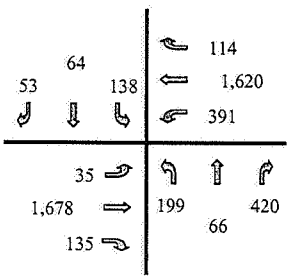
18. La Contenta Road @ Yucca Trail



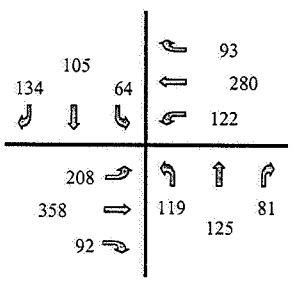
19. Sunny Vista Road@ Alta Loma Road



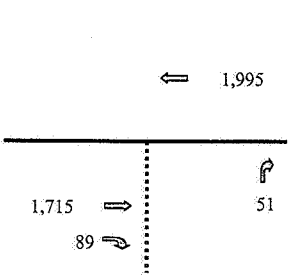
20. Park Boulevard @ SR-62



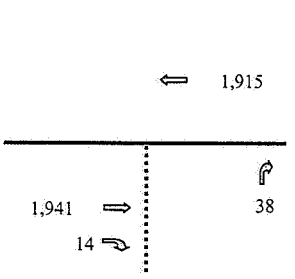
21. Alta Loma Road/Park Boulevard-Quail Springs Road



22. Yucca Valley Retail Center (proposed) @ SR-62



23. East Project Access (proposed) @ SR-62



LEGEND

Existing Intersection Approach

Proposed Intersection Approach

ALBERT GROVER & ASSOCIATES

Future Year (2030) Turning Movement Volumes With Home Depot Traffic

FIGURE 3-8 (B)

Fig 3-8 2030 with HD.xls [Figure 3-8 2030 with HD] 6/28/2005

Table 6: Future Year (2030) Intersection Levels of Service Without Home Depot

#	Intersection	Control	V/C	Delay	LOS
1	Inca Trail @ SR-62	TWSC	-	-	F*
2	Pioneertown Road/Deer Trail @ SR-62	Signal	1.34	195.0	F*
3	Sage Avenue/Yucca Trail @ SR-62	Signal	1.02	80.0	E*
4	SR-247 @ Aberdeen Drive	TWSC	-	384.6	F*
5	SR-247 @ Buena Vista Drive/Skyline Ranch Road	TWSC	-	-	F*
6	SR-247 @ SR-62	Signal	1.98	1057.0	F*
7	Joshua Lane @ Yucca Trail	AWSC	-	243.2	F*
8	Joshua Lane @ Onaga Trail	AWSC	-	499.6	F*
9	Balsa Avenue/Hanford Avenue @ SR-62	Signal	1.06	87.0	F*
10	Avalon Avenue @ SR-62	Signal	0.90	43.0	D
11	Avalon Avenue @ YuccaValley Retail Center (proposed)	TWSC	-	125.9	F*
12	Avalon Avenue @ Palisade Drive	TWSC	-	26.9	D
13	Avalon Avenue/Palomar Avenue @ Yucca Trail	AWSC	-	507.6	F*
14	Palomar Avenue @ Joshua Lane	TWSC	-	110.2	F*
15	Project Driveway (proposed) @ SR-62	Signal	0.66	20.0	B
16	Yucca Mesa Road @ Buena Vista Drive	TWSC	-	45.4	E*
17	Yucca Mesa Road/La Contenta Road @ SR-62	Signal	1.00	53.0	D
18	La Contenta Road @ Yucca Trail	TWSC	-	2522.7	F*
19	Sunny Vista Road@ Alta Loma Drive	AWSC	-	111.2	F*
20	Park Boulevard @ SR-62	Signal	0.83	40.0	D
21	Alta Loma Road @ Park Blvd/Quail Springs Rd	TWSC	-	73.1	F*
22	Yucca Valley Retail Center (proposed) @ SR-62	RTO	-	17.9	C
23	East Project Access (proposed) @ SR-62	RTO			

* Exceeds LOS acceptable level.

V/C = Volume/Capacity ratio

Delay = Average control delay in seconds. At unsignalized intersections, worst case approach reported

(NOTE: LOS delay thresholds are different for signalized intersections versus STOP-controlled intersections)

LOS = Level of Service

TWSC = Two-Way Stop Control

AWCS = All-Way Stop Control

NA = Not Applicable

RTO = Right Turn Only

Table 7: Future Year (2030) Intersection Levels of Service With Home Depot

#	Intersection	Control	V/C	Delay	LOS
1	Inca Trail @ SR-62	TWSC	-	-	F*
2	Pioneertown Road/Deer Trail @ SR-62	Signal	1.34	195.0	F*
3	Sage Avenue/Yucca Trail @ SR-62	Signal	1.03	68.0	E*
4	SR-247 @ Aberdeen Drive	TWSC	-	456.5	F*
5	SR-247 @ Buena Vista Drive/Skyline Ranch Road	TWSC	-	-	F*
6	SR-247 @ SR-62	Signal	2.01	1064.0	F*
7	Joshua Lane @ Yucca Trail	AWSC	-	248.8	F*
8	Joshua Lane @ Onaga Trail	AWSC	-	516.7	F*
9	Balsa Avenue/Hanford Avenue @ SR-62	Signal	1.09	91.0	F*
10	Avalon Avenue @ SR-62	Signal	0.94	39.0	D
11	Avalon Avenue @ YuccaValley Retail Center (proposed)	TWSC	-	139.8	F*
12	Avalon Avenue @ Palisade Drive	TWSC	-	37.7	E*
13	Avalon Avenue/Palomar Avenue @ Yucca Trail	AWSC	-	525.2	F*
14	Palomar Avenue @ Joshua Lane	TWSC	-	131.9	F*
15	Project Driveway (proposed) @ SR-62	Signal	0.74	25.0	C
16	Yucca Mesa Road @ Buena Vista Drive	TWSC	-	57.9	F*
17	Yucca Mesa Road/La Contenta Road @ SR-62	Signal	1.02	58.0	E*
18	La Contenta Road @ Yucca Trail	TWSC	-	-	F*
19	Sunny Vista Road@ Alta Loma Drive	AWSC	-	122.1	F*
20	Park Boulevard @ SR-62	Signal	0.84	40.0	D
21	Alta Loma Road @ Park Blvd/Quail Springs Rd	TWSC	-	80.2	F*
22	Yucca Valley Retail Center (proposed) @ SR-62	RTO	-	19.2	C
23	East Project Access (proposed) @ SR-62	RTO	-	21.4	C

* Exceeds LOS acceptable level.

V/C = Volume/Capacity ratio

Delay = Average control delay in seconds. At unsignalized intersections, worst case approach reported

(NOTE: LOS delay thresholds are different for signalized intersections versus STOP-controlled intersections)

LOS = Level of Service

TWSC = Two-Way Stop Control

AWCS = All-Way Stop Control

NA = Not Applicable

RTO = Right Turn Only

aforementioned assumptions, the following intersections are projected to operate at an unacceptable LOS in 2030 both without and with the proposed project:

- Inca Trail/SR 62
- Pioneertown Road-Deer Trail/SR 62
- Sage Avenue-Yucca Trail/SR 62
- SR 247/Aberdeen Drive
- SR 247/Buena Vista Drive-Skyline Ranch Road
- SR 247/SR 62
- Joshua Lane/Yucca Trail
- Joshua Lane/Onaga Trail
- Balsa Avenue-Hanford Avenue/SR 62
- Avalon Avenue/Yucca Valley Retail Center (proposed)
- Avalon Avenue-Palomar Avenue/Yucca Trail
- Palomar Avenue/Joshua Lane
- Yucca Mesa Road/Buena Vista Drive
- Yucca Mesa Road-La Contenta Road/SR 62
- La Contenta Road/Yucca Trail
- Sunny Vista Road/Alta Loma Drive
- Alta Loma Drive/Park Boulevard-Quail Springs Road

With the Home Depot Project in place, the following additional intersection will operate at an unacceptable LOS:

- Avalon Avenue/Palisade Drive

SECTION 4.0 MITIGATION MEASURES

At study intersections where future traffic generated by the proposed project is forecast to contribute to an unacceptable LOS E/F, mitigation measures were developed to achieve an acceptable LOS. If the study intersection is already operating at an unacceptable LOS under existing (2005) traffic conditions, mitigation measures were developed to improve the existing LOS.

a. Opening Day (2007) Mitigations

As previously noted, the Opening Day (2007) analyses identified five study intersections that would operate at an unacceptable LOS (E or F) considering background traffic plus Home Depot Project traffic plus YVRC traffic. Four of the five intersections are forecast to operate below LOS D considering only 2007 background traffic. The fifth intersection will operate below LOS D with the addition of YVRC Project traffic. While the Home Depot traffic in and of itself does not cause any intersection failures in 2007, it does create a minor contribution to a worsening of operating conditions at all five intersections.

Four of these five intersections are currently stop-controlled intersections. Improvements were identified to enable these intersections to operate at an acceptable LOS. Improvements such as widening to provide more lanes were considered and evaluated at the four stop controlled intersections; however, it was determined that the only way to achieve an acceptable LOS while still allowing full access was to signalize those four intersections.

A listing of the five intersections requiring improvements under Opening Day (2007) conditions is presented in Table 8. Included is a listing of the proposed improvements and identification of resultant LOS after improvements are made. LOS worksheets are included in Appendix F.

b. Future Year (2030) Mitigations

Analyses evaluating Future Year (2030) traffic conditions identified seventeen study intersections that would operate at an unacceptable LOS both with and without the proposed Home Depot Project, and one additional intersection (Avalon Avenue/Palisade Drive) that would operate at an acceptable LOS without the Home Depot Project, but an unacceptable LOS with the Home Depot Project. Table 9 presents a listing of the eighteen intersections and the proposed improvements, identification of the resultant LOS after improvement, an estimate of the improvement cost (based on recent SANBAG CMP construction cost estimate factors and engineering judgment), a determination of the Home Depot percentage share of the increase in traffic from 2005 to 2030 at the intersection, and a quantification of Home Depot's "fair share" cost. LOS worksheets are included in Appendix G.

Table 8: Required Opening Day (2007) Improvements

#	Intersection	Proposed Improvement	Resultant LOS
1	Inca Trail @ SR-62	Signalization	A
5	SR-247 @ Buena Vista Dr/Skyline Ranch Rd	Signalization	B
6	SR-247 @ SR-62	Add an Eastbound Left Turn Lane, Convert Northbound & Southbound to PPLT	C
7	Joshua Lane @ Yucca Trail	Signalization	B
13	Avalon Avenue/Palomar Avenue @ Yucca Trail	Signalization	C

PPLT - Protected/Permissive Left Turn

Table 9: Required Future Year (2030) Improvements

#	Intersection	Proposed Improvement	Resultant LOS	Overall Cost*	Project Fair Share %	Project Fair Share Cost
1	Inca Trail @ SR-62	Signalization, Protected EB & WB, Permissive NB & SB, add NB & SB right turn lane	C	$250,000	4.7%	$11,750
2	Pioneertown Road/Deer Trail @ SR-62	Convert Signal to Protected All Directions, Add SB Left and NB Right	D	$215,000	4.0%	$8,600
3	Sage Avenue/Yucca Trail @ SR-62	Convert Signal to Protected All Directions, Add EB Thru, EB Right, WB Thru, NB Left and SB Right	C	$305,000	4.4%	$13,420
4	SR-247 @ Aberdeen Drive	Signalization Permissive All Directions, Add NB Right and SB Left	C	$290,000	3.1%	$8,990
5	SR-247 @ Buena Vista Drive/Skyline Ranch Road	Signalization, Permissive EB & WB, PPLT NB & SB, Add NB & SB Left, and NB & SB Thru	C	$430,000	3.2%	$13,760
6	SR-247 @ SR-62	Convert NB & SB to Protected Left, Add SB Right Turn Overlap, Add EB Left, EB Right, WB Right, NB Left, NB Right, SB Left, SB Right,	D	$430,000	7.3%	$31,390
7	Joshua Lane @ Yucca Trail	Signalization, Permissive in All Directions	C	$175,000	3.8%	$6,650
8	Joshua Lane @ Onaga Trail	Signalizations, Permissive All Directions, Add NB & SB Lefts	C	$250,000	2.5%	$6,250
9	Balsa Ave/Hanford Ave @ SR-62	Convert NB & SB to Protected Left, Add EB & WB Right, NB & SB Thru	D	$165,000	7.3%	$12,050
11	Avalon Ave @ YuccaValley Retail Center (proposed)	Add SB Thru, Dedicated WB Right, Dedicated WB Left (i.e., Add One WB Lane)	D	$18,000	2.5%	$450
12	Avalon Avenue @ Palisade Drive	Add SB Thru	D	$36,000	11.9%	$4,280
13	Avalon Avenue/Palomar Avenue @ Yucca Trail	Signalization, Permissive All Directions, Add EB, WB, NB, and SB Left	B	$250,000	5.3%	$13,250
14	Palomar Avenue @ Joshua Lane	Signalizations, Permissive All Directions, with One Dedicated SB Left and One Dedicated SB Right	B	$175,000	1.8%	$3,150
16	Yucca Mesa Road @ Buena Vista Drive	Add EB and NB Left	C	$36,000	7.3%	$2,630
17	Yucca Mesa Road/La Contenta Road @ SR-62	Convert NB & SB to PPLT, Add EB Thru, WB Right, NB Right, SB Right	D	$270,000	5.1%	$13,770
18	La Contenta Road @ Yucca Trail	Signalization, Permissive All Directions	B	$250,000	3.3%	$8,250
19	Sunny Vista Road@ Alta Loma Road	Add EB Shared Thru/Left, WB Left, NB Right	D	$36,000	3.1%	$1,120
21	Alta Loma Road/Park Boulevard-Quail Springs Road	Signalization, Permissive All Directions	B	$250,000	1.7%	$4,250
			TOTAL:	$3,831,000		$164,010

PPLT - Protected/Permissive Left Turn

* Excludes right-of-way (if required)

SECTION 5.0 LOCALIZED OPERATIONAL CONCERNS

The purpose of this traffic impact analysis is to assess the potential traffic circulation impacts of the proposed Home Depot Project on various nearby roadways/intersections. Analyses conducted are focused on determining the LOS at these facilities, which is based upon delay and volume-to-capacity ratios. The WEBSTER program used to conduct signalized intersection evaluations is a valuable tool that provides key additional data for each intersection analyzed, including signal cycle lengths, queue lengths, etc. Utilizing results of the WEBSTER analyses, various miscellaneous evaluations were conducted to address concerns expressed by Town staff relative to this project and other proposed projects. The following discussions address those concerns.

- As shown on the Site Plan, the signalized intersection at the project driveway on SR 62 will have two left turn lanes and two right turn lanes exiting the site. Sufficient storage is available such that anticipated outbound queues will clear each cycle with four outbound lanes. The 95th percentile queue (design queue) is forecast to be 100'; approximately 150' of queue storage is provided between the signalized driveway and the nearest intersecting drive aisle. This determination is based on an expected 100 second coordination system cycle length.

- Because Caltrans has established access restrictions on the north side of SR 62 in the vicinity, the proposed signalized driveway will be a Tee intersection only, not a full, four-legged intersection. This has been confirmed in preliminary discussions with Caltrans. As a Tee intersection, the operational efficiency is high, thereby minimizing queuing.

- One westbound-to-southbound left turn lane at the signalized project driveway on SR 62 is sufficient to handle demand for both the Home Depot Project and the YVRC Project. The 95th percentile queue is forecast to be 160' and is forecast to clear each cycle, for both Opening Day and 2030.

- Additional right-of-way (ROW) will be provided along eastbound SR 62 sufficient for an additional eastbound through lane and an exclusive right turn lane at both project driveways. Even though the ROW is available and pavement will be in place, SR 62 delineation will remain with two through lanes in each direction in order to match existing lanes on both sides of the project.

- Home Depot anticipates a maximum of 25-30 delivery trucks per day accessing the site, an average of less than two per hour. Primary truck ingress will be via SR 62 to the east project driveway, which will have a ± 50' radius for inbound traffic. Truck egress will be via either the signalized driveway on SR 62 or the Avalon Avenue/Palisade Drive

intersection, turning right (north) to SR 62. Site plans with truck turning paths are included in Appendix H.

- It is anticipated that, as part of the Encroachment Permit process with Caltrans for the new signal on SR 62, the installation of interconnect and development of coordination timing plans on SR 62 from Avalon Avenue to Yucca Mesa Road will be required. The Permit Plans will also include all necessary striping and signing. Caltrans is already planning for coordination on SR 62 west of Avalon Avenue.

- The proposed east leg of the Avalon Avenue/Palisade Drive intersection is slightly offset from the west leg. To improve traffic operations at this intersection, a minor realignment should occur.

- The fast food with drive through restaurant located at the northwest corner of the project site has been designed with a counterclockwise circulation pattern such that queuing in the driveways and primary drive aisles should not occur.

- There is an existing bus stop on the north side of SR 62 located east of the proposed signalized driveway. Because Caltrans typically desires that the bus pull-out be located on the far side of signalized intersections, this will be included in the design of this new intersection. The north-south crosswalk will be located on the east leg of the intersection so as not to interfere with traffic exiting the site and turning left.

- All project roadway modifications will be designed and constructed to provide for acceptable LOS for 2030 traffic conditions.

- To avoid the need for mitigation of future impacts at the Avalon Avenue/Palisade Drive intersection and Avalon Avenue/YVRC driveway intersection, which includes providing an additional lane on Avalon Avenue, it would be logical to implement the required long-term improvements at these locations prior to Opening Day of the Home Depot Project and the YVRC Project. This would avoid future disruptions while providing enhanced project access for both the Home Depot Project and the YVRC Project.

SECTION 6.0 SUMMARY AND CONCLUSIONS

This section of the report summarizes the results and conclusions of the traffic analysis conducted for the proposed Home Depot Project on SR 62 east of Avalon Avenue in the Town of Yucca Valley.

1. Under existing (Year 2005) conditions, the following intersections operate at an unacceptable LOS E/F:

   - Inca Trail/SR 62
   - SR 247/Buena Vista Drive-Skyline Ranch Road

2. Considering forecast background traffic only without Home Depot Project traffic for Year 2007 (the projected Opening Year for the Home Depot Project), the following intersections operate at an unacceptable LOS E/F:

   - Inca Trail/SR 62
   - SR 247/Buena Vista Drive-Skyline Ranch Road
   - Joshua Lane/Yucca Trail
   - Avalon Avenue-Palomar Avenue/Yucca Trail

3. Considering background traffic plus Home Depot traffic for Year 2007, no additional intersections are projected to operate at an unacceptable LOS E/F.

4. Considering background traffic plus Home Depot traffic plus Yucca Valley Retail Center (YVRC) traffic for Year 2007, one additional intersection—SR 247/SR 62—is projected to operate at LOS E/F.

5. For projected Year 2030 traffic and existing roadway conditions without the Home Depot Project, the following intersections will operate at LOS E/F:

   - Inca Trail/SR 62
   - Pioneertown Road/Deer Trail/SR 62
   - Sage Avenue-Yucca Trail/SR 62
   - SR 247/Aberdeen Drive
   - SR 247/Buena Vista Drive-Skyline Ranch Road
   - SR-247/SR 62
   - Joshua Lane/Yucca Trail
   - Joshua Lane/Onaga Trail
   - Balsa Avenue-Hanford Avenue/SR 62
   - Avalon Avenue/Yucca Valley Retail Center (proposed)
   - Avalon Avenue-Palomar Avenue/Yucca Trail
   - Palomar Avenue/Joshua Lane

- Yucca Mesa Road/Buena Vista Drive
- Yucca Mesa Road-La Contenta Road/SR 62
- La Contenta Road/Yucca Trail
- Sunny Vista Road/Alta Loma Drive
- Alta Loma Drive/Park Boulevard-Quail Springs Road

6. For project Year 2030 traffic conditions with the Home Depot Project, one additional intersection—Avalon Avenue/Palisade Drive—is projected to operate at LOS E/F.

Because the Town of Yucca Valley does not have a formal Traffic Impact Fee based on daily or peak hour trips, square footage of development, etc., the calculation of a project's proportional share of required improvements serves as one factor in determining that project's appropriate traffic mitigation responsibilities. However, as SANBAG CMP Guidelines clearly state, the calculation of costs of improvements and approximation of a project's contribution to the needed improvements does not imply any legal responsibility or formula for contributions to mitigations.

Based on evaluations conducted as part of this traffic impact analysis, the Home Depot Project's "faire share" of required 2030 improvements totals approximately $164,000. This is in addition to the cost of project specific off-site improvements, such as widening eastbound SR 62 along the project frontage (including ROW dedication) and constructing the signalized driveway access to/from SR 62 (which costs may be shared with the YVRC Project if/when it is constructed). Eighteen study intersections were identified as being impacted in 2030 by Home Depot traffic (at percentages ranging from 1.7% to 11.9%) in conjunction with traffic generated by anticipated overall development and growth throughout the Town of Yucca Valley.

APPENDIX A

PM Peak Hour Turning Movement Counts
2005

Counts Unlimited, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557

T 909 247 6716
F 909 924 8604
C 909 721 5067

TOWN OF YUCCA VALLEY

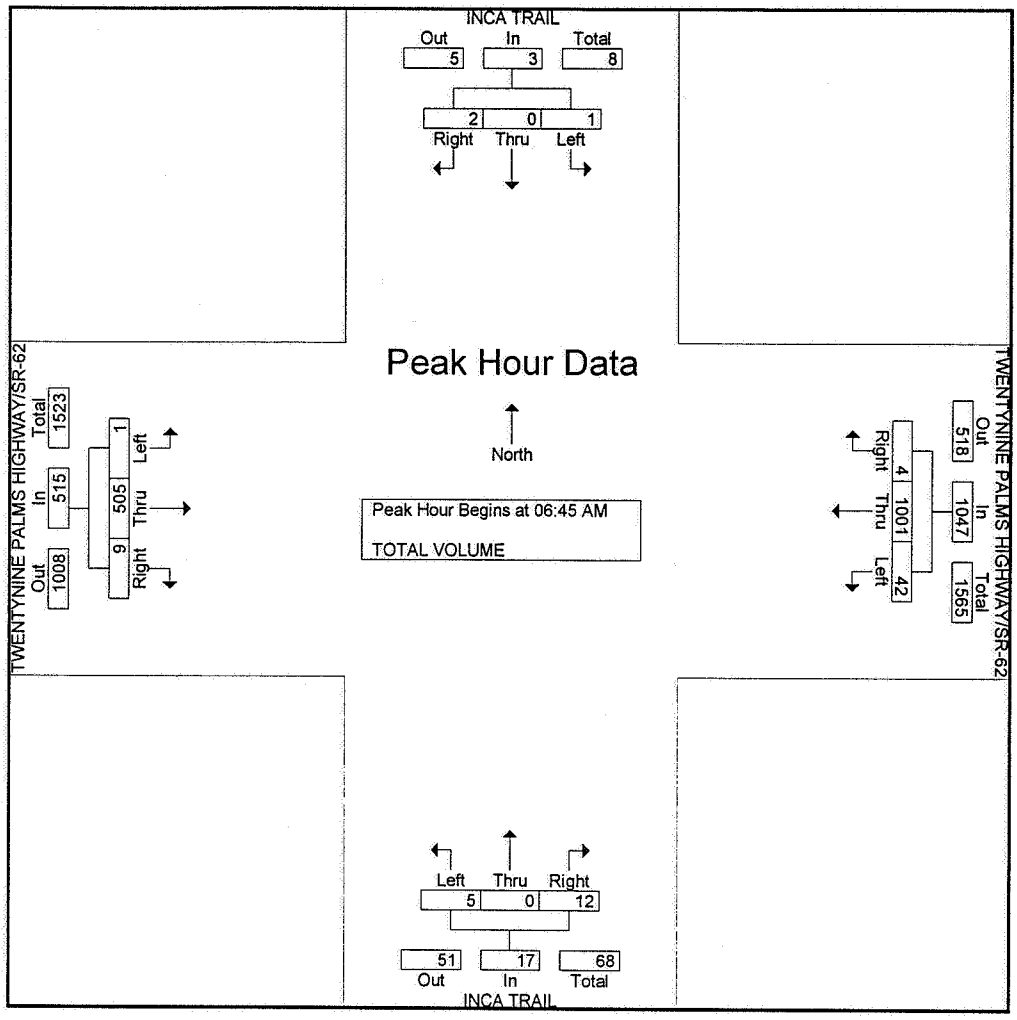
INCA TRAIL
TWENTYNINE PALMS HIGHWAY/SR-62

Turning Movement Counts
April 2005

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: INCA TRAIL
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVIN29AM
Site Code : 307032
Start Date : 4/26/2005
Page No : 2



Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				06:45 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	**1**	1	5	236	**1**	242	0	0	3	3	0	139	1	140
+15 mins.	0	0	0	0	7	**281**	1	**289**	1	0	7	8	1	**169**	1	**171**
+30 mins.	1	0	1	2	**15**	271	1	287	**2**	**1**	8	11	**6**	144	**6**	156
+45 mins.	**3**	0	1	**4**	15	213	1	229	2	0	**10**	**12**	0	125	4	129
Total Volume	4	0	3	7	42	1001	4	1047	5	1	28	34	7	577	12	596
% App. Total	57.1	0	42.9		4	95.6	0.4		14.7	2.9	82.4		1.2	96.8	2	
PHF	.333	.000	.750	.438	.700	.891	1.000	.906	.625	.250	.700	.708	.292	.854	.500	.871

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: INCA TRAIL
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVIN29AM
Site Code : 307032
Start Date : 4/26/2005
Page No : 1

Groups Printed- TOTAL VOLUME

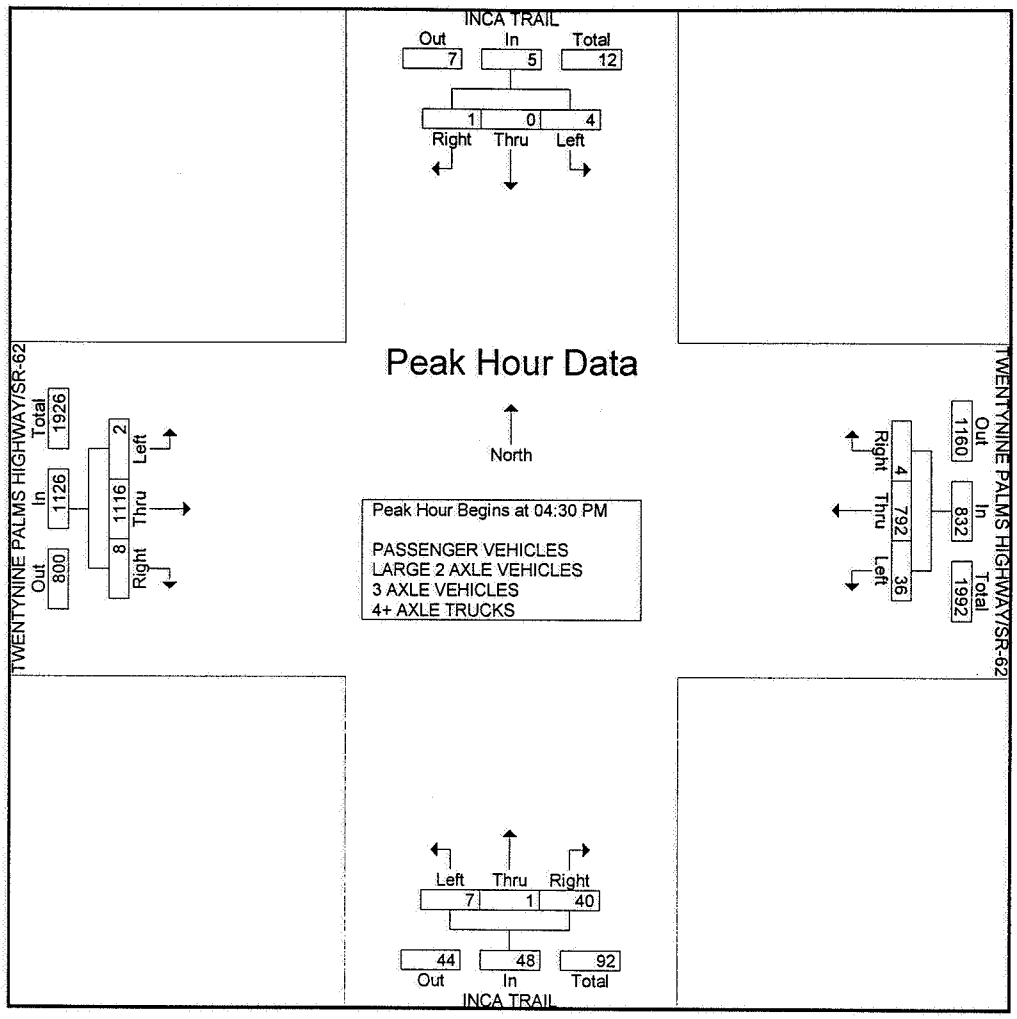
	INCA TRAIL Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				INCA TRAIL Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	1	0	3	4	2	199	3	204	2	0	2	4	0	123	0	123	335
06:45 AM	1	0	0	1	5	236	1	242	0	0	3	3	0	154	2	156	402
Total	2	0	3	5	7	435	4	446	2	0	5	7	0	277	2	279	737
07:00 AM	0	0	0	0	7	281	1	289	2	0	5	7	1	105	3	109	405
07:15 AM	0	0	1	1	15	271	1	287	3	0	1	4	0	107	3	110	402
07:30 AM	0	0	1	1	15	213	1	229	0	0	3	3	0	139	1	140	373
07:45 AM	0	0	0	0	8	185	2	195	1	0	7	8	1	169	1	171	374
Total	0	0	2	2	45	950	5	1000	6	0	16	22	2	520	8	530	1554
08:00 AM	1	0	1	2	5	212	1	218	2	1	8	11	6	144	6	156	387
08:15 AM	3	0	1	4	10	194	3	207	2	0	10	12	0	125	4	129	352
Grand Total	6	0	7	13	67	1791	13	1871	12	1	39	52	8	1066	20	1094	3030
Apprch %	46.2	0	53.8		3.6	95.7	0.7		23.1	1.9	75		0.7	97.4	1.8		
Total %	0.2	0	0.2	0.4	2.2	59.1	0.4	61.7	0.4	0	1.3	1.7	0.3	35.2	0.7	36.1	

	INCA TRAIL Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				INCA TRAIL Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:45 AM																	
06:45 AM	**1**	0	0	**1**	5	236	**1**	242	0	0	3	3	0	**154**	2	**156**	402
07:00 AM	0	0	0	0	7	**281**	1	**289**	2	0	**5**	**7**	**1**	105	**3**	109	**405**
07:15 AM	0	0	**1**	1	**15**	271	1	287	**3**	0	1	4	0	107	3	110	402
07:30 AM	0	0	1	1	15	213	1	229	0	0	3	3	0	139	1	140	373
Total Volume	1	0	2	3	42	1001	4	1047	5	0	12	17	1	505	9	515	1582
% App. Total	33.3	0	66.7		4	95.6	0.4		29.4	0	70.6		0.2	98.1	1.7		
PHF	.250	.000	.500	.750	.700	.891	1.000	.906	.417	.000	.600	.607	.250	.820	.750	.825	.977

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: INCA TRAIL
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVIN29PM
Site Code : 307032
Start Date : 4/26/2005
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	**11**	188	1	200	**3**	0	**17**	**20**	**1**	**293**	**3**	**297**
+15 mins.	1	0	0	1	10	183	**3**	196	1	0	8	9	0	260	2	262
+30 mins.	**3**	0	0	**3**	8	210	0	**218**	2	0	12	14	1	281	2	284
+45 mins.	0	0	**1**	1	7	**211**	0	218	1	**1**	3	5	0	282	1	283
Total Volume	4	0	1	5	36	792	4	832	7	1	40	48	2	1116	8	1126
% App. Total	80	0	20		4.3	95.2	0.5		14.6	2.1	83.3		0.2	99.1	0.7	
PHF	.333	.000	.250	.417	.818	.938	.333	.954	.583	.250	.588	.600	.500	.952	.667	.948

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: INCA TRAIL
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVIN29PM
Site Code : 307032
Start Date : 4/26/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES - LARGE 2 AXLE VEHICLES - 3 AXLE VEHICLES - 4+ AXLE TRUCKS

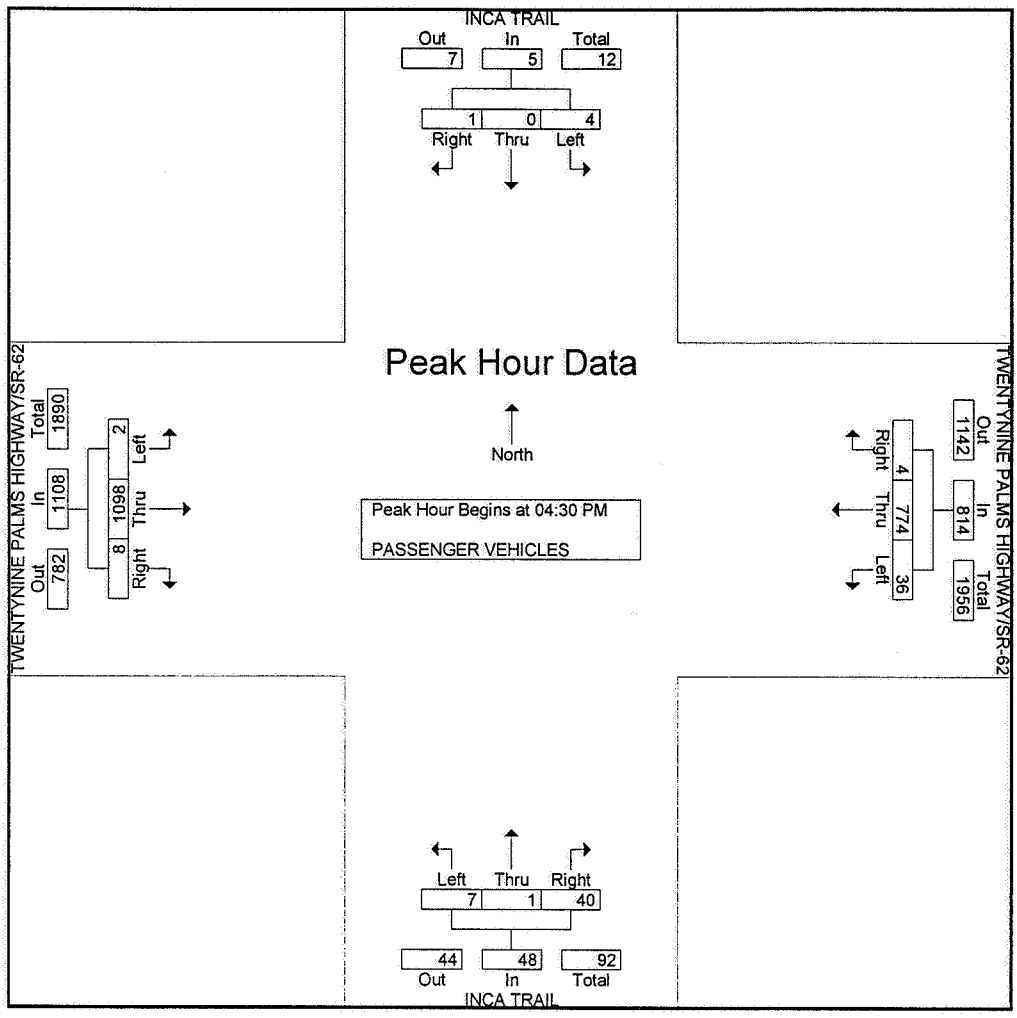
	INCA TRAIL Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				INCA TRAIL Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	11	160	0	171	2	0	7	9	1	235	2	238	418
04:15 PM	0	0	2	2	11	186	2	199	2	0	9	11	0	229	3	232	444
04:30 PM	0	0	0	0	11	188	1	200	3	0	17	20	1	293	3	297	517
04:45 PM	1	0	0	1	10	183	3	196	1	0	8	9	0	260	2	262	468
Total	1	0	2	3	43	717	6	766	8	0	41	49	2	1017	10	1029	1847
05:00 PM	3	0	0	3	8	210	0	218	2	0	12	14	1	281	2	284	519
05:15 PM	0	0	1	1	7	211	0	218	1	1	3	5	0	282	1	283	507
05:30 PM	0	0	1	1	13	163	2	178	0	0	14	14	1	276	3	280	473
05:45 PM	1	0	1	2	15	134	0	149	1	0	10	11	2	293	2	297	459
Total	4	0	3	7	43	718	2	763	4	1	39	44	4	1132	8	1144	1958
Grand Total	5	0	5	10	86	1435	8	1529	12	1	80	93	6	2149	18	2173	3805
Apprch %	50	0	50		5.6	93.9	0.5		12.9	1.1	86		0.3	98.9	0.8		
Total %	0.1	0	0.1	0.3	2.3	37.7	0.2	40.2	0.3	0	2.1	2.4	0.2	56.5	0.5	57.1	
PASSENGER VEHICLES	5	0	4	9	85	1388	8	1481	12	1	79	92	5	2103	18	2126	3708
% PASSENGER VEHICLES	100	0	80	90	98.8	96.7	100	96.9	100	100	98.8	98.9	83.3	97.9	100	97.8	48.7
LARGE 2 AXLE VEHICLES	0	0	1	1	0	23	0	23	0	0	1	1	1	32	0	33	58
% LARGE 2 AXLE VEHICLES	0	0	20	10	0	1.6	0	1.5	0	0	1.2	1.1	16.7	1.5	0	1.5	0.8
3 AXLE VEHICLES	0	0	0	0	0	5	0	5	0	0	0	0	0	6	0	6	11
% 3 AXLE VEHICLES	0	0	0	0	0	0.3	0	0.3	0	0	0	0	0	0.3	0	0.3	0.1
4+ AXLE TRUCKS	0	0	0	0	1	19	0	20	0	0	0	0	0	8	0	8	28
% 4+ AXLE TRUCKS	0	0	0	0	1.2	1.3	0	1.3	0	0	0	0	0	0.4	0	0.4	0.4

	INCA TRAIL Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				INCA TRAIL Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	**11**	188	1	200	**3**	0	**17**	**20**	**1**	**293**	**3**	**297**	517
04:45 PM	1	0	0	1	10	183	**3**	196	1	0	8	9	0	260	2	262	468
05:00 PM	**3**	0	0	**3**	8	210	0	**218**	2	0	12	14	1	281	2	284	**519**
05:15 PM	0	0	**1**	1	7	**211**	0	218	1	**1**	3	5	0	282	1	283	507
Total Volume	4	0	1	5	36	792	4	832	7	1	40	48	2	1116	8	1126	2011
% App. Total	80	0	20		4.3	95.2	0.5		14.6	2.1	83.3		0.2	99.1	0.7		
PHF	.333	.000	.250	.417	.818	.938	.333	.954	.583	.250	.588	.600	.500	.952	.667	.948	.969

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: INCA TRAIL
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVIN29PM
Site Code : 307032
Start Date : 4/26/2005
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	**11**	184	1	196	**3**	0	**17**	**20**	**1**	**285**	**3**	**289**
+15 mins.	1	0	0	1	10	180	**3**	193	1	0	8	9	0	256	2	258
+30 mins.	**3**	0	0	**3**	8	204	0	212	2	0	12	14	1	278	2	281
+45 mins.	0	0	**1**	1	7	**206**	0	**213**	1	**1**	3	5	0	279	1	280
Total Volume	4	0	1	5	36	774	4	814	7	1	40	48	2	1098	8	1108
% App. Total	80	0	20		4.4	95.1	0.5		14.6	2.1	83.3		0.2	99.1	0.7	
PHF	.333	.000	.250	.417	.818	.939	.333	.955	.583	.250	.588	.600	.500	.963	.667	.958

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: INCA TRAIL
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVIN29PM
Site Code : 307032
Start Date : 4/26/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES

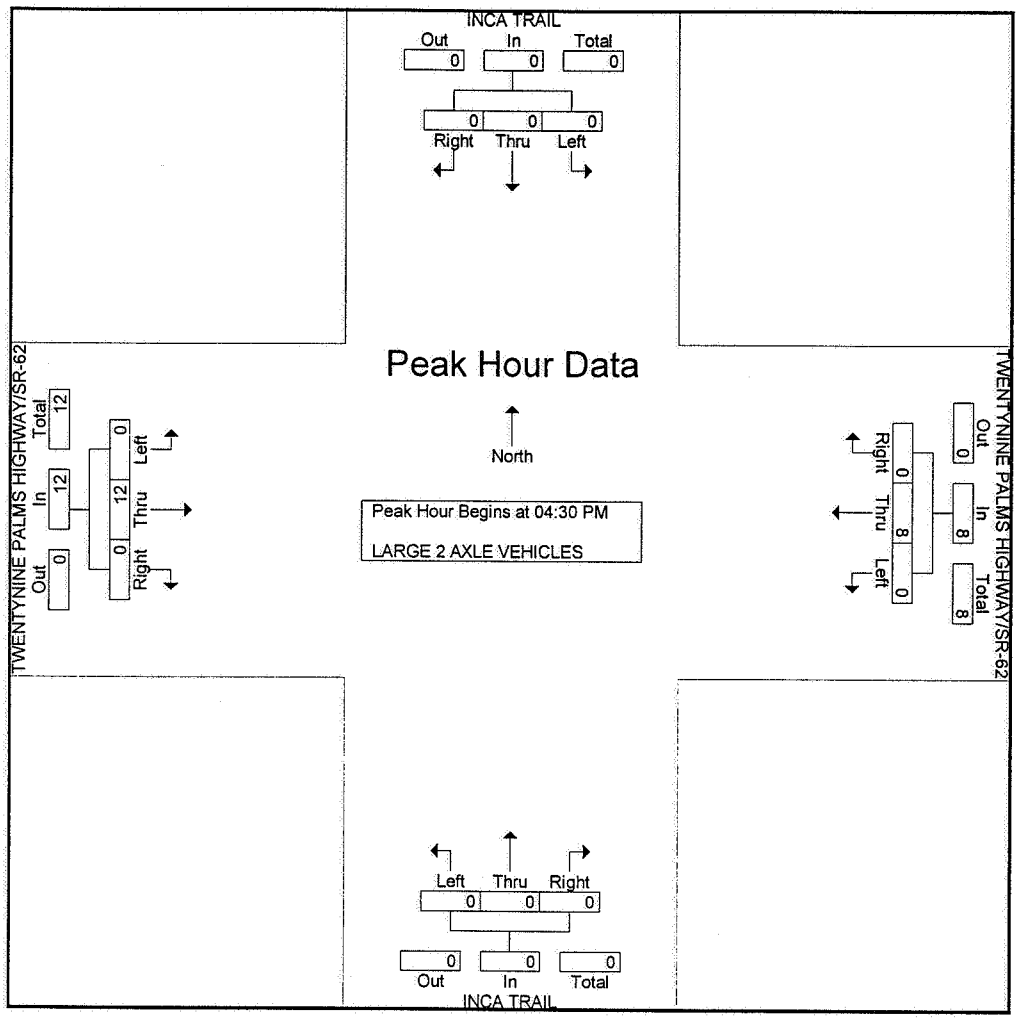
	INCA TRAIL Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				INCA TRAIL Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	10	147	0	157	2	0	6	8	0	231	2	233	398
04:15 PM	0	0	2	2	11	179	2	192	2	0	9	11	0	223	3	226	431
04:30 PM	0	0	0	0	11	184	1	196	3	0	17	20	1	285	3	289	505
04:45 PM	1	0	0	1	10	180	3	193	1	0	8	9	0	256	2	258	461
Total	1	0	2	3	42	690	6	738	8	0	40	48	1	995	10	1006	1795
05:00 PM	3	0	0	3	8	204	0	212	2	0	12	14	1	278	2	281	510
05:15 PM	0	0	1	1	7	206	0	213	1	1	3	5	0	279	1	280	499
05:30 PM	0	0	0	0	13	160	2	175	0	0	14	14	1	271	3	275	464
05:45 PM	1	0	1	2	15	128	0	143	1	0	10	11	2	280	2	284	440
Total	4	0	2	6	43	698	2	743	4	1	39	44	4	1108	8	1120	1913
Grand Total	5	0	4	9	85	1388	8	1481	12	1	79	92	5	2103	18	2126	3708
Apprch %	55.6	0	44.4		5.7	93.7	0.5		13	1.1	85.9		0.2	98.9	0.8		
Total %	0.1	0	0.1	0.2	2.3	37.4	0.2	39.9	0.3	0	2.1	2.5	0.1	56.7	0.5	57.3	

	INCA TRAIL Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				INCA TRAIL Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	**11**	184	1	196	**3**	0	**17**	**20**	**1**	**285**	**3**	**289**	505
04:45 PM	1	0	0	1	10	180	**3**	193	1	0	8	9	0	256	2	258	461
05:00 PM	**3**	0	0	**3**	8	204	0	212	2	0	12	14	1	278	2	281	**510**
05:15 PM	0	0	**1**	1	7	**206**	0	**213**	1	**1**	3	5	0	279	1	280	499
Total Volume	4	0	1	5	36	774	4	814	7	1	40	48	2	1098	8	1108	1975
% App. Total	80	0	20		4.4	95.1	0.5		14.6	2.1	83.3		0.2	99.1	0.7		
PHF	.333	.000	.250	.417	.818	.939	.333	.955	.583	.250	.588	.600	.500	.963	.667	.958	.968

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: INCA TRAIL
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVIN29PM
Site Code : 307032
Start Date : 4/26/2005
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	1	0	1	0	0	0	0	0	**6**	0	**6**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	8	0	8	0	0	0	0	0	12	0	12
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: INCA TRAIL
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVIN29PM
Site Code : 307032
Start Date : 4/26/2005
Page No : 1

Groups Printed- LARGE 2 AXLE VEHICLES

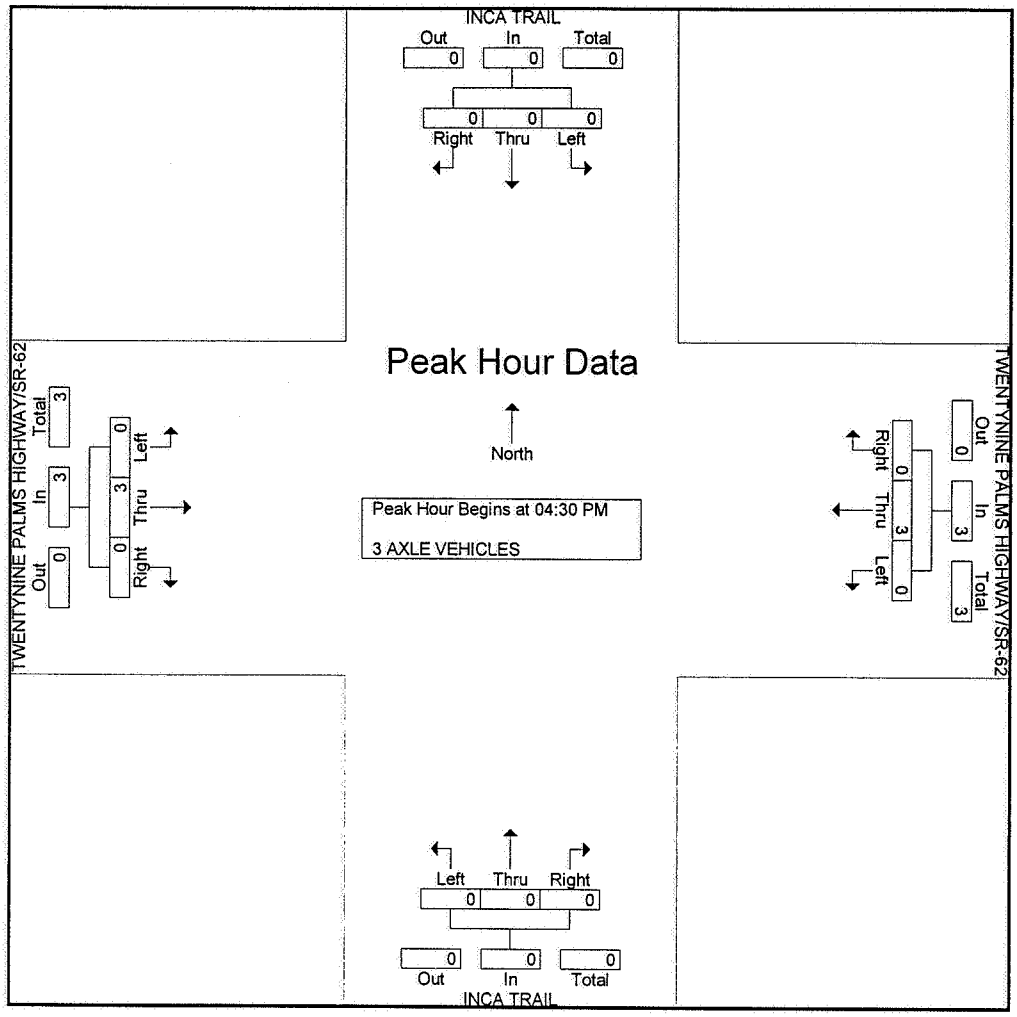
	INCA TRAIL Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				INCA TRAIL Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	8	0	8	0	0	1	1	1	4	0	5	14
04:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	6	0	6	7
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	12	0	12	0	0	1	1	1	17	0	18	31
05:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
05:30 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	4	0	4	6
05:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	7	0	7	10
Total	0	0	1	1	0	11	0	11	0	0	0	0	0	15	0	15	27
Grand Total	0	0	1	1	0	23	0	23	0	0	1	1	1	32	0	33	58
Apprch %	0	0	100		0	100	0		0	0	100		3	97	0		
Total %	0	0	1.7	1.7	0	39.7	0	39.7	0	0	1.7	1.7	1.7	55.2	0	56.9	

	INCA TRAIL Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				INCA TRAIL Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**6**	0	**6**	**7**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:00 PM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	2	0	2	6
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
Total Volume	0	0	0	0	0	8	0	8	0	0	0	0	0	12	0	12	20
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.714

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: INCA TRAIL
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVIN29PM
Site Code : 307032
Start Date : 4/26/2005
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	**1**	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	**1**	0	**1**
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.750	.000	.750

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: INCA TRAIL
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVIN29PM
Site Code : 307032
Start Date : 4/26/2005
Page No : 1

Groups Printed- 3 AXLE VEHICLES

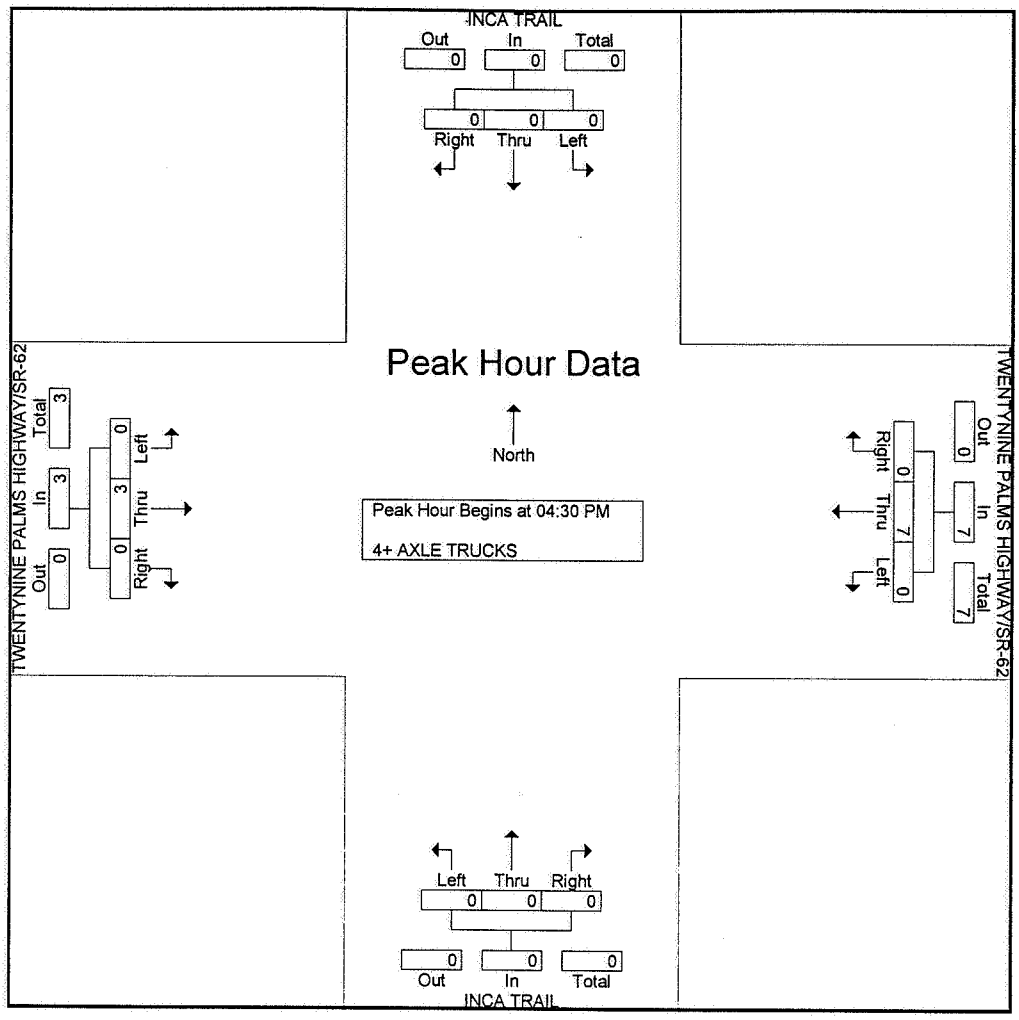
	INCA TRAIL Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				INCA TRAIL Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	1	0	1	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	1	0	1	1
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
Grand Total	0	0	0	0	0	5	0	5	0	0	0	0	0	6	0	6	11
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	45.5	0	45.5	0	0	0	0	0	54.5	0	54.5	

	INCA TRAIL Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				INCA TRAIL Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	**1**	0	**1**	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	**1**	0	**1**	1
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	**2**
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.750	.000	.750	.750

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: INCA TRAIL
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVIN29PM
Site Code : 307032
Start Date : 4/26/2005
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	2	0	2	0	0	0	0	0	**2**	0	**2**
+15 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000	.000	.375	.000	.375

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: INCA TRAIL
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVIN29PM
Site Code : 307032
Start Date : 4/26/2005
Page No : 1

Groups Printed- 4+ AXLE TRUCKS

	INCA TRAIL Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				INCA TRAIL Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	1	4	0	5	0	0	0	0	0	0	0	0	5
04:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
Total	0	0	0	0	1	12	0	13	0	0	0	0	0	4	0	4	17
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
Total	0	0	0	0	0	7	0	7	0	0	0	0	0	4	0	4	11
Grand Total	0	0	0	0	1	19	0	20	0	0	0	0	0	8	0	8	28
Apprch %	0	0	0		5	95	0		0	0	0		0	100	0		
Total %	0	0	0	0	3.6	67.9	0	71.4	0	0	0	0	0	28.6	0	28.6	

	INCA TRAIL Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				INCA TRAIL Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	**2**	0	**2**	**4**
04:45 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	1	0	1	4
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3	10
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000	.000	.375	.000	.375	.625

Counts Unlimited, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557

T 909 247 6716
F 909 924 8604
C 909 721 5067

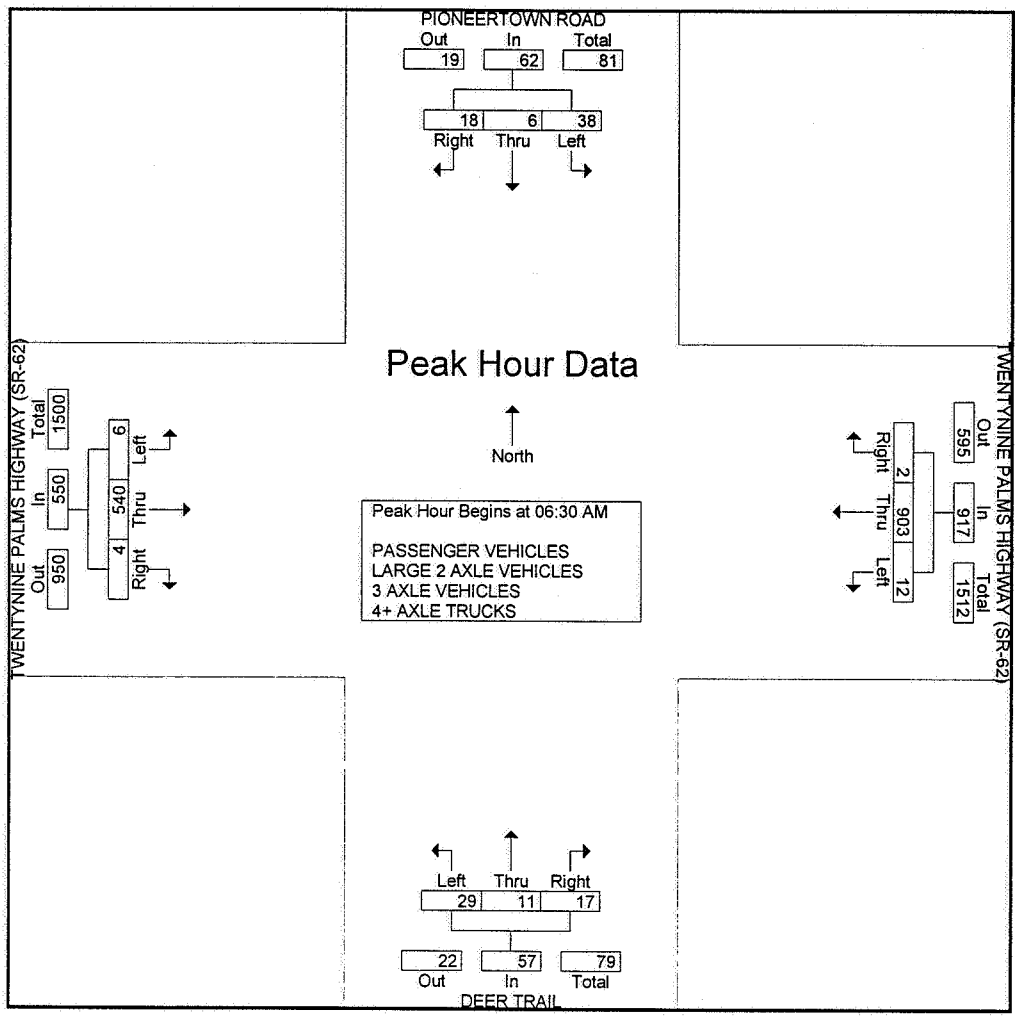
TOWN OF YUCCA VALLEY
PIONEERTOWN ROAD/DEER TRAIL
TWENTYNINE PALMS HIGHWAY/SR-62

Turning Movement Counts
April 2005

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: PIONEERTOWN ROAD/DEER TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVPIDE29AM
Site Code : 3070113
Start Date : 4/27/2005
Page No : 2



Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				06:45 AM				07:00 AM				07:30 AM			
+0 mins.	**19**	3	3	25	2	208	0	210	8	5	1	14	**7**	113	0	120
+15 mins.	17	**5**	5	**27**	2	**256**	**2**	**260**	**10**	2	**7**	**19**	0	133	1	134
+30 mins.	14	3	**8**	25	**4**	240	0	244	8	4	3	15	0	149	1	150
+45 mins.	18	5	2	25	1	210	2	213	3	**9**	5	17	4	**163**	**2**	**169**
Total Volume	68	16	18	102	9	914	4	927	29	20	16	65	11	558	4	573
% App. Total	66.7	15.7	17.6		1	98.6	0.4		44.6	30.8	24.6		1.9	97.4	0.7	
PHF	.895	.800	.563	.944	.563	.893	.500	.891	.725	.556	.571	.855	.393	.856	.500	.848

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: PIONEERTOWN ROAD/DEER TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVPIDE29AM
Site Code : 3070113
Start Date : 4/27/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES - LARGE 2 AXLE VEHICLES - 3 AXLE VEHICLES - 4+ AXLE TRUCKS

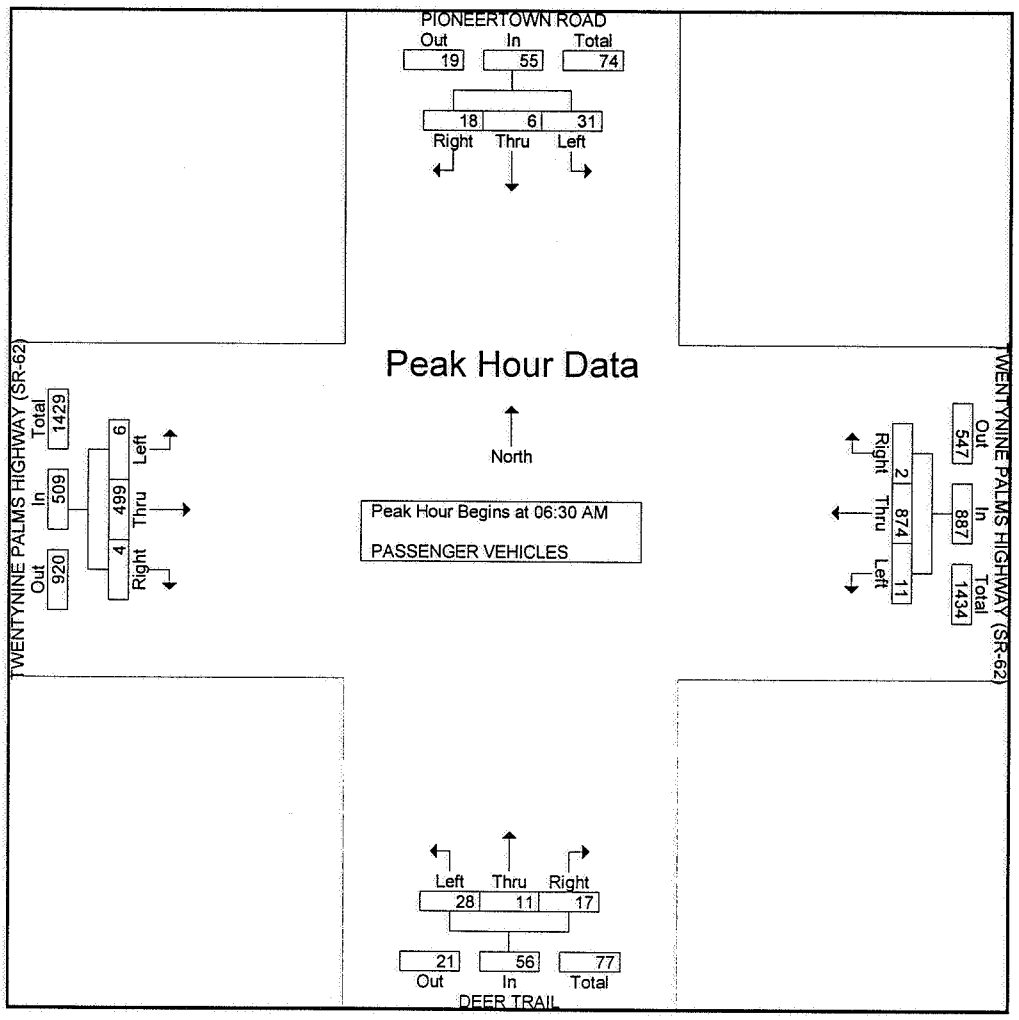
	PIONEERTOWN ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				DEER TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:30 AM	8	0	3	11	4	199	0	203	6	2	4	12	1	145	3	149	375
06:45 AM	14	2	6	22	2	208	0	210	5	2	5	12	0	140	0	140	384
Total	22	2	9	33	6	407	0	413	11	4	9	24	1	285	3	289	759
07:00 AM	8	3	2	13	2	256	2	260	8	5	1	14	2	127	1	130	417
07:15 AM	8	1	7	16	4	240	0	244	10	2	7	19	3	128	0	131	410
07:30 AM	19	3	3	25	1	210	2	213	8	4	3	15	7	113	0	120	373
07:45 AM	17	5	5	27	2	193	5	200	3	9	5	17	0	133	1	134	378
Total	52	12	17	81	9	899	9	917	29	20	16	65	12	501	2	515	1578
08:00 AM	14	3	8	25	6	217	0	223	0	2	4	6	0	149	1	150	404
08:15 AM	18	5	2	25	1	182	4	187	6	6	8	20	4	163	2	169	401
Grand Total	106	22	36	164	22	1705	13	1740	46	32	37	115	17	1098	8	1123	3142
Apprch %	64.6	13.4	22		1.3	98	0.7		40	27.8	32.2		1.5	97.8	0.7		
Total %	3.4	0.7	1.1	5.2	0.7	54.3	0.4	55.4	1.5	1	1.2	3.7	0.5	34.9	0.3	35.7	
PASSENGER VEHICLES	90	22	35	147	19	1639	13	1671	45	31	34	110	17	1015	8	1040	2968
% PASSENGER VEHICLES	84.9	100	97.2	89.6	86.4	96.1	100	96	97.8	96.9	91.9	95.7	100	92.4	100	92.6	47.2
LARGE 2 AXLE VEHICLES	9	0	1	10	3	32	0	35	1	1	3	5	0	32	0	32	82
% LARGE 2 AXLE VEHICLES	8.5	0	2.8	6.1	13.6	1.9	0	2	2.2	3.1	8.1	4.3	0	2.9	0	2.8	1.3
3 AXLE VEHICLES	3	0	0	3	0	4	0	4	0	0	0	0	0	9	0	9	16
% 3 AXLE VEHICLES	2.8	0	0	1.8	0	0.2	0	0.2	0	0	0	0	0	0.8	0	0.8	0.3
4+ AXLE TRUCKS	4	0	0	4	0	30	0	30	0	0	0	0	0	42	0	42	76
% 4+ AXLE TRUCKS	3.8	0	0	2.4	0	1.8	0	1.7	0	0	0	0	0	3.8	0	3.7	1.2

	PIONEERTOWN ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				DEER TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:30 AM																	
06:30 AM	8	0	3	11	**4**	199	0	203	6	2	4	12	1	**145**	**3**	**149**	375
06:45 AM	**14**	2	6	**22**	2	208	0	210	5	2	5	12	0	140	0	140	384
07:00 AM	8	**3**	2	13	2	**256**	**2**	**260**	8	**5**	1	14	2	127	1	130	**417**
07:15 AM	8	1	**7**	16	4	240	0	244	**10**	2	**7**	**19**	**3**	128	0	131	410
Total Volume	38	6	18	62	12	903	2	917	29	11	17	57	6	540	4	550	1586
% App. Total	61.3	9.7	29		1.3	98.5	0.2		50.9	19.3	29.8		1.1	98.2	0.7		
PHF	.679	.500	.643	.705	.750	.882	.250	.882	.725	.550	.607	.750	.500	.931	.333	.923	.951

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: PIONEERTOWN ROAD/DEER TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVPIDE29AM
Site Code : 3070113
Start Date : 4/27/2005
Page No : 2



Peak Hour Analysis From 06:30 AM to 07:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:30 AM				06:30 AM				06:30 AM				06:30 AM			
+0 mins.	6	0	3	9	3	189	0	192	6	2	4	12	1	129	**3**	133
+15 mins.	**13**	2	6	**21**	2	205	0	207	5	2	5	12	0	**134**	0	**134**
+30 mins.	5	**3**	2	10	2	**246**	**2**	**250**	8	**5**	1	14	2	120	1	123
+45 mins.	7	1	**7**	15	**4**	234	0	238	**9**	2	**7**	**18**	**3**	116	0	119
Total Volume	31	6	18	55	11	874	2	887	28	11	17	56	6	499	4	509
% App. Total	56.4	10.9	32.7		1.2	98.5	0.2		50	19.6	30.4		1.2	98	0.8	
PHF	.596	.500	.643	.655	.688	.888	.250	.887	.778	.550	.607	.778	.500	.931	.333	.950

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: PIONEERTOWN ROAD/DEER TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVPIDE29AM
Site Code : 3070113
Start Date : 4/27/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES

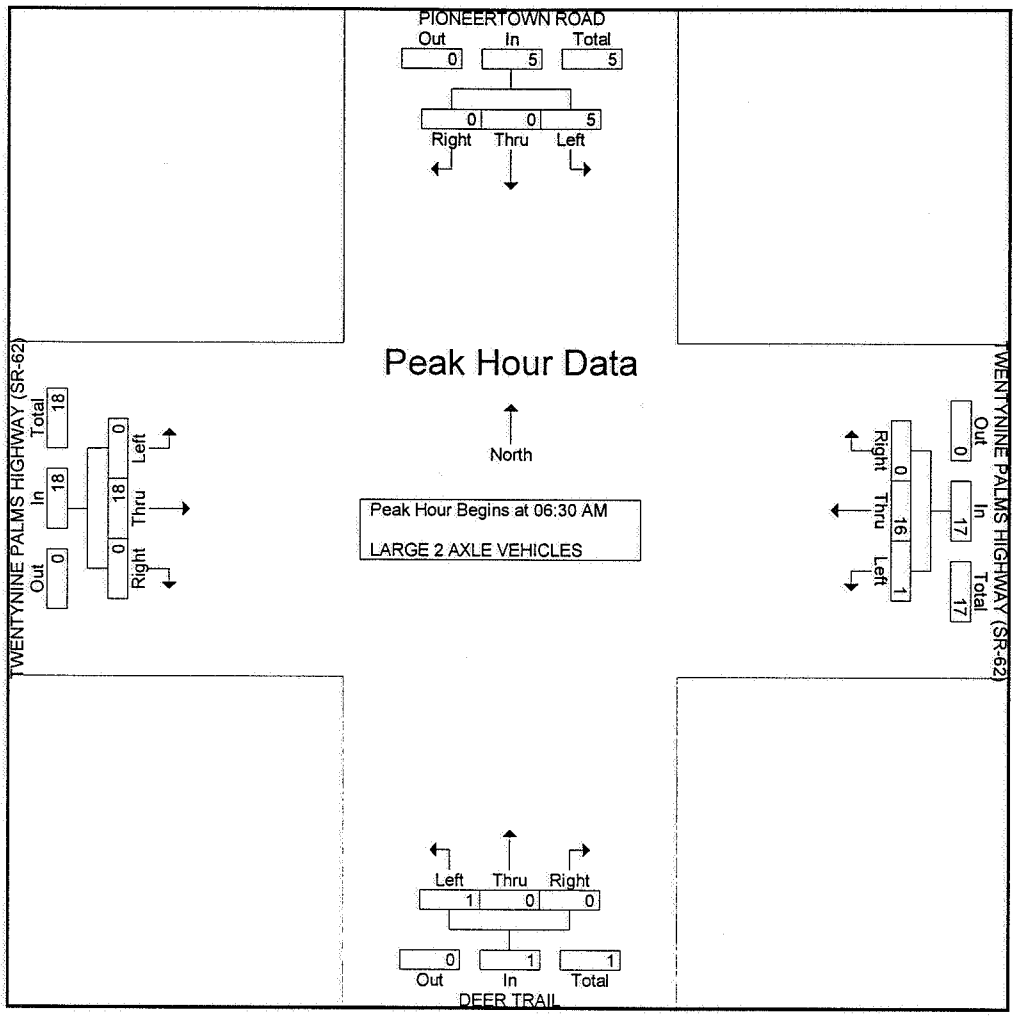
	PIONEERTOWN ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				DEER TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:30 AM	6	0	3	9	3	189	0	192	6	2	4	12	1	129	3	133	346
06:45 AM	13	2	6	21	2	205	0	207	5	2	5	12	0	134	0	134	374
Total	19	2	9	30	5	394	0	399	11	4	9	24	1	263	3	267	720
07:00 AM	5	3	2	10	2	246	2	250	8	5	1	14	2	120	1	123	397
07:15 AM	7	1	7	15	4	234	0	238	9	2	7	18	3	116	0	119	390
07:30 AM	16	3	3	22	0	194	2	196	8	4	3	15	7	100	0	107	340
07:45 AM	16	5	4	25	1	185	5	191	3	9	4	16	0	126	1	127	359
Total	44	12	16	72	7	859	9	875	28	20	15	63	12	462	2	476	1486
08:00 AM	11	3	8	22	6	208	0	214	0	2	3	5	0	138	1	139	380
08:15 AM	16	5	2	23	1	178	4	183	6	5	7	18	4	152	2	158	382
Grand Total	90	22	35	147	19	1639	13	1671	45	31	34	110	17	1015	8	1040	2968
Apprch %	61.2	15	23.8		1.1	98.1	0.8		40.9	28.2	30.9		1.6	97.6	0.8		
Total %	3	0.7	1.2	5	0.6	55.2	0.4	56.3	1.5	1	1.1	3.7	0.6	34.2	0.3	35	

	PIONEERTOWN ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				DEER TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 07:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:30 AM																	
06:30 AM	6	0	3	9	3	189	0	192	6	2	4	12	1	129	**3**	133	346
06:45 AM	**13**	2	6	**21**	2	205	0	207	5	2	5	12	0	**134**	0	**134**	374
07:00 AM	5	**3**	2	10	2	**246**	**2**	**250**	8	**5**	1	14	2	120	1	123	**397**
07:15 AM	7	1	**7**	15	**4**	234	0	238	**9**	2	**7**	**18**	**3**	116	0	119	390
Total Volume	31	6	18	55	11	874	2	887	28	11	17	56	6	499	4	509	1507
% App. Total	56.4	10.9	32.7		1.2	98.5	0.2		50	19.6	30.4		1.2	98	0.8		
PHF	.596	.500	.643	.655	.688	.888	.250	.887	.778	.550	.607	.778	.500	.931	.333	.950	.949

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: PIONEERTOWN ROAD/DEER TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVPIDE29AM
Site Code : 3070113
Start Date : 4/27/2005
Page No : 2



Peak Hour Analysis From 06:30 AM to 07:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:30 AM				06:30 AM				06:30 AM				06:30 AM			
+0 mins.	**2**	0	0	**2**	**1**	**7**	0	**8**	0	0	0	0	0	4	0	4
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4
+30 mins.	2	0	0	2	0	5	0	5	0	0	0	0	0	2	0	2
+45 mins.	1	0	0	1	0	3	0	3	**1**	0	0	**1**	0	**8**	0	**8**
Total Volume	5	0	0	5	1	16	0	17	1	0	0	1	0	18	0	18
% App. Total	100	0	0		5.9	94.1	0		100	0	0		0	100	0	
PHF	.625	.000	.000	.625	.250	.571	.000	.531	.250	.000	.000	.250	.000	.563	.000	.563

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: PIONEERTOWN ROAD/DEER TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVPIDE29AM
Site Code : 3070113
Start Date : 4/27/2005
Page No : 1

Groups Printed- LARGE 2 AXLE VEHICLES

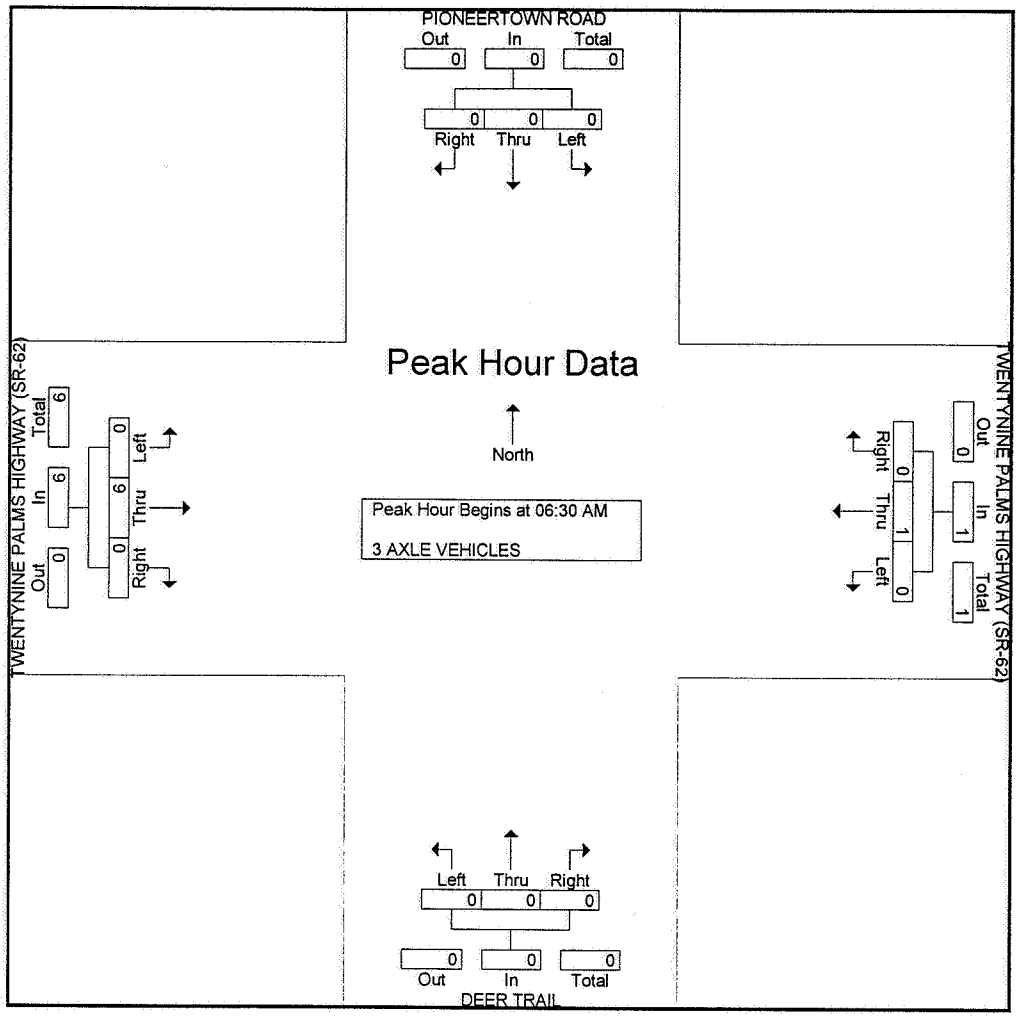
	PIONEERTOWN ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				DEER TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:30 AM	2	0	0	2	1	7	0	8	0	0	0	0	0	4	0	4	14
06:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
Total	2	0	0	2	1	8	0	9	0	0	0	0	0	8	0	8	19
07:00 AM	2	0	0	2	0	5	0	5	0	0	0	0	0	2	0	2	9
07:15 AM	1	0	0	1	0	3	0	3	1	0	0	1	0	8	0	8	13
07:30 AM	2	0	0	2	1	8	0	9	0	0	0	0	0	5	0	5	16
07:45 AM	1	0	1	2	1	4	0	5	0	0	1	1	0	2	0	2	10
Total	6	0	1	7	2	20	0	22	1	0	1	2	0	17	0	17	48
08:00 AM	1	0	0	1	0	4	0	4	0	0	1	1	0	4	0	4	10
08:15 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	3	0	3	5
Grand Total	9	0	1	10	3	32	0	35	1	1	3	5	0	32	0	32	82
Apprch %	90	0	10		8.6	91.4	0		20	20	60		0	100	0		
Total %	11	0	1.2	12.2	3.7	39	0	42.7	1.2	1.2	3.7	6.1	0	39	0	39	

	PIONEERTOWN ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				DEER TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 07:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:30 AM																	
06:30 AM	**2**	0	0	**2**	**1**	**7**	0	**8**	0	0	0	0	0	4	0	4	**14**
06:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
07:00 AM	2	0	0	2	0	5	0	5	0	0	0	0	0	2	0	2	9
07:15 AM	1	0	0	1	0	3	0	3	**1**	0	0	**1**	0	**8**	0	**8**	13
Total Volume	5	0	0	5	1	16	0	17	1	0	0	1	0	18	0	18	41
% App. Total	100	0	0		5.9	94.1	0		100	0	0		0	100	0		
PHF	.625	.000	.000	.625	.250	.571	.000	.531	.250	.000	.000	.250	.000	.563	.000	.563	.732

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: PIONEERTOWN ROAD/DEER TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVPIDE29AM
Site Code : 3070113
Start Date : 4/27/2005
Page No : 2



Peak Hour Analysis From 06:30 AM to 07:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:30 AM				06:30 AM				06:30 AM				06:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	6	0	6
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: PIONEERTOWN ROAD/DEER TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVPIDE29AM
Site Code : 3070113
Start Date : 4/27/2005
Page No : 1

Groups Printed- 3 AXLE VEHICLES

	PIONEERTOWN ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				DEER TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
06:45 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	0	0	0	3	0	3	3
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
08:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3
Grand Total	3	0	0	3	0	4	0	4	0	0	0	0	0	9	0	9	16
Apprch %	100	0	0		0	100	0		0	0	0		0	100	0		
Total %	18.8	0	0	18.8	0	25	0	25	0	0	0	0	0	56.2	0	56.2	

	PIONEERTOWN ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				DEER TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 07:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:30 AM																	
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**	**3**
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	2	0	2	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	6	0	6	7
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.583

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: PIONEERTOWN ROAD/DEER TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVPIDE29AM
Site Code : 3070113
Start Date : 4/27/2005
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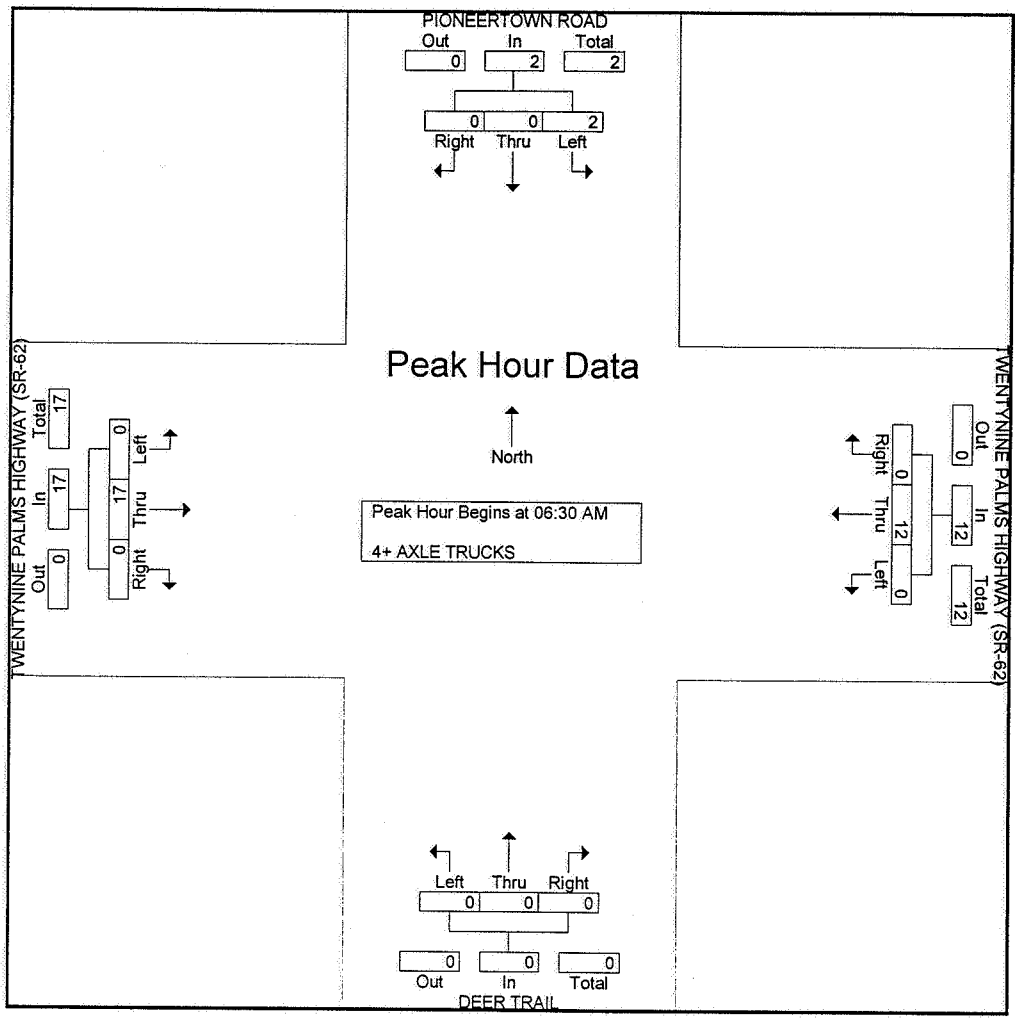


Peak Hour Analysis From 06:30 AM to 07:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:30 AM				06:30 AM				06:30 AM				06:30 AM			
+0 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	**9**	0	**9**
+15 mins.	**1**	0	0	**1**	0	2	0	2	0	0	0	0	0	2	0	2
+30 mins.	1	0	0	1	0	**4**	0	**4**	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3
Total Volume	2	0	0	2	0	12	0	12	0	0	0	0	0	17	0	17
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0	
PHF	.500	.000	.000	.500	.000	.750	.000	.750	.000	.000	.000	.000	.000	.472	.000	.472

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: PIONEERTOWN ROAD/DEER TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVPIDE29AM
Site Code : 3070113
Start Date : 4/27/2005
Page No : 1

Groups Printed- 4+ AXLE TRUCKS

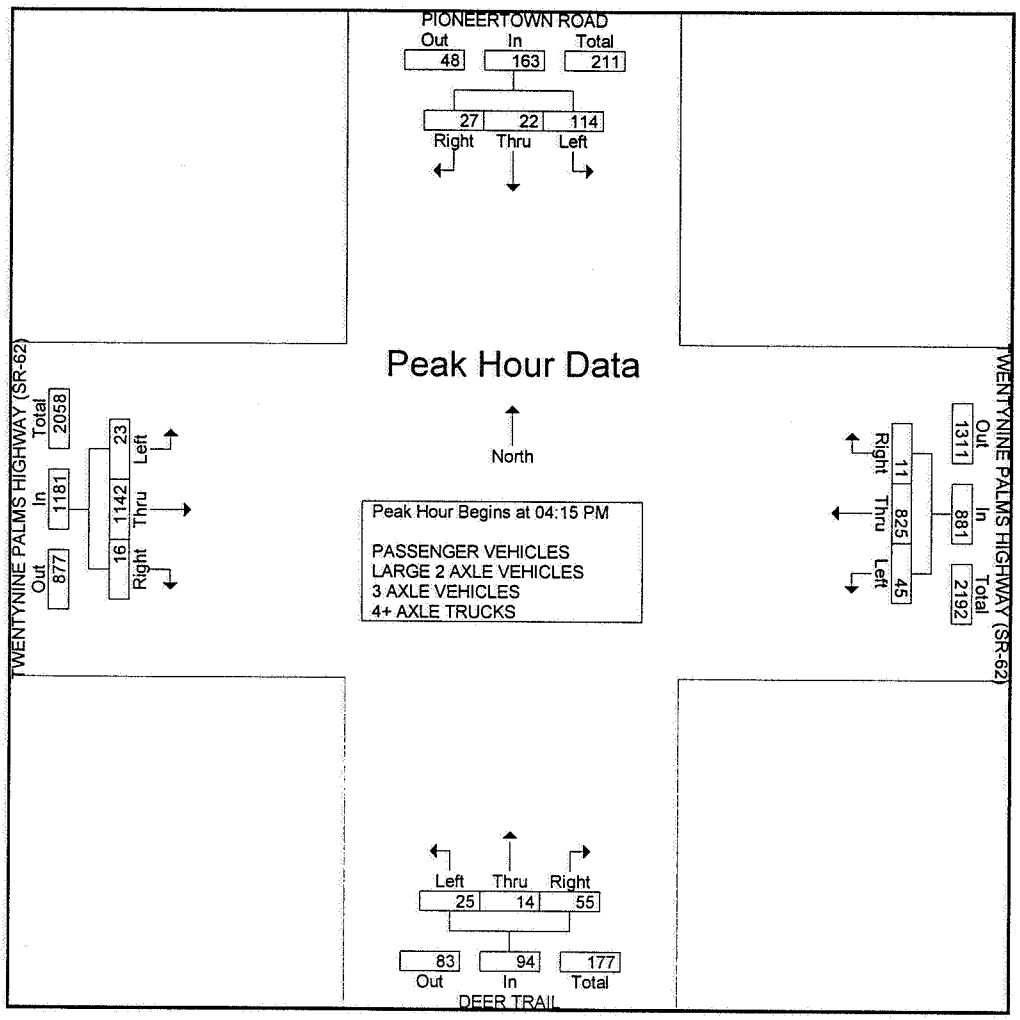
	PIONEERTOWN ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				DEER TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	9	0	9	12
06:45 AM	1	0	0	1	0	2	0	2	0	0	0	0	0	2	0	2	5
Total	1	0	0	1	0	5	0	5	0	0	0	0	0	11	0	11	17
07:00 AM	1	0	0	1	0	4	0	4	0	0	0	0	0	3	0	3	8
07:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
07:30 AM	1	0	0	1	0	7	0	7	0	0	0	0	0	8	0	8	16
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
Total	2	0	0	2	0	16	0	16	0	0	0	0	0	19	0	19	37
08:00 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	6	0	6	11
08:15 AM	1	0	0	1	0	4	0	4	0	0	0	0	0	6	0	6	11
Grand Total	4	0	0	4	0	30	0	30	0	0	0	0	0	42	0	42	76
Apprch %	100	0	0		0	100	0		0	0	0		0	100	0		
Total %	5.3	0	0	5.3	0	39.5	0	39.5	0	0	0	0	0	55.3	0	55.3	

	PIONEERTOWN ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				DEER TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 07:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:30 AM																	
06:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	**9**	0	**9**	**12**
06:45 AM	**1**	0	0	**1**	0	2	0	2	0	0	0	0	0	2	0	2	5
07:00 AM	1	0	0	1	0	**4**	0	**4**	0	0	0	0	0	3	0	3	8
07:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
Total Volume	2	0	0	2	0	12	0	12	0	0	0	0	0	17	0	17	31
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0		
PHF	.500	.000	.000	.500	.000	.750	.000	.750	.000	.000	.000	.000	.000	.472	.000	.472	.646

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: PIONEERTOWN ROAD/DEER TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVPIDE29PM
Site Code : 3070113
Start Date : 4/27/2005
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:

	04:15 PM				04:15 PM				04:00 PM				05:00 PM			
+0 mins.	26	**6**	5	37	9	203	2	214	9	**4**	13	26	**8**	308	3	319
+15 mins.	25	6	**10**	41	9	**238**	**4**	**251**	5	2	**19**	26	3	285	1	289
+30 mins.	28	4	7	39	9	188	3	200	**11**	3	15	**29**	8	317	**4**	329
+45 mins.	**35**	6	5	**46**	**18**	196	2	216	5	3	10	18	5	**329**	4	**338**
Total Volume	114	22	27	163	45	825	11	881	30	12	57	99	24	1239	12	1275
% App. Total	69.9	13.5	16.6		5.1	93.6	1.2		30.3	12.1	57.6		1.9	97.2	0.9	
PHF	.814	.917	.675	.886	.625	.867	.688	.877	.682	.750	.750	.853	.750	.941	.750	.943

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: PIONEERTOWN ROAD/DEER TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVPIDE29PM
Site Code : 3070113
Start Date : 4/27/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES - LARGE 2 AXLE VEHICLES - 3 AXLE VEHICLES - 4+ AXLE TRUCKS

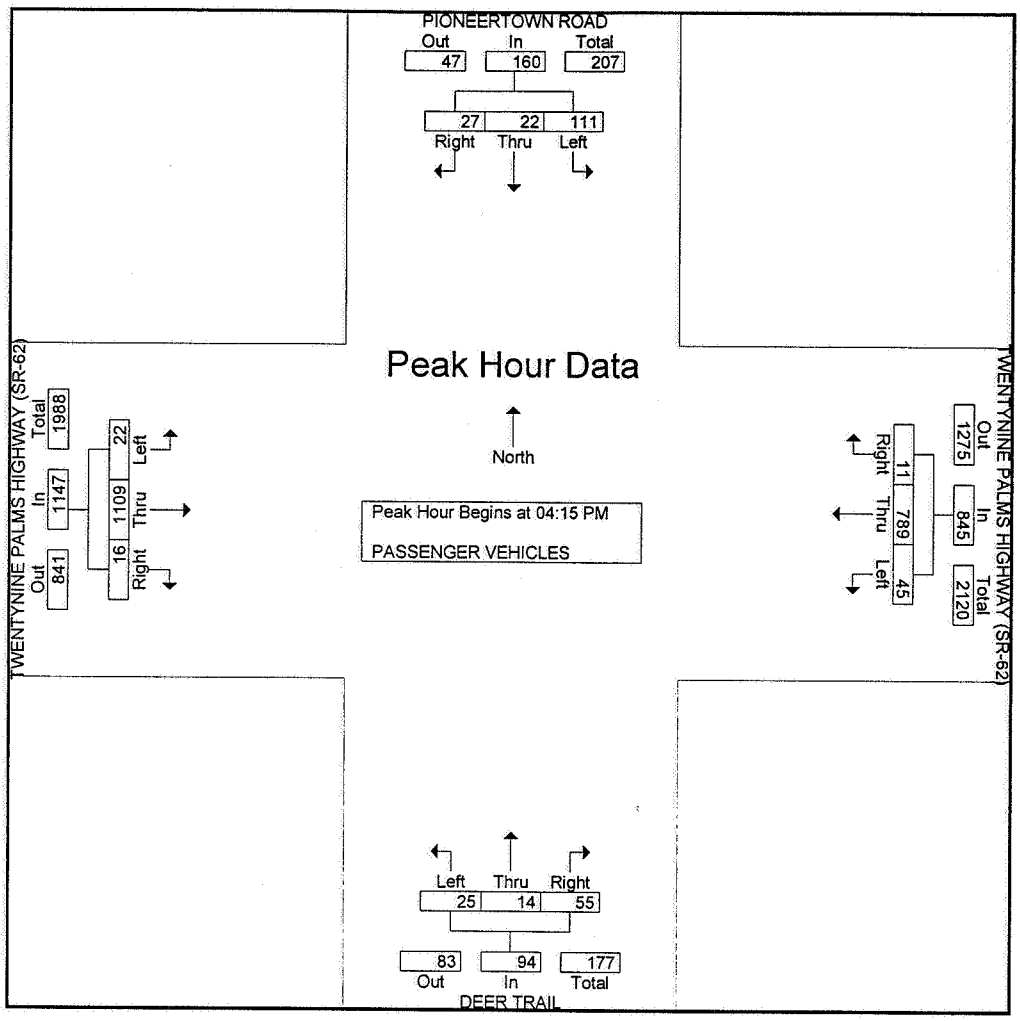
	PIONEERTOWN ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				DEER TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	33	4	7	44	7	176	4	187	9	4	13	26	8	265	3	276	533
04:15 PM	26	6	5	37	9	203	2	214	5	2	19	26	4	267	5	276	553
04:30 PM	25	6	10	41	9	238	4	251	11	3	15	29	6	276	2	284	605
04:45 PM	28	4	7	39	9	188	3	200	5	3	10	18	5	291	6	302	559
Total	112	20	29	161	34	805	13	852	30	12	57	99	23	1099	16	1138	2250
05:00 PM	35	6	5	46	18	196	2	216	4	6	11	21	8	308	3	319	602
05:15 PM	22	4	5	31	12	197	4	213	2	3	4	9	3	285	1	289	542
05:30 PM	16	5	2	23	7	175	1	183	8	10	12	30	8	317	4	329	565
05:45 PM	19	2	5	26	7	190	4	201	2	1	11	14	5	329	4	338	579
Total	92	17	17	126	44	758	11	813	16	20	38	74	24	1239	12	1275	2288
Grand Total	204	37	46	287	78	1563	24	1665	46	32	95	173	47	2338	28	2413	4538
Apprch %	71.1	12.9	16		4.7	93.9	1.4		26.6	18.5	54.9		1.9	96.9	1.2		
Total %	4.5	0.8	1	6.3	1.7	34.4	0.5	36.7	1	0.7	2.1	3.8	1	51.5	0.6	53.2	
PASSENGER VEHICLES	199	36	45	280	77	1496	24	1597	46	32	93	171	46	2254	26	2326	4374
% PASSENGER VEHICLES	97.5	97.3	97.8	97.6	98.7	95.7	100	95.9	100	100	97.9	98.8	97.9	96.4	92.9	96.4	48.2
LARGE 2 AXLE VEHICLES	4	1	1	6	0	35	0	35	0	0	2	2	1	46	2	49	92
% LARGE 2 AXLE VEHICLES	2	2.7	2.2	2.1	0	2.2	0	2.1	0	0	2.1	1.2	2.1	2	7.1	2	1
3 AXLE VEHICLES	0	0	0	0	1	4	0	5	0	0	0	0	0	6	0	6	11
% 3 AXLE VEHICLES	0	0	0	0	1.3	0.3	0	0.3	0	0	0	0	0	0.3	0	0.2	0.1
4+ AXLE TRUCKS	1	0	0	1	0	28	0	28	0	0	0	0	0	32	0	32	61
% 4+ AXLE TRUCKS	0.5	0	0	0.3	0	1.8	0	1.7	0	0	0	0	0	1.4	0	1.3	0.7

	PIONEERTOWN ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				DEER TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	26	**6**	5	37	9	203	2	214	5	2	**19**	26	4	267	5	276	553
04:30 PM	25	6	**10**	41	9	**238**	**4**	**251**	**11**	3	15	**29**	6	276	2	284	**605**
04:45 PM	28	4	7	39	9	188	3	200	5	3	10	18	5	291	**6**	302	559
05:00 PM	**35**	6	5	**46**	**18**	196	2	216	4	**6**	11	21	**8**	**308**	3	**319**	602
Total Volume	114	22	27	163	45	825	11	881	25	14	55	94	23	1142	16	1181	2319
% App. Total	69.9	13.5	16.6		5.1	93.6	1.2		26.6	14.9	58.5		1.9	96.7	1.4		
PHF	.814	.917	.675	.886	.625	.867	.688	.877	.568	.583	.724	.810	.719	.927	.667	.926	.958

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: PIONEERTOWN ROAD/DEER TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVPIDE29PM
Site Code : 3070113
Start Date : 4/27/2005
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.	24	**6**	5	35	9	195	2	206	5	2	**19**	26	3	256	5	264
+15 mins.	24	6	**10**	40	9	**227**	**4**	**240**	**11**	3	15	**29**	6	268	2	276
+30 mins.	28	4	7	39	9	177	3	189	5	3	10	18	5	286	**6**	297
+45 mins.	**35**	6	5	**46**	**18**	190	2	210	4	**6**	11	21	**8**	**299**	3	**310**
Total Volume	111	22	27	160	45	789	11	845	25	14	55	94	22	1109	16	1147
% App. Total	69.4	13.8	16.9		5.3	93.4	1.3		26.6	14.9	58.5		1.9	96.7	1.4	
PHF	.793	.917	.675	.870	.625	.869	.688	.880	.568	.583	.724	.810	.688	.927	.667	.925

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: PIONEERTOWN ROAD/DEER TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVPIDE29PM
Site Code : 3070113
Start Date : 4/27/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES

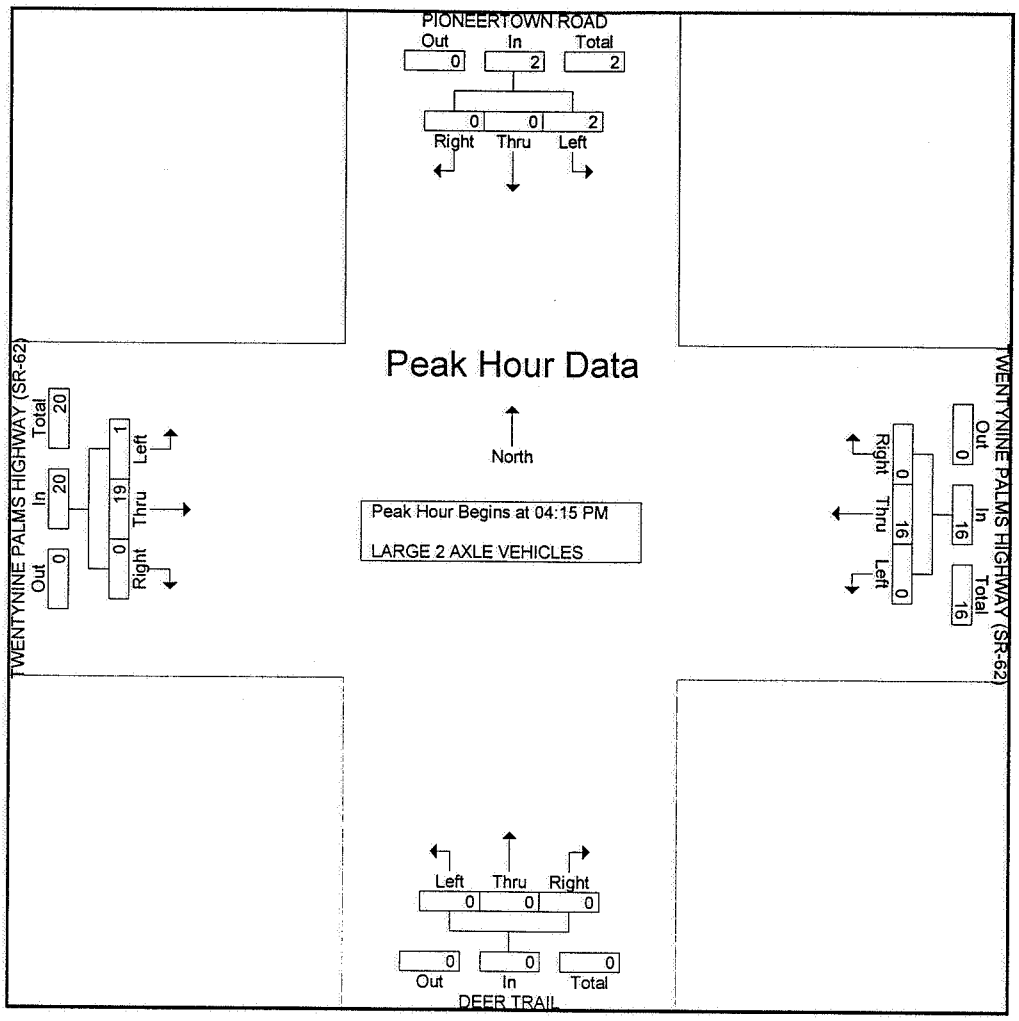
	PIONEERTOWN ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				DEER TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	32	4	6	42	7	165	4	176	9	4	12	25	8	253	1	262	505
04:15 PM	24	6	5	35	9	195	2	206	5	2	19	26	3	256	5	264	531
04:30 PM	24	6	10	40	9	227	4	240	11	3	15	29	6	268	2	276	585
04:45 PM	28	4	7	39	9	177	3	189	5	3	10	18	5	286	6	297	543
Total	108	20	28	156	34	764	13	811	30	12	56	98	22	1063	14	1099	2164
05:00 PM	35	6	5	46	18	190	2	210	4	6	11	21	8	299	3	310	587
05:15 PM	22	3	5	30	12	189	4	205	2	3	4	9	3	271	1	275	519
05:30 PM	16	5	2	23	6	172	1	179	8	10	11	29	8	304	4	316	547
05:45 PM	18	2	5	25	7	181	4	192	2	1	11	14	5	317	4	326	557
Total	91	16	17	124	43	732	11	786	16	20	37	73	24	1191	12	1227	2210
Grand Total	199	36	45	280	77	1496	24	1597	46	32	93	171	46	2254	26	2326	4374
Apprch %	71.1	12.9	16.1		4.8	93.7	1.5		26.9	18.7	54.4		2	96.9	1.1		
Total %	4.5	0.8	1	6.4	1.8	34.2	0.5	36.5	1.1	0.7	2.1	3.9	1.1	51.5	0.6	53.2	

	PIONEERTOWN ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				DEER TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	24	**6**	5	35	9	195	2	206	5	2	**19**	26	3	256	5	264	531
04:30 PM	24	6	**10**	40	9	**227**	**4**	**240**	**11**	3	15	**29**	6	268	2	276	585
04:45 PM	28	4	7	39	9	177	3	189	5	3	10	18	5	286	**6**	297	543
05:00 PM	**35**	6	5	**46**	**18**	190	2	210	4	**6**	11	21	**8**	**299**	3	**310**	**587**
Total Volume	111	22	27	160	45	789	11	845	25	14	55	94	22	1109	16	1147	2246
% App. Total	69.4	13.8	16.9		5.3	93.4	1.3		26.6	14.9	58.5		1.9	96.7	1.4		
PHF	.793	.917	.675	.870	.625	.869	.688	.880	.568	.583	.724	.810	.688	.927	.667	.925	.957

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: PIONEERTOWN ROAD/DEER TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVPIDE29PM
Site Code : 3070113
Start Date : 4/27/2005
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.	**1**	0	0	**1**	0	4	0	4	0	0	0	0	**1**	**6**	0	**7**
+15 mins.	1	0	0	1	0	**6**	0	**6**	0	0	0	0	0	5	0	5
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5
Total Volume	2	0	0	2	0	16	0	16	0	0	0	0	1	19	0	20
% App. Total	100	0	0		0	100	0		0	0	0		5	95	0	
PHF	.500	.000	.000	.500	.000	.667	.000	.667	.000	.000	.000	.000	.250	.792	.000	.714

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: PIONEERTOWN ROAD/DEER TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVPIDE29PM
Site Code : 3070113
Start Date : 4/27/2005
Page No : 1

Groups Printed- LARGE 2 AXLE VEHICLES

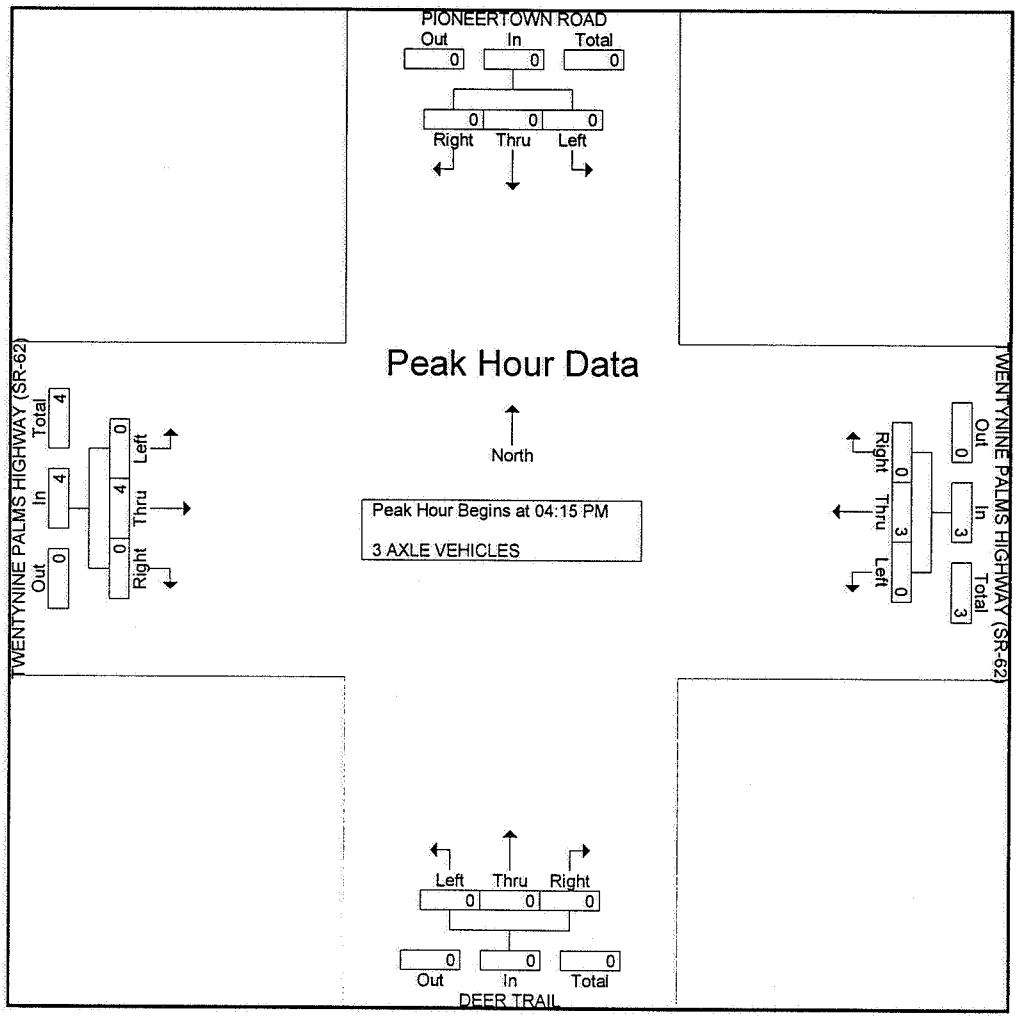
	PIONEERTOWN ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				DEER TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	1	0	1	2	0	7	0	7	0	0	1	1	0	8	2	10	20
04:15 PM	1	0	0	1	0	4	0	4	0	0	0	0	1	6	0	7	12
04:30 PM	1	0	0	1	0	6	0	6	0	0	0	0	0	5	0	5	12
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
Total	3	0	1	4	0	20	0	20	0	0	1	1	1	22	2	25	50
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
05:15 PM	0	1	0	1	0	3	0	3	0	0	0	0	0	9	0	9	13
05:30 PM	0	0	0	0	0	3	0	3	0	0	1	1	0	6	0	6	10
05:45 PM	1	0	0	1	0	6	0	6	0	0	0	0	0	4	0	4	11
Total	1	1	0	2	0	15	0	15	0	0	1	1	0	24	0	24	42
Grand Total	4	1	1	6	0	35	0	35	0	0	2	2	1	46	2	49	92
Apprch %	66.7	16.7	16.7		0	100	0		0	0	100		2	93.9	4.1		
Total %	4.3	1.1	1.1	6.5	0	38	0	38	0	0	2.2	2.2	1.1	50	2.2	53.3	

	PIONEERTOWN ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				DEER TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**1**	0	0	**1**	0	4	0	4	0	0	0	0	**1**	**6**	0	**7**	**12**
04:30 PM	1	0	0	1	0	**6**	0	**6**	0	0	0	0	0	5	0	5	12
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
Total Volume	2	0	0	2	0	16	0	16	0	0	0	0	1	19	0	20	38
% App. Total	100	0	0		0	100	0		0	0	0		5	95	0		
PHF	.500	.000	.000	.500	.000	.667	.000	.667	.000	.000	.000	.000	.250	.792	.000	.714	.792

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: PIONEERTOWN ROAD/DEER TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVPIDE29PM
Site Code : 3070113
Start Date : 4/27/2005
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	**1**	0	**1**	0	0	0	0	0	**2**	0	**2**
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: PIONEERTOWN ROAD/DEER TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVPIDE29PM
Site Code : 3070113
Start Date : 4/27/2005
Page No : 1

Groups Printed- 3 AXLE VEHICLES

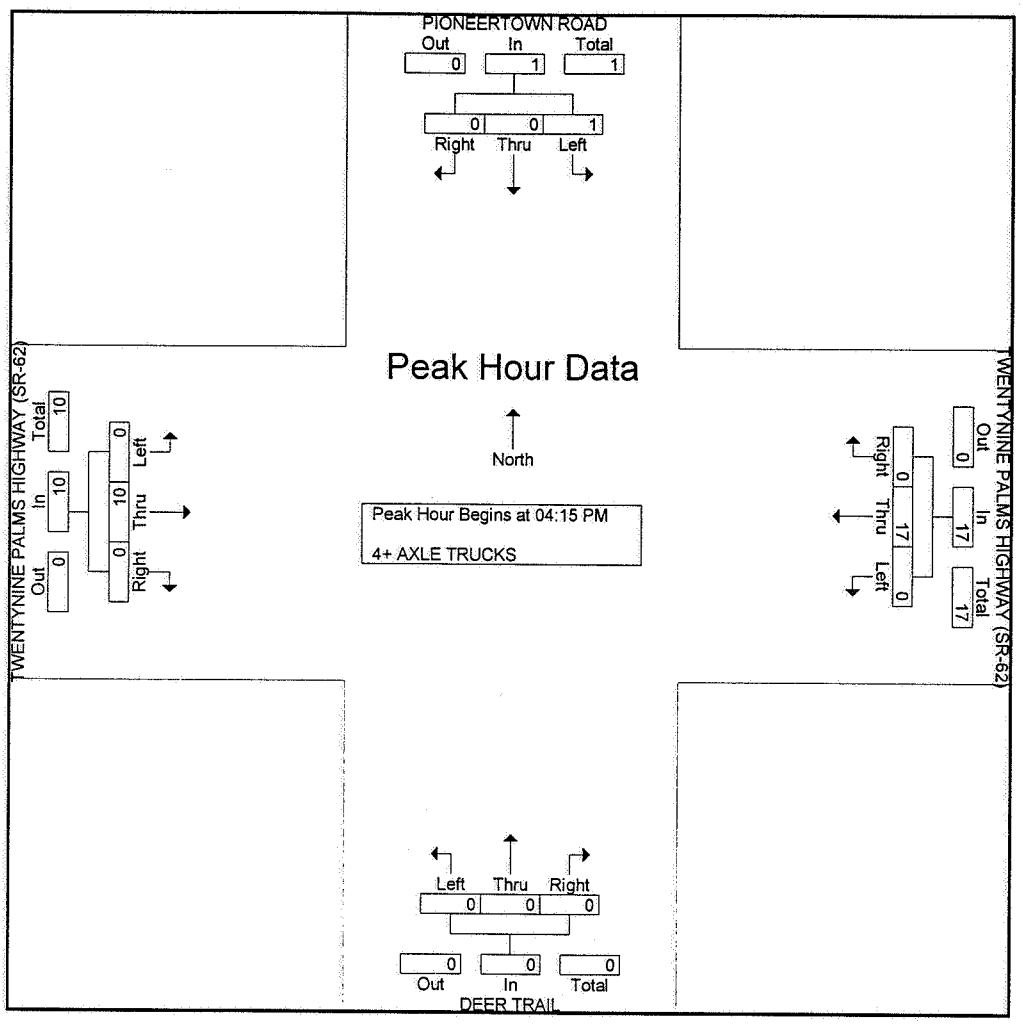
	PIONEERTOWN ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				DEER TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
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	1	0	1	1
05:30 PM	0	0	0	0	1	0	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	1	0	1	1
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	2	3
Grand Total	0	0	0	0	1	4	0	5	0	0	0	0	0	6	0	6	11
Apprch %	0	0	0		20	80	0		0	0	0		0	100	0		
Total %	0	0	0	0	9.1	36.4	0	45.5	0	0	0	0	0	54.5	0	54.5	

	PIONEERTOWN ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				DEER TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**2**	0	**2**	**3**
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 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	3	0	3	0	0	0	0	0	4	0	4	7
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500	.583

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: PIONEERTOWN ROAD/DEER TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVPIDE29PM
Site Code : 3070113
Start Date : 4/27/2005
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.	**1**	0	0	**1**	0	3	0	3	0	0	0	0	0	3	0	3
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	**7**	0	**7**	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	**4**	0	**4**
Total Volume	1	0	0	1	0	17	0	17	0	0	0	0	0	10	0	10
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0	
PHF	.250	.000	.000	.250	.000	.607	.000	.607	.000	.000	.000	.000	.000	.625	.000	.625

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: PIONEERTOWN ROAD/DEER TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVPIDE29PM
Site Code : 3070113
Start Date : 4/27/2005
Page No : 1

Groups Printed- 4+ AXLE TRUCKS

	PIONEERTOWN ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				DEER TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
04:15 PM	1	0	0	1	0	3	0	3	0	0	0	0	0	3	0	3	7
04:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
04:45 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	2	0	2	9
Total	1	0	0	1	0	17	0	17	0	0	0	0	0	10	0	10	28
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
05:15 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	7
05:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	7	0	7	10
Total	0	0	0	0	0	11	0	11	0	0	0	0	0	22	0	22	33
Grand Total	1	0	0	1	0	28	0	28	0	0	0	0	0	32	0	32	61
Apprch %	100	0	0		0	100	0		0	0	0		0	100	0		
Total %	1.6	0	0	1.6	0	45.9	0	45.9	0	0	0	0	0	52.5	0	52.5	

	PIONEERTOWN ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				DEER TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**1**	0	0	**1**	0	3	0	3	0	0	0	0	0	3	0	3	7
04:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
04:45 PM	0	0	0	0	0	**7**	0	**7**	0	0	0	0	0	2	0	2	**9**
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	**4**	0	**4**	7
Total Volume	1	0	0	1	0	17	0	17	0	0	0	0	0	10	0	10	28
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.607	.000	.607	.000	.000	.000	.000	.000	.625	.000	.625	.778

Counts Unlimited, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557

T 909 247 6716
F 909 924 8604
C 909 721 5067

(3)

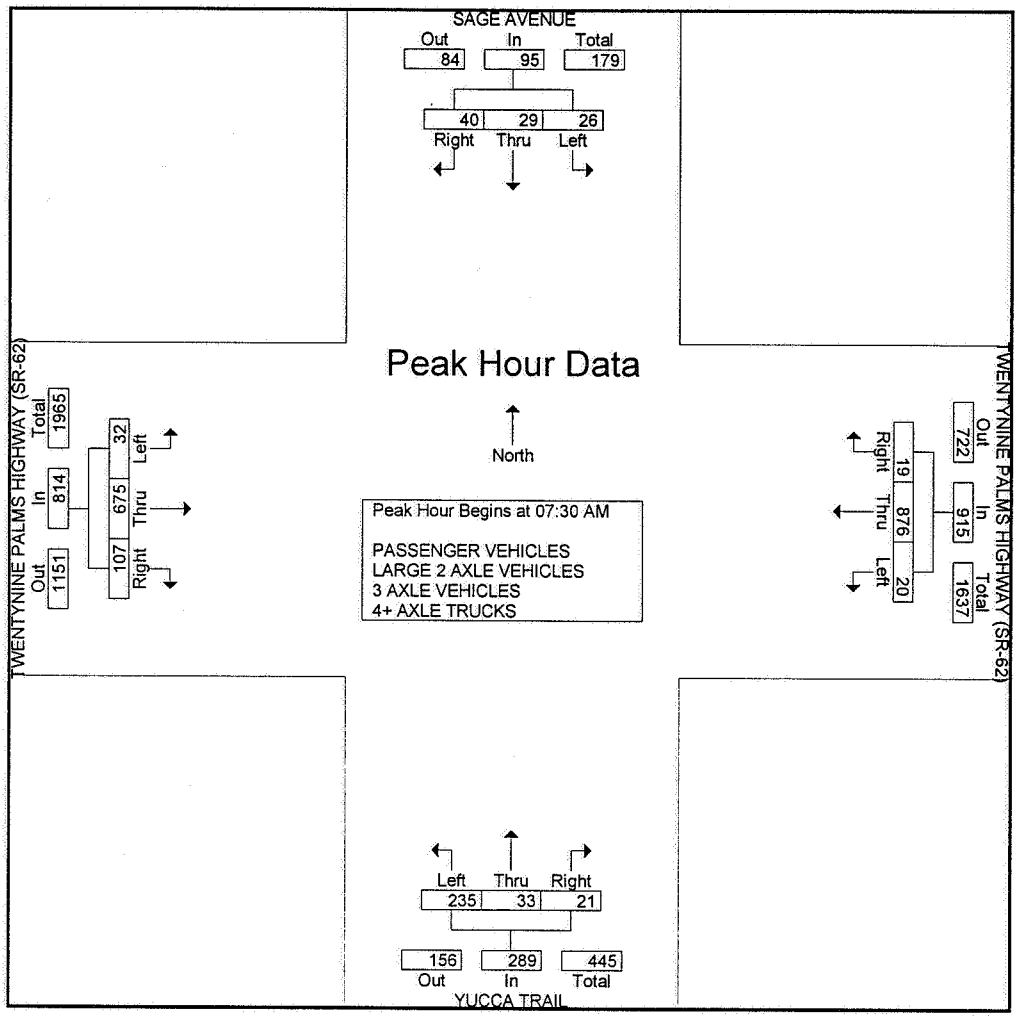
TOWN OF YUCCA VALLEY
SAGE AVENUE-YUCCA TRAIL
TWENTYNINE PALMS HIGHWAY/SR-62

Turning Movement Counts
April 2005

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: SAGE AVENUE/YUCCA TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVSAYU29AM
Site Code : 307057
Start Date : 4/27/2005
Page No : 2



Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:30 AM				07:15 AM				07:00 AM				07:30 AM			
+0 mins.	**8**	9	5	22	4	234	4	242	**78**	6	**7**	**91**	6	135	**29**	170
+15 mins.	4	**38**	6	**48**	4	210	4	218	60	7	3	70	**13**	163	28	204
+30 mins.	7	14	**7**	28	**5**	**249**	**6**	**260**	52	7	3	62	7	182	28	217
+45 mins.	2	5	5	12	5	207	5	217	73	**9**	4	86	6	**195**	22	**223**
Total Volume	21	66	23	110	18	900	19	937	263	29	17	309	32	675	107	814
% App. Total	19.1	60	20.9		1.9	96.1	2		85.1	9.4	5.5		3.9	82.9	13.1	
PHF	.656	.434	.821	.573	.900	.904	.792	.901	.843	.806	.607	.849	.615	.865	.922	.913

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: SAGE AVENUE/YUCCA TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVSAYU29AM
Site Code : 307057
Start Date : 4/27/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES - LARGE 2 AXLE VEHICLES - 3 AXLE VEHICLES - 4+ AXLE TRUCKS

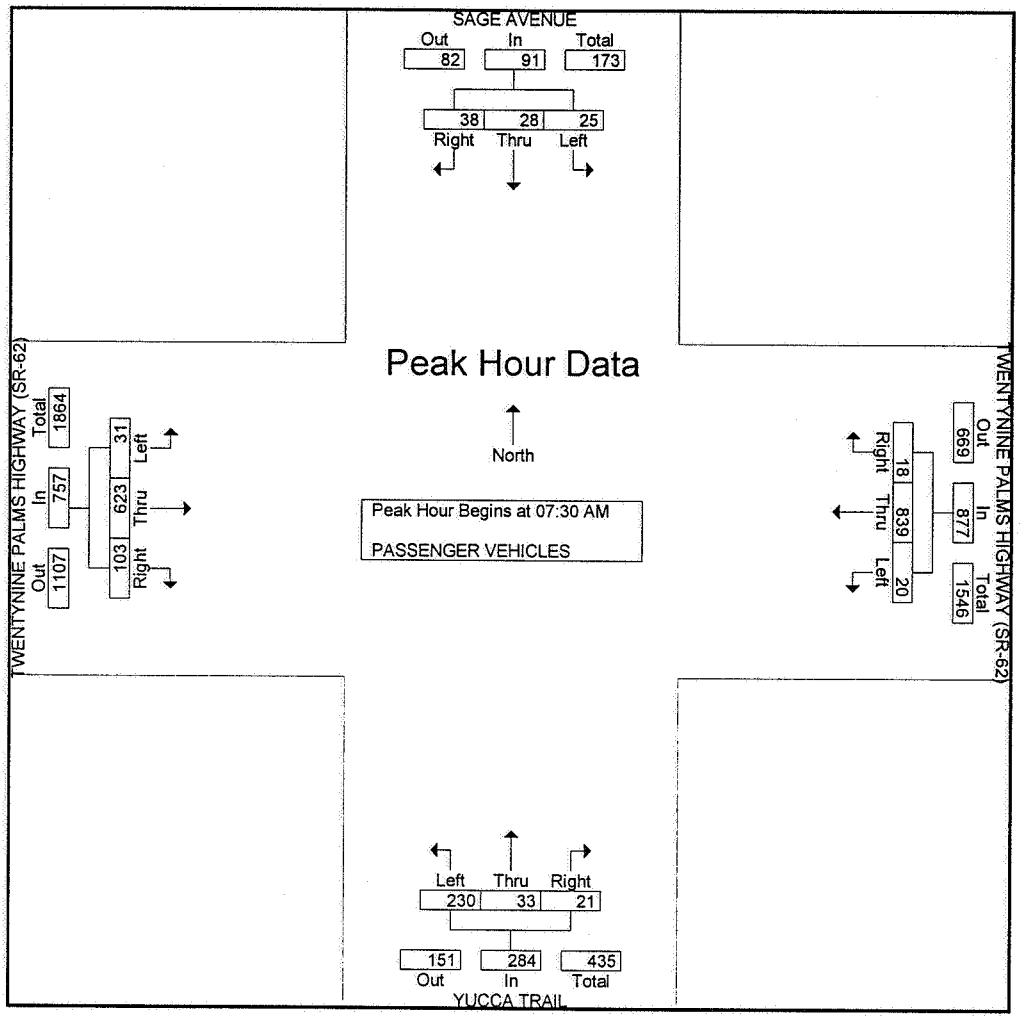
	SAGE AVENUE Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				YUCCA TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:30 AM	8	9	5	22	8	161	0	169	34	4	3	41	2	135	29	166	398
06:45 AM	4	38	6	48	24	214	3	241	65	3	7	75	0	156	46	202	566
Total	12	47	11	70	32	375	3	410	99	7	10	116	2	291	75	368	964
07:00 AM	7	14	7	28	16	190	8	214	78	6	7	91	5	150	29	184	517
07:15 AM	2	5	5	12	4	234	4	242	60	7	3	70	1	130	27	158	482
07:30 AM	5	10	6	21	4	210	4	218	52	7	3	62	6	135	29	170	471
07:45 AM	6	4	17	27	5	249	6	260	73	9	4	86	13	163	28	204	577
Total	20	33	35	88	29	883	22	934	263	29	17	309	25	578	113	716	2047
08:00 AM	7	11	9	27	5	207	5	217	50	10	10	70	7	182	28	217	531
08:15 AM	8	4	8	20	6	210	4	220	60	7	4	71	6	195	22	223	534
Grand Total	47	95	63	205	72	1675	34	1781	472	53	41	566	40	1246	238	1524	4076
Apprch %	22.9	46.3	30.7		4	94	1.9		83.4	9.4	7.2		2.6	81.8	15.6		
Total %	1.2	2.3	1.5	5	1.8	41.1	0.8	43.7	11.6	1.3	1	13.9	1	30.6	5.8	37.4	
PASSENGER VEHICLES	45	92	61	198	70	1610	33	1713	463	52	40	555	39	1146	227	1412	3878
% PASSENGER VEHICLES	95.7	96.8	96.8	96.6	97.2	96.1	97.1	96.2	98.1	98.1	97.6	98.1	97.5	92	95.4	92.7	47.6
LARGE 2 AXLE VEHICLES	2	3	1	6	2	36	1	39	8	1	1	10	0	46	7	53	108
% LARGE 2 AXLE VEHICLES	4.3	3.2	1.6	2.9	2.8	2.1	2.9	2.2	1.7	1.9	2.4	1.8	0	3.7	2.9	3.5	1.3
3 AXLE VEHICLES	0	0	1	1	0	3	0	3	1	0	0	1	0	11	2	13	18
% 3 AXLE VEHICLES	0	0	1.6	0.5	0	0.2	0	0.2	0.2	0	0	0.2	0	0.9	0.8	0.9	0.2
4+ AXLE TRUCKS	0	0	0	0	0	26	0	26	0	0	0	0	1	43	2	46	72
% 4+ AXLE TRUCKS	0	0	0	0	0	1.6	0	1.5	0	0	0	0	2.5	3.5	0.8	3	0.9

	SAGE AVENUE Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				YUCCA TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	5	10	6	21	4	210	4	218	52	7	3	62	6	135	**29**	170	471
07:45 AM	6	4	**17**	**27**	5	**249**	**6**	**260**	**73**	9	4	**86**	**13**	163	28	204	**577**
08:00 AM	7	**11**	9	27	5	207	5	217	50	**10**	**10**	70	7	182	28	217	531
08:15 AM	**8**	4	8	20	**6**	210	4	220	60	7	4	71	6	**195**	22	**223**	534
Total Volume	26	29	40	95	20	876	19	915	235	33	21	289	32	675	107	814	2113
% App. Total	27.4	30.5	42.1		2.2	95.7	2.1		81.3	11.4	7.3		3.9	82.9	13.1		
PHF	.813	.659	.588	.880	.833	.880	.792	.880	.805	.825	.525	.840	.615	.865	.922	.913	.916

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: SAGE AVENUE/YUCCA TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVSAYU29AM
Site Code : 307057
Start Date : 4/27/2005
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.	5	**10**	6	21	4	197	4	205	50	7	3	60	6	120	**29**	155
+15 mins.	5	4	**16**	**25**	5	**242**	**6**	**253**	**73**	9	4	**86**	**13**	152	27	192
+30 mins.	7	10	8	25	5	197	5	207	50	**10**	**10**	70	7	170	27	204
+45 mins.	**8**	4	8	20	**6**	203	3	212	57	7	4	68	5	**181**	20	**206**
Total Volume	25	28	38	91	20	839	18	877	230	33	21	284	31	623	103	757
% App. Total	27.5	30.8	41.8		2.3	95.7	2.1		81	11.6	7.4		4.1	82.3	13.6	
PHF	.781	.700	.594	.910	.833	.867	.750	.867	.788	.825	.525	.826	.596	.860	.888	.919

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: SAGE AVENUE/YUCCA TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVSAYU29AM
Site Code : 307057
Start Date : 4/27/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES

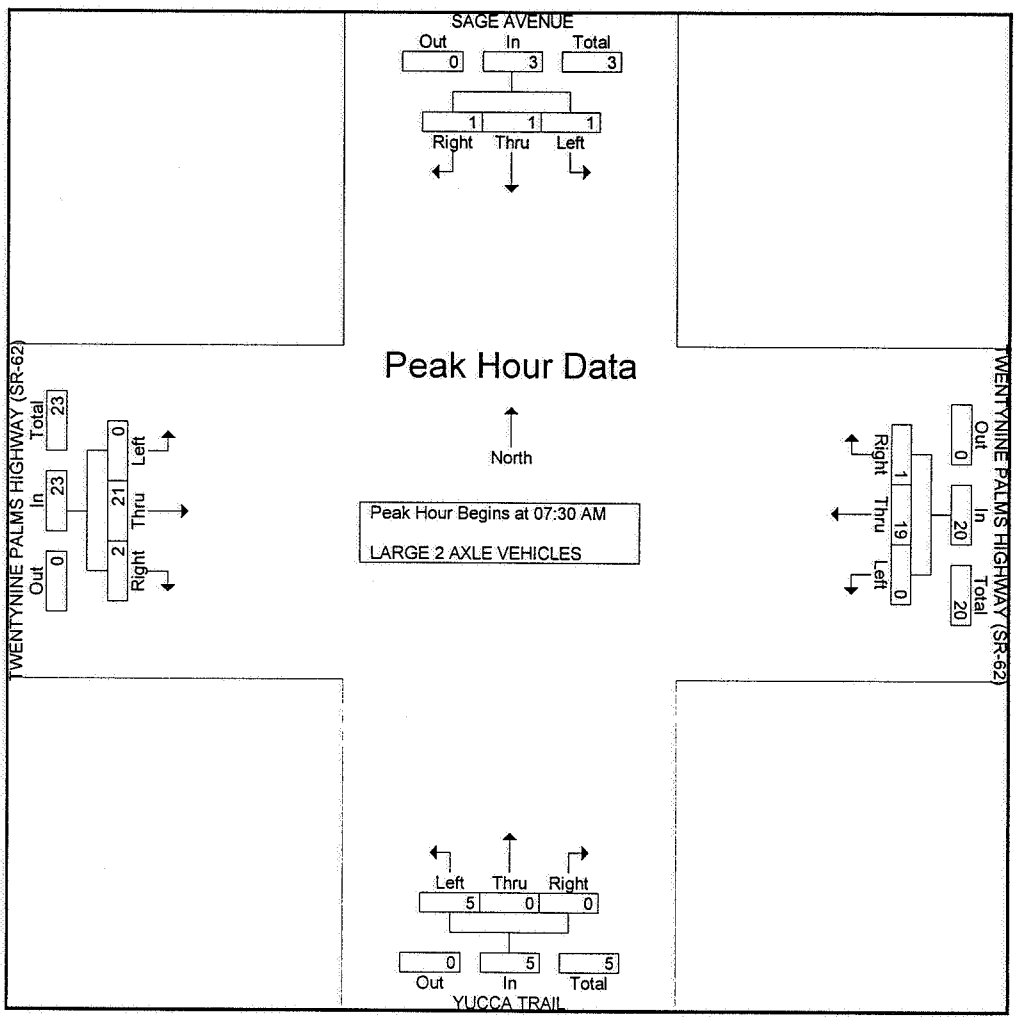
	SAGE AVENUE Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				YUCCA TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:30 AM	8	7	5	20	8	154	0	162	34	4	2	40	2	122	28	152	374
06:45 AM	3	38	6	47	22	209	3	234	63	3	7	73	0	150	42	192	546
Total	11	45	11	67	30	363	3	396	97	7	9	113	2	272	70	344	920
07:00 AM	7	14	7	28	16	185	8	209	77	6	7	90	5	135	28	168	495
07:15 AM	2	5	5	12	4	223	4	231	59	6	3	68	1	116	26	143	454
07:30 AM	5	10	6	21	4	197	4	205	50	7	3	60	6	120	29	155	441
07:45 AM	5	4	16	25	5	242	6	253	73	9	4	86	13	152	27	192	556
Total	19	33	34	86	29	847	22	898	259	28	17	304	25	523	110	658	1946
08:00 AM	7	10	8	25	5	197	5	207	50	10	10	70	7	170	27	204	506
08:15 AM	8	4	8	20	6	203	3	212	57	7	4	68	5	181	20	206	506
Grand Total	45	92	61	198	70	1610	33	1713	463	52	40	555	39	1146	227	1412	3878
Apprch %	22.7	46.5	30.8		4.1	94	1.9		83.4	9.4	7.2		2.8	81.2	16.1		
Total %	1.2	2.4	1.6	5.1	1.8	41.5	0.9	44.2	11.9	1.3	1	14.3	1	29.6	5.9	36.4	

	SAGE AVENUE Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				YUCCA TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
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																	
07:30 AM	5	**10**	6	21	4	197	4	205	50	7	3	60	6	120	**29**	155	441
07:45 AM	5	4	**16**	**25**	5	**242**	**6**	**253**	**73**	9	4	**86**	**13**	152	27	192	**556**
08:00 AM	7	10	8	25	5	197	5	207	50	**10**	**10**	70	7	170	27	204	506
08:15 AM	**8**	4	8	20	**6**	203	3	212	57	7	4	68	5	**181**	20	**206**	506
Total Volume	25	28	38	91	20	839	18	877	230	33	21	284	31	623	103	757	2009
% App. Total	27.5	30.8	41.8		2.3	95.7	2.1		81	11.6	7.4		4.1	82.3	13.6		
PHF	.781	.700	.594	.910	.833	.867	.750	.867	.788	.825	.525	.826	.596	.860	.888	.919	.903

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: SAGE AVENUE/YUCCA TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVSAYU29AM
Site Code : 307057
Start Date : 4/27/2005
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	**6**	0	**6**	2	0	0	2	0	**8**	0	**8**
+15 mins.	**1**	0	0	1	0	5	0	5	0	0	0	0	0	2	**1**	3
+30 mins.	0	**1**	**1**	**2**	0	3	0	3	0	0	0	0	0	7	0	7
+45 mins.	0	0	0	0	0	5	**1**	6	**3**	0	0	**3**	0	4	1	5
Total Volume	1	1	1	3	0	19	1	20	5	0	0	5	0	21	2	23
% App. Total	33.3	33.3	33.3		0	95	5		100	0	0		0	91.3	8.7	
PHF	.250	.250	.250	.375	.000	.792	.250	.833	.417	.000	.000	.417	.000	.656	.500	.719

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: SAGE AVENUE/YUCCA TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVSAYU29AM
Site Code : 307057
Start Date : 4/27/2005
Page No : 1

Groups Printed- LARGE 2 AXLE VEHICLES

	SAGE AVENUE Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				YUCCA TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:30 AM	0	2	0	2	0	4	0	4	0	0	1	1	0	4	0	4	11
06:45 AM	1	0	0	1	2	3	0	5	1	0	0	1	0	2	3	5	12
Total	1	2	0	3	2	7	0	9	1	0	1	2	0	6	3	9	23
07:00 AM	0	0	0	0	0	3	0	3	1	0	0	1	0	10	1	11	15
07:15 AM	0	0	0	0	0	7	0	7	1	1	0	2	0	9	1	10	19
07:30 AM	0	0	0	0	0	6	0	6	2	0	0	2	0	8	0	8	16
07:45 AM	1	0	0	1	0	5	0	5	0	0	0	0	0	2	1	3	9
Total	1	0	0	1	0	21	0	21	4	1	0	5	0	29	3	32	59
08:00 AM	0	1	1	2	0	3	0	3	0	0	0	0	0	7	0	7	12
08:15 AM	0	0	0	0	0	5	1	6	3	0	0	3	0	4	1	5	14
Grand Total	2	3	1	6	2	36	1	39	8	1	1	10	0	46	7	53	108
Apprch %	33.3	50	16.7		5.1	92.3	2.6		80	10	10		0	86.8	13.2		
Total %	1.9	2.8	0.9	5.6	1.9	33.3	0.9	36.1	7.4	0.9	0.9	9.3	0	42.6	6.5	49.1	

	SAGE AVENUE Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				YUCCA TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
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																	
07:30 AM	0	0	0	0	0	**6**	0	**6**	2	0	0	2	0	**8**	0	**8**	**16**
07:45 AM	**1**	0	0	1	0	5	0	5	0	0	0	0	0	2	**1**	3	9
08:00 AM	0	**1**	**1**	**2**	0	3	0	3	0	0	0	0	0	7	0	7	12
08:15 AM	0	0	0	0	0	5	**1**	6	**3**	0	0	**3**	0	4	1	5	14
Total Volume	1	1	1	3	0	19	1	20	5	0	0	5	0	21	2	23	51
% App. Total	33.3	33.3	33.3		0	95	5		100	0	0		0	91.3	8.7		
PHF	.250	.250	.250	.375	.000	.792	.250	.833	.417	.000	.000	.417	.000	.656	.500	.719	.797

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: SAGE AVENUE/YUCCA TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVSAYU29AM
Site Code : 307057
Start Date : 4/27/2005
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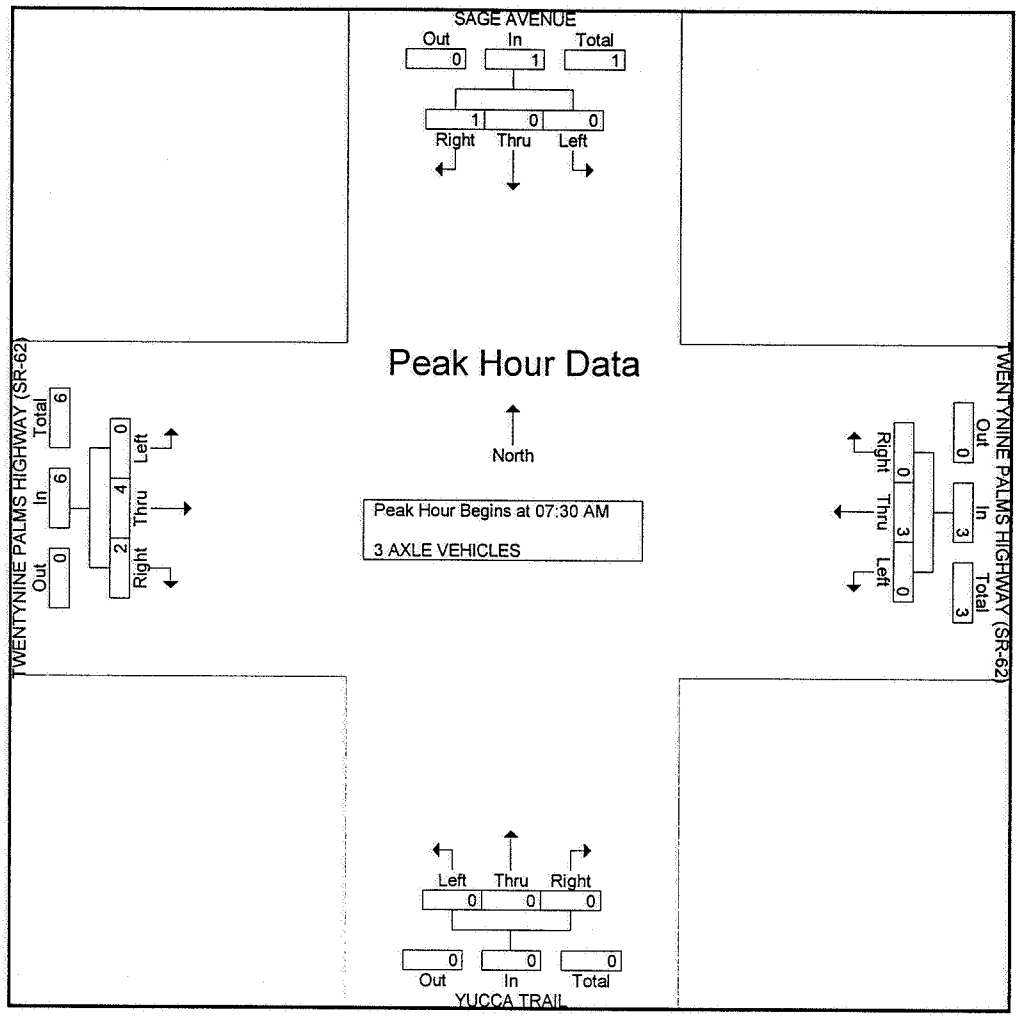


Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0
+15 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	**1**	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	1	**3**
Total Volume	0	0	1	1	0	3	0	3	0	0	0	0	0	4	2	6
% App. Total	0	0	100		0	100	0		0	0	0		0	66.7	33.3	
PHF	.000	.000	.250	.250	.000	.375	.000	.375	.000	.000	.000	.000	.000	.500	.500	.500

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: SAGE AVENUE/YUCCA TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVSAYU29AM
Site Code : 307057
Start Date : 4/27/2005
Page No : 1

Groups Printed- 3 AXLE VEHICLES

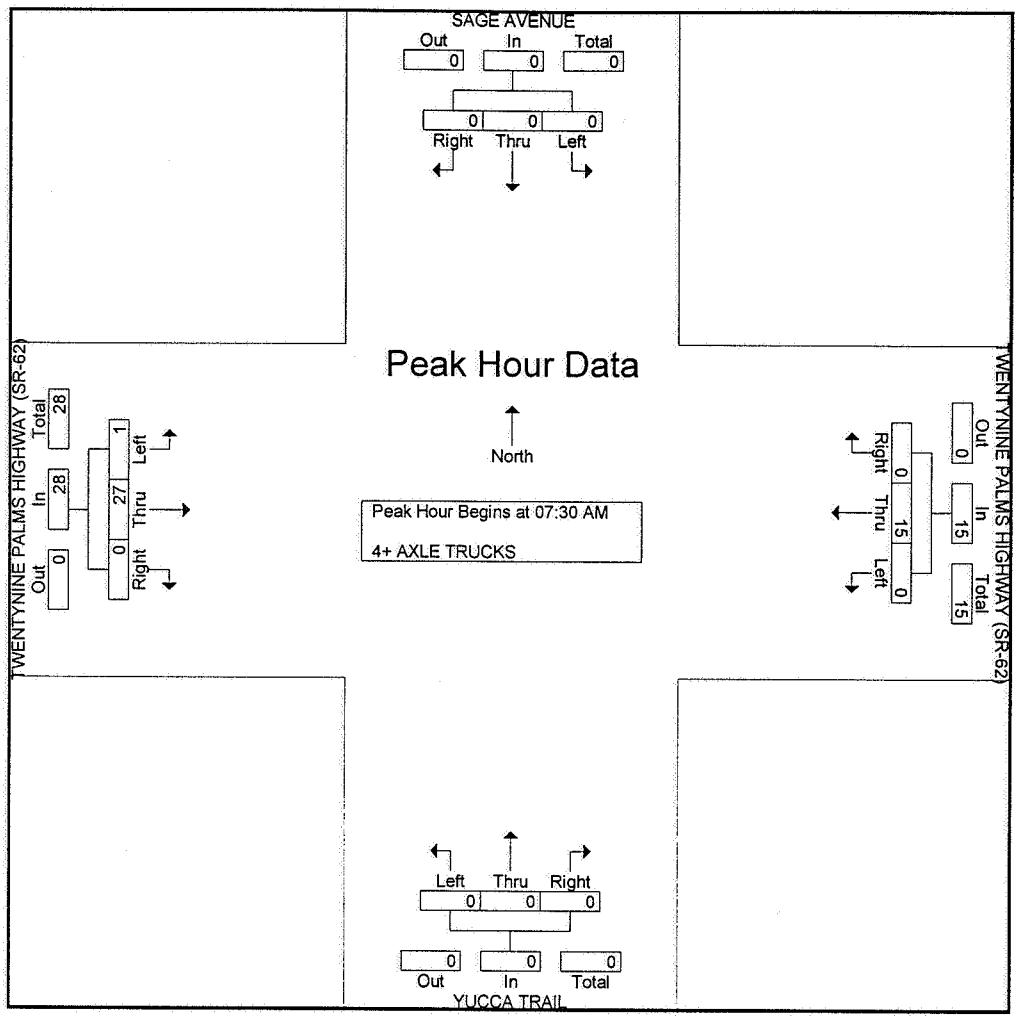
	SAGE AVENUE Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				YUCCA TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
06:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	4	0	4	5
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	0	0	1	1	0	2	0	2	0	0	0	0	0	4	0	4	7
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
Grand Total	0	0	1	1	0	3	0	3	1	0	0	1	0	11	2	13	18
Apprch %	0	0	100		0	100	0		100	0	0		0	84.6	15.4		
Total %	0	0	5.6	5.6	0	16.7	0	16.7	5.6	0	0	5.6	0	61.1	11.1	72.2	

	SAGE AVENUE Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				YUCCA TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
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																	
07:30 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	1	0	1	2
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	**1**	2	**3**
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	1	**3**	3
Total Volume	0	0	1	1	0	3	0	3	0	0	0	0	0	4	2	6	10
% App. Total	0	0	100		0	100	0		0	0	0		0	66.7	33.3		
PHF	.000	.000	.250	.250	.000	.375	.000	.375	.000	.000	.000	.000	.000	.500	.500	.500	.833

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: SAGE AVENUE/YUCCA TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVSAYU29AM
Site Code : 307057
Start Date : 4/27/2005
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	5	0	5	0	0	0	0	0	7	0	7
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**8**	0	8
+30 mins.	0	0	0	0	0	**6**	0	**6**	0	0	0	0	0	4	0	4
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	**1**	8	0	**9**
Total Volume	0	0	0	0	0	15	0	15	0	0	0	0	1	27	0	28
% App. Total	0	0	0		0	100	0		0	0	0		3.6	96.4	0	
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.250	.844	.000	.778

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: SAGE AVENUE/YUCCA TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVSAYU29AM
Site Code : 307057
Start Date : 4/27/2005
Page No : 1

Groups Printed- 4+ AXLE TRUCKS

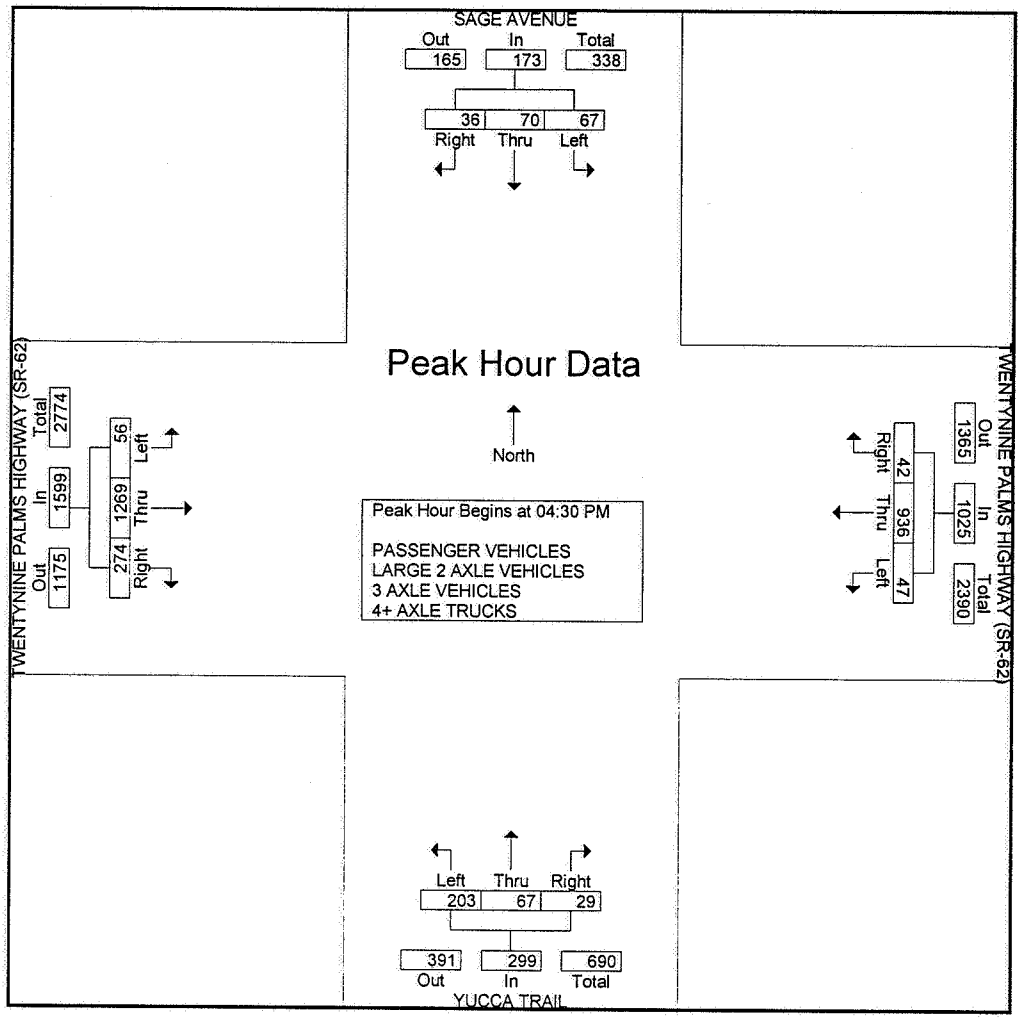
	SAGE AVENUE Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				YUCCA TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	6	1	7	10
06:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	1	4	6
Total	0	0	0	0	0	5	0	5	0	0	0	0	0	9	2	11	16
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
07:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
07:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	7	0	7	12
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	8	0	8	10
Total	0	0	0	0	0	13	0	13	0	0	0	0	0	22	0	22	35
08:00 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	4	0	4	10
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	1	8	0	9	11
Grand Total	0	0	0	0	0	26	0	26	0	0	0	0	1	43	2	46	72
Apprch %	0	0	0		0	100	0		0	0	0		2.2	93.5	4.3		
Total %	0	0	0	0	0	36.1	0	36.1	0	0	0	0	1.4	59.7	2.8	63.9	

	SAGE AVENUE Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				YUCCA TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
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																	
07:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	7	0	7	**12**
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	**8**	0	8	10
08:00 AM	0	0	0	0	0	**6**	0	**6**	0	0	0	0	0	4	0	4	10
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	**1**	8	0	**9**	11
Total Volume	0	0	0	0	0	15	0	15	0	0	0	0	1	27	0	28	43
% App. Total	0	0	0		0	100	0		0	0	0		3.6	96.4	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.250	.844	.000	.778	.896

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: SAGE AVENUE/YUCCA TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVSAYU29PM
Site Code : 307057
Start Date : 4/27/2005
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:

	04:30 PM				04:30 PM				04:15 PM				04:30 PM			
+0 mins.	**18**	**23**	10	**51**	11	**248**	9	**268**	**61**	8	**10**	**79**	15	306	**73**	394
+15 mins.	17	8	6	31	13	227	9	249	50	**16**	7	73	14	288	70	372
+30 mins.	15	19	**11**	45	5	241	**14**	260	58	13	7	78	**16**	**363**	69	**448**
+45 mins.	17	20	9	46	**18**	220	10	248	54	15	6	75	11	312	62	385
Total Volume	67	70	36	173	47	936	42	1025	223	52	30	305	56	1269	274	1599
% App. Total	38.7	40.5	20.8		4.6	91.3	4.1		73.1	17	9.8		3.5	79.4	17.1	
PHF	.931	.761	.818	.848	.653	.944	.750	.956	.914	.813	.750	.965	.875	.874	.938	.892

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: SAGE AVENUE/YUCCA TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVSAYU29PM
Site Code : 307057
Start Date : 4/27/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES - LARGE 2 AXLE VEHICLES - 3 AXLE VEHICLES - 4+ AXLE TRUCKS

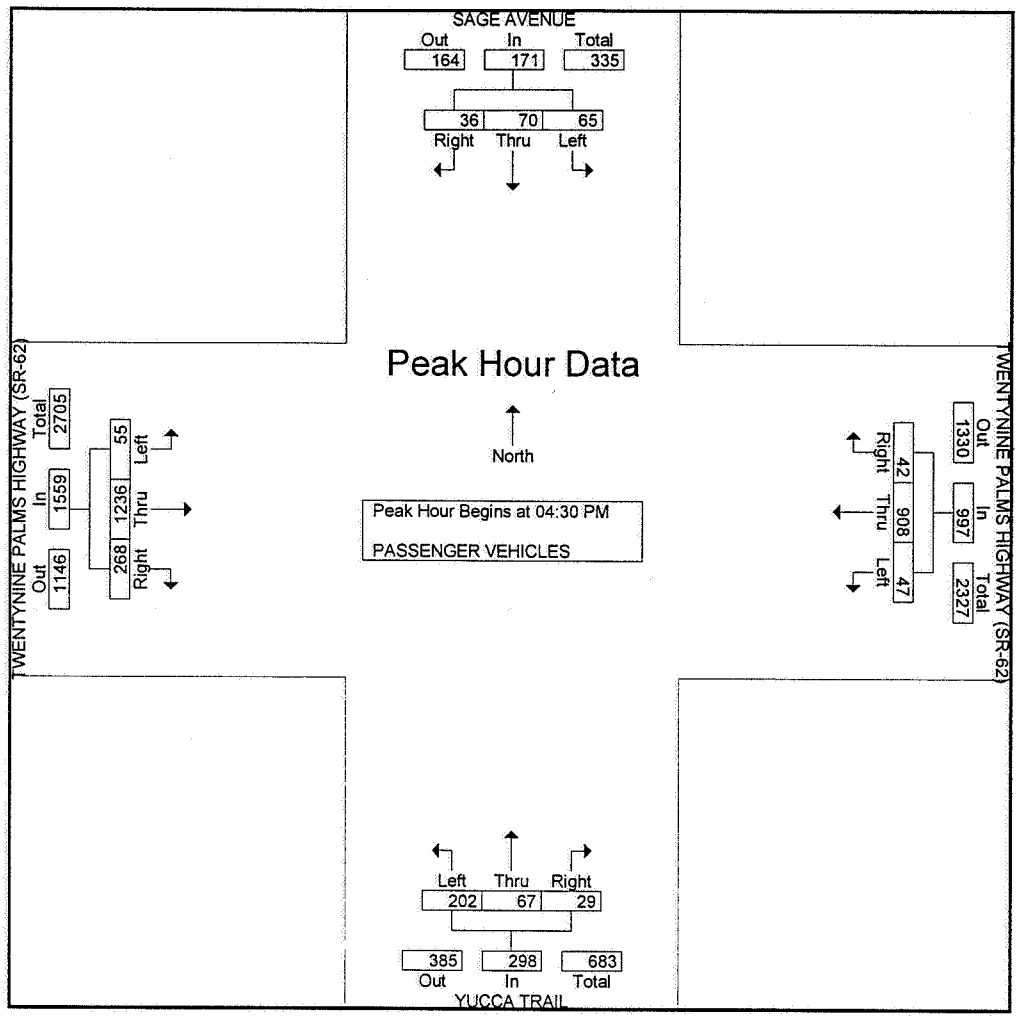
	SAGE AVENUE Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				YUCCA TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	22	15	2	39	4	249	11	264	45	8	5	58	17	297	78	392	753
04:15 PM	12	12	8	32	8	219	8	235	61	8	10	79	7	262	49	318	664
04:30 PM	18	23	10	51	11	248	9	268	50	16	7	73	15	306	73	394	786
04:45 PM	17	8	6	31	13	227	9	249	58	13	7	78	14	288	70	372	730
Total	69	58	26	153	36	943	37	1016	214	45	29	288	53	1153	270	1476	2933
05:00 PM	15	19	11	45	5	241	14	260	54	15	6	75	16	363	69	448	828
05:15 PM	17	20	9	46	18	220	10	248	41	23	9	73	11	312	62	385	752
05:30 PM	20	10	10	40	16	204	9	229	48	19	9	76	7	297	56	360	705
05:45 PM	14	14	5	33	10	207	10	227	37	6	8	51	7	303	57	367	678
Total	66	63	35	164	49	872	43	964	180	63	32	275	41	1275	244	1560	2963
Grand Total	135	121	61	317	85	1815	80	1980	394	108	61	563	94	2428	514	3036	5896
Apprch %	42.6	38.2	19.2		4.3	91.7	4		70	19.2	10.8		3.1	80	16.9		
Total %	2.3	2.1	1	5.4	1.4	30.8	1.4	33.6	6.7	1.8	1	9.5	1.6	41.2	8.7	51.5	
PASSENGER VEHICLES	132	119	60	311	85	1753	80	1918	388	108	61	557	92	2357	502	2951	5737
% PASSENGER VEHICLES	97.8	98.3	98.4	98.1	100	96.6	100	96.9	98.5	100	100	98.9	97.9	97.1	97.7	97.2	48.7
LARGE 2 AXLE VEHICLES	2	2	1	5	0	27	0	27	6	0	0	6	2	36	12	50	88
% LARGE 2 AXLE VEHICLES	1.5	1.7	1.6	1.6	0	1.5	0	1.4	1.5	0	0	1.1	2.1	1.5	2.3	1.6	0.7
3 AXLE VEHICLES	1	0	0	1	0	5	0	5	0	0	0	0	0	5	0	5	11
% 3 AXLE VEHICLES	0.7	0	0	0.3	0	0.3	0	0.3	0	0	0	0	0	0.2	0	0.2	0.1
4+ AXLE TRUCKS	0	0	0	0	0	30	0	30	0	0	0	0	0	30	0	30	60
% 4+ AXLE TRUCKS	0	0	0	0	0	1.7	0	1.5	0	0	0	0	0	1.2	0	1	0.5

	SAGE AVENUE Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				YUCCA TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**18**	**23**	10	**51**	11	**248**	9	**268**	50	16	7	73	15	306	**73**	394	786
04:45 PM	17	8	6	31	13	227	9	249	**58**	13	7	**78**	14	288	70	372	730
05:00 PM	15	19	**11**	45	5	241	**14**	260	54	15	6	75	**16**	**363**	69	**448**	**828**
05:15 PM	17	20	9	46	**18**	220	10	248	41	**23**	**9**	73	11	312	62	385	752
Total Volume	67	70	36	173	47	936	42	1025	203	67	29	299	56	1269	274	1599	3096
% App. Total	38.7	40.5	20.8		4.6	91.3	4.1		67.9	22.4	9.7		3.5	79.4	17.1		
PHF	.931	.761	.818	.848	.653	.944	.750	.956	.875	.728	.806	.958	.875	.874	.938	.892	.935

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: SAGE AVENUE/YUCCA TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVSAYU29PM
Site Code : 307057
Start Date : 4/27/2005
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.	**17**	**23**	10	**50**	11	**242**	9	**262**	50	16	7	73	14	298	**72**	384
+15 mins.	17	8	6	31	13	219	9	241	**58**	13	7	**78**	14	283	69	366
+30 mins.	15	19	**11**	45	5	234	**14**	253	53	15	6	74	**16**	**354**	68	**438**
+45 mins.	16	20	9	45	**18**	213	10	241	41	**23**	**9**	73	11	301	59	371
Total Volume	65	70	36	171	47	908	42	997	202	67	29	298	55	1236	268	1559
% App. Total	38	40.9	21.1		4.7	91.1	4.2		67.8	22.5	9.7		3.5	79.3	17.2	
PHF	.956	.761	.818	.855	.653	.938	.750	.951	.871	.728	.806	.955	.859	.873	.931	.890

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: SAGE AVENUE/YUCCA TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVSAYU29PM
Site Code : 307057
Start Date : 4/27/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES

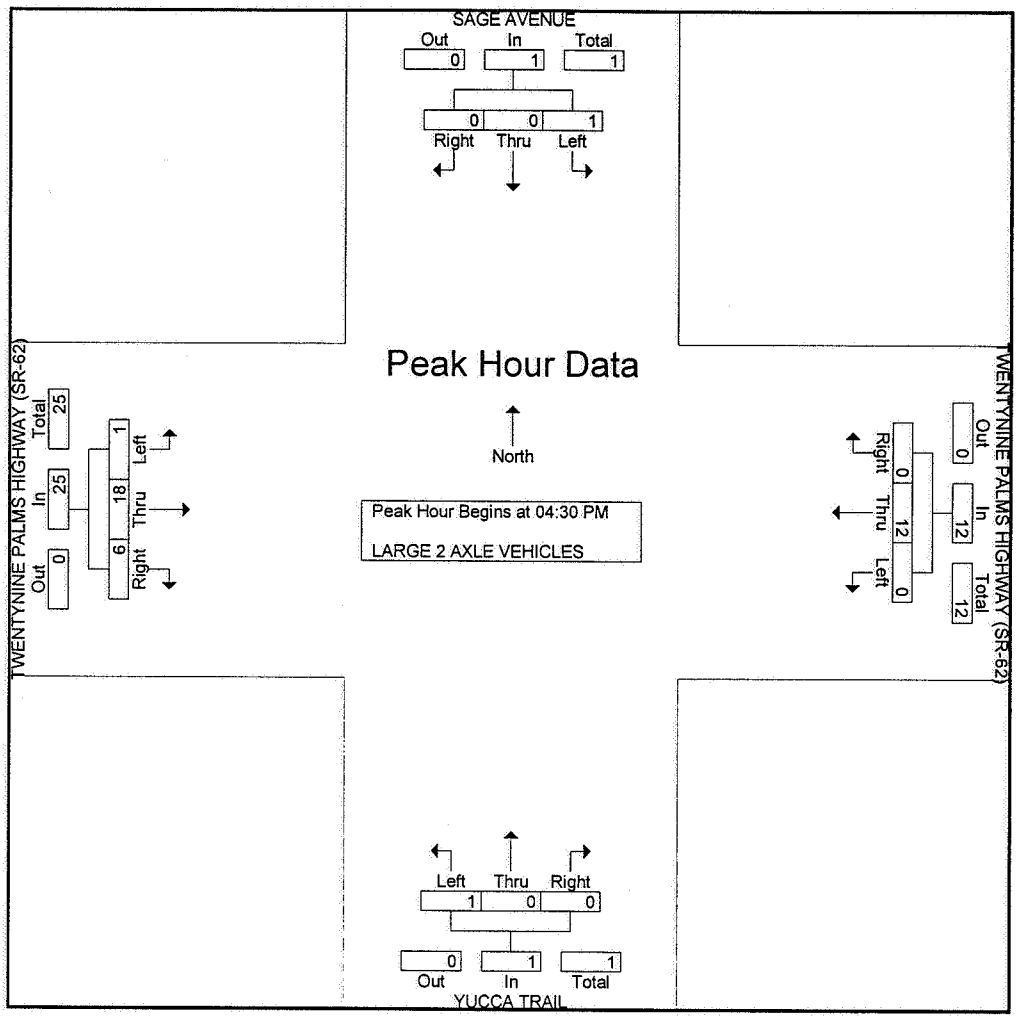
	SAGE AVENUE Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				YUCCA TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	22	13	2	37	4	240	11	255	43	8	5	56	17	290	73	380	728
04:15 PM	12	12	8	32	8	210	8	226	59	8	10	77	7	254	48	309	644
04:30 PM	17	23	10	50	11	242	9	262	50	16	7	73	14	298	72	384	769
04:45 PM	17	8	6	31	13	219	9	241	58	13	7	78	14	283	69	366	716
Total	68	56	26	150	36	911	37	984	210	45	29	284	52	1125	262	1439	2857
05:00 PM	15	19	11	45	5	234	14	253	53	15	6	74	16	354	68	438	810
05:15 PM	16	20	9	45	18	213	10	241	41	23	9	73	11	301	59	371	730
05:30 PM	19	10	9	38	16	199	9	224	47	19	9	75	6	287	56	349	686
05:45 PM	14	14	5	33	10	196	10	216	37	6	8	51	7	290	57	354	654
Total	64	63	34	161	49	842	43	934	178	63	32	273	40	1232	240	1512	2880
Grand Total	132	119	60	311	85	1753	80	1918	388	108	61	557	92	2357	502	2951	5737
Apprch %	42.4	38.3	19.3		4.4	91.4	4.2		69.7	19.4	11		3.1	79.9	17		
Total %	2.3	2.1	1	5.4	1.5	30.6	1.4	33.4	6.8	1.9	1.1	9.7	1.6	41.1	8.8	51.4	

	SAGE AVENUE Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				YUCCA TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**17**	**23**	10	**50**	11	**242**	9	**262**	50	16	7	73	14	298	**72**	384	769
04:45 PM	17	8	6	31	13	219	9	241	**58**	13	7	**78**	14	283	69	366	716
05:00 PM	15	19	**11**	45	5	234	**14**	253	53	15	6	74	**16**	**354**	68	**438**	**810**
05:15 PM	16	20	9	45	**18**	213	10	241	41	**23**	**9**	73	11	301	59	371	730
Total Volume	65	70	36	171	47	908	42	997	202	67	29	298	55	1236	268	1559	3025
% App. Total	38	40.9	21.1		4.7	91.1	4.2		67.8	22.5	9.7		3.5	79.3	17.2		
PHF	.956	.761	.818	.855	.653	.938	.750	.951	.871	.728	.806	.955	.859	.873	.931	.890	.934

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: SAGE AVENUE/YUCCA TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVSAYU29PM
Site Code : 307057
Start Date : 4/27/2005
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.	**1**	0	0	**1**	0	1	0	1	0	0	0	0	**1**	4	1	6
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	2	1	3
+30 mins.	0	0	0	0	0	**6**	0	**6**	**1**	0	0	**1**	0	5	1	6
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**7**	**3**	**10**
Total Volume	1	0	0	1	0	12	0	12	1	0	0	1	1	18	6	25
% App. Total	100	0	0		0	100	0		100	0	0		4	72	24	
PHF	.250	.000	.000	.250	.000	.500	.000	.500	.250	.000	.000	.250	.250	.643	.500	.625

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: SAGE AVENUE/YUCCA TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVSAYU29PM
Site Code : 307057
Start Date : 4/27/2005
Page No : 1

Groups Printed- LARGE 2 AXLE VEHICLES

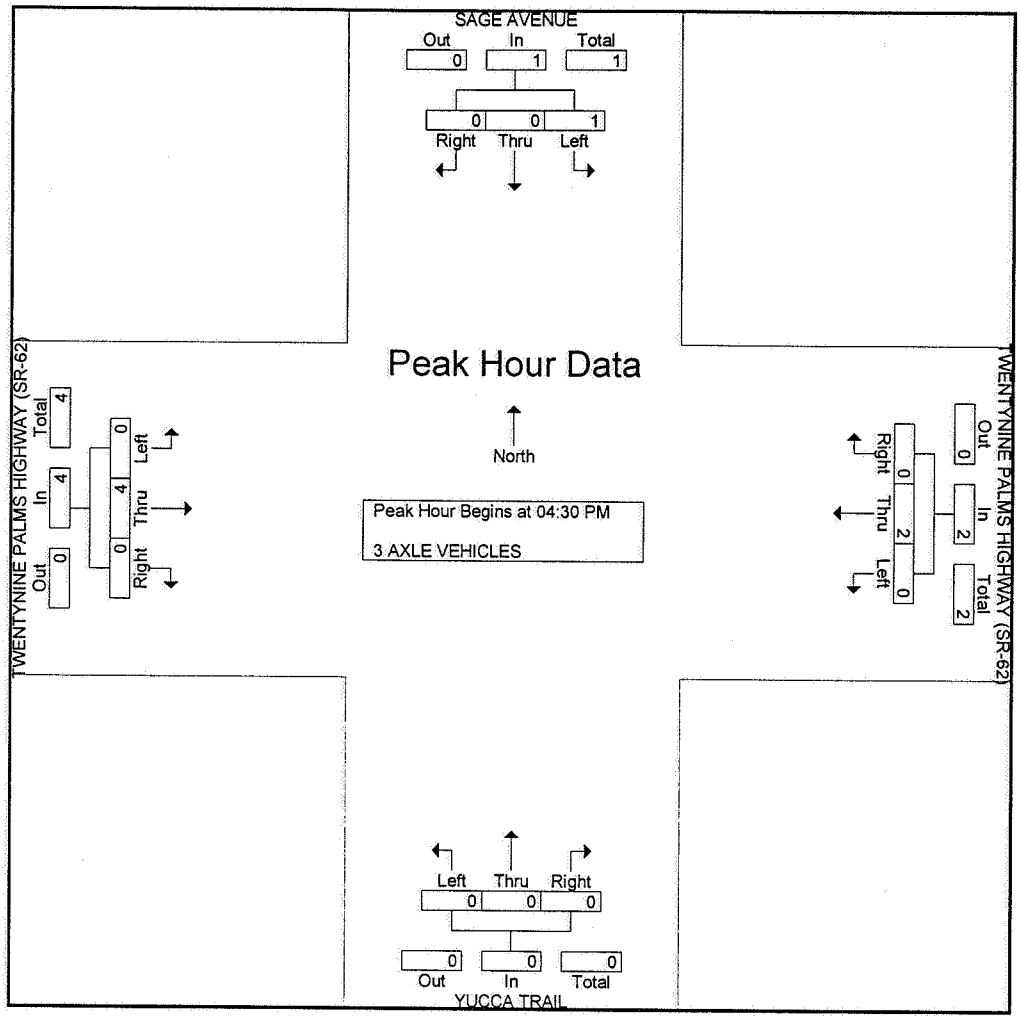
	SAGE AVENUE Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				YUCCA TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	4	0	4	2	0	0	2	0	4	5	9	17
04:15 PM	0	0	0	0	0	4	0	4	2	0	0	2	0	5	1	6	12
04:30 PM	1	0	0	1	0	1	0	1	0	0	0	0	1	4	1	6	8
04:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	1	3	7
Total	1	2	0	3	0	13	0	13	4	0	0	4	1	15	8	24	44
05:00 PM	0	0	0	0	0	6	0	6	1	0	0	1	0	5	1	6	13
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	7	3	10	11
05:30 PM	1	0	1	2	0	1	0	1	1	0	0	1	1	4	0	5	9
05:45 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
Total	1	0	1	2	0	14	0	14	2	0	0	2	1	21	4	26	44
Grand Total	2	2	1	5	0	27	0	27	6	0	0	6	2	36	12	50	88
Apprch %	40	40	20		0	100	0		100	0	0		4	72	24		
Total %	2.3	2.3	1.1	5.7	0	30.7	0	30.7	6.8	0	0	6.8	2.3	40.9	13.6	56.8	

	SAGE AVENUE Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				YUCCA TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**1**	0	0	**1**	0	1	0	1	0	0	0	0	**1**	4	1	6	8
04:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	1	3	7
05:00 PM	0	0	0	0	0	**6**	0	**6**	**1**	0	0	**1**	0	5	1	6	**13**
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**7**	**3**	**10**	11
Total Volume	1	0	0	1	0	12	0	12	1	0	0	1	1	18	6	25	39
% App. Total	100	0	0		0	100	0		100	0	0		4	72	24		
PHF	.250	.000	.000	.250	.000	.500	.000	.500	.250	.000	.000	.250	.250	.643	.500	.625	.750

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: SAGE AVENUE/YUCCA TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVSAYU29PM
Site Code : 307057
Start Date : 4/27/2005
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	**2**	0	**2**	0	0	0	0	0	**2**	0	**2**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	1	0	0	1	0	2	0	2	0	0	0	0	0	4	0	4
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0	
PHF	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: SAGE AVENUE/YUCCA TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVSAYU29PM
Site Code : 307057
Start Date : 4/27/2005
Page No : 1

Groups Printed- 3 AXLE VEHICLES

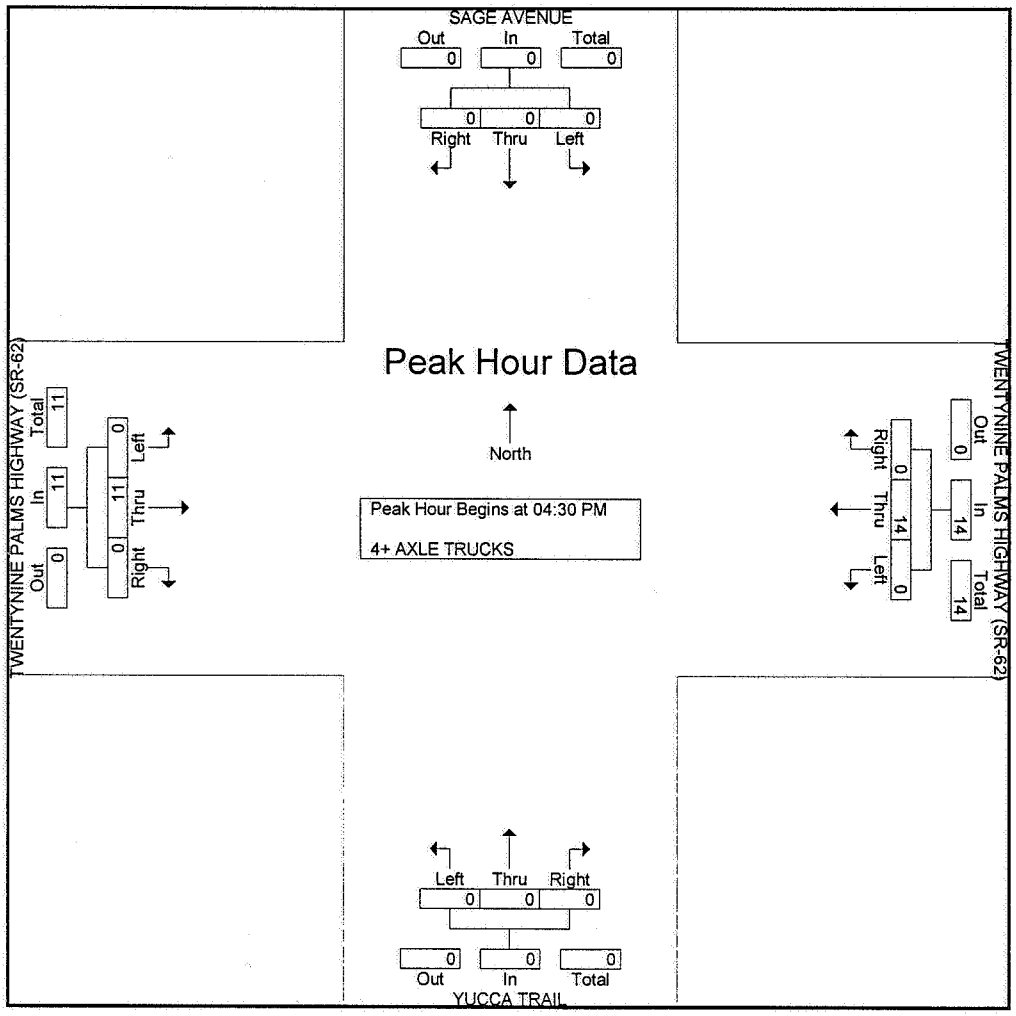
	SAGE AVENUE Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				YUCCA TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	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	1	0	0	1	0	2	0	2	0	0	0	0	0	1	0	1	4
Grand Total	1	0	0	1	0	5	0	5	0	0	0	0	0	5	0	5	11
Apprch %	100	0	0		0	100	0		0	0	0		0	100	0		
Total %	9.1	0	0	9.1	0	45.5	0	45.5	0	0	0	0	0	45.5	0	45.5	

	SAGE AVENUE Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				YUCCA TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**2**	0	**2**	**4**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	1	0	0	1	0	2	0	2	0	0	0	0	0	4	0	4	7
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.438

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: SAGE AVENUE/YUCCA TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVSAYU29PM
Site Code : 307057
Start Date : 4/27/2005
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	3	0	3	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4
+45 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3
Total Volume	0	0	0	0	0	14	0	14	0	0	0	0	0	11	0	11
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000	.000	.688	.000	.688

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: SAGE AVENUE/YUCCA TRAIL
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVSAYU29PM
Site Code : 307057
Start Date : 4/27/2005
Page No : 1

Groups Printed- 4+ AXLE TRUCKS

	SAGE AVENUE Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				YUCCA TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
04:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
04:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
Total	0	0	0	0	0	16	0	16	0	0	0	0	0	9	0	9	25
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
05:15 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	6	0	6	8
05:45 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	8	0	8	13
Total	0	0	0	0	0	14	0	14	0	0	0	0	0	21	0	21	35
Grand Total	0	0	0	0	0	30	0	30	0	0	0	0	0	30	0	30	60
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	50	0	50	0	0	0	0	0	50	0	50	

	SAGE AVENUE Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				YUCCA TRAIL Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
04:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**4**	0	**4**	5
05:15 PM	0	0	0	0	0	**6**	0	**6**	0	0	0	0	0	3	0	3	**9**
Total Volume	0	0	0	0	0	14	0	14	0	0	0	0	0	11	0	11	25
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000	.000	.688	.000	.688	.694

Counts Unlimited, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557

T 909 247 6716
F 909 924 8604
C 909 721 5067

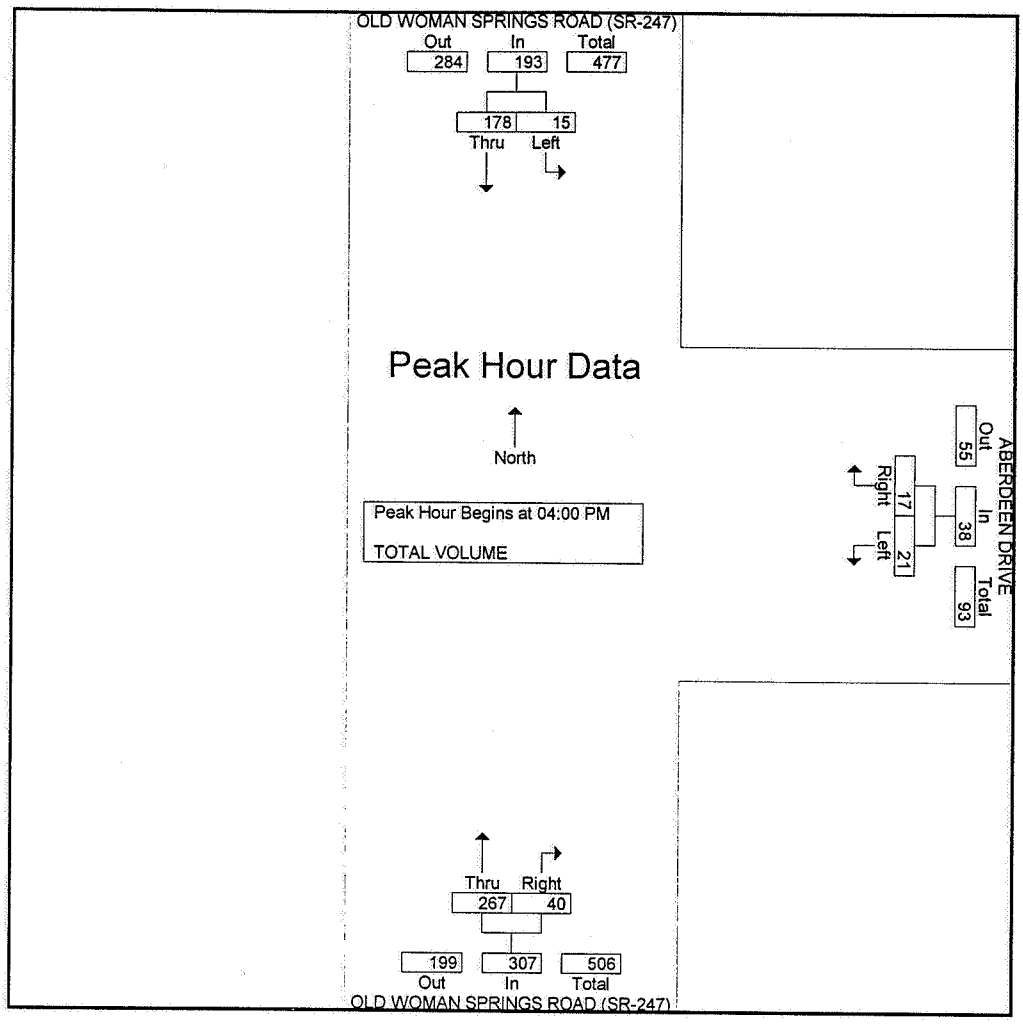
TOWN OF YUCCA VALLEY
OLD WOMAN SPRINGS ROAD (SR-247) / ABERDEEN DRIVE

Turning Movement Counts
May 2005

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: OLD WOMAN SPRINGS ROAD (SR-247)
E/W: ABERDEEN DRIVE
WEATHER: SUNNY

File Name : YV247ABPM
Site Code : 069310
Start Date : 5/12/2005
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.	4	**53**	**57**	4	6	10	**74**	**11**	**85**
+15 mins.	**6**	39	45	**6**	5	**11**	55	11	66
+30 mins.	3	43	46	3	5	8	71	11	82
+45 mins.	2	43	45	4	**7**	11	67	7	74
Total Volume	15	178	193	17	23	40	267	40	307
% App. Total	7.8	92.2		42.5	57.5		87	13	
PHF	.625	.840	.846	.708	.821	.909	.902	.909	.903

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: OLD WOMAN SPRINGS ROAD (SR-247)
E/W: ABERDEEN DRIVE
WEATHER: SUNNY

File Name : YV247ABPM
Site Code : 069310
Start Date : 5/12/2005
Page No : 1

Groups Printed- TOTAL VOLUME

	OLD WOMAN SPRINGS ROAD (SR-247) Southbound			ABERDEEN DRIVE Westbound			OLD WOMAN SPRINGS ROAD (SR-247) Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:00 PM	4	53	57	8	6	14	74	11	85	156
04:15 PM	6	39	45	3	0	3	55	11	66	114
04:30 PM	3	43	46	4	6	10	71	11	82	138
04:45 PM	2	43	45	6	5	11	67	7	74	130
Total	15	178	193	21	17	38	267	40	307	538
05:00 PM	0	42	42	3	5	8	47	9	56	106
05:15 PM	5	25	30	4	7	11	72	9	81	122
05:30 PM	2	37	39	3	1	4	60	14	74	117
05:45 PM	4	32	36	4	5	9	54	7	61	106
Total	11	136	147	14	18	32	233	39	272	451
Grand Total	26	314	340	35	35	70	500	79	579	989
Apprch %	7.6	92.4		50	50		86.4	13.6		
Total %	2.6	31.7	34.4	3.5	3.5	7.1	50.6	8	58.5	

	OLD WOMAN SPRINGS ROAD (SR-247) Southbound			ABERDEEN DRIVE Westbound			OLD WOMAN SPRINGS ROAD (SR-247) Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. 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	**53**	**57**	**8**	**6**	**14**	**74**	**11**	**85**	**156**
04:15 PM	**6**	39	45	3	0	3	55	11	66	114
04:30 PM	3	43	46	4	6	10	71	11	82	138
04:45 PM	2	43	45	6	5	11	67	7	74	130
Total Volume	15	178	193	21	17	38	267	40	307	538
% App. Total	7.8	92.2		55.3	44.7		87	13		
PHF	.625	.840	.846	.656	.708	.679	.902	.909	.903	.862

Counts Unlimited, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557

T 909 247 6716
F 909 924 8604
C 909 721 5067

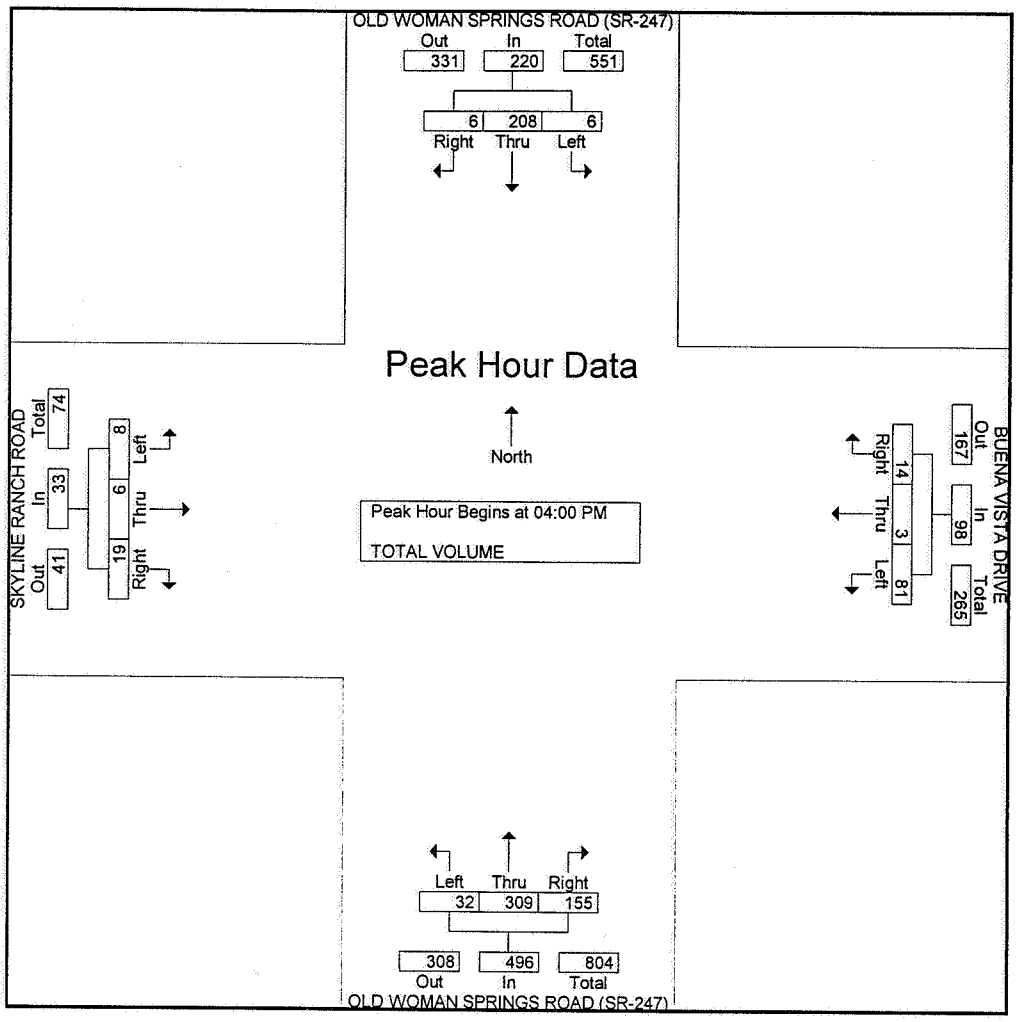
TOWN OF YUCCA VALLEY
OLD WOMAN SPRINGS ROAD (SR-247) / BUENA VISTA DRIVE

Turning Movement Counts
May 2005

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: OLD WOMAN SPRINGS ROAD (SR-247)
E/W: BUENA VISTA DRVE
WEATHER: SUNNY

File Name : YV247BVPM
Site Code : 069340
Start Date : 5/12/2005
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				04:30 PM				04:00 PM			
+0 mins.	**3**	**64**	2	**69**	25	**1**	4	30	9	80	38	127	2	0	**7**	9
+15 mins.	1	41	**4**	46	23	0	**6**	29	5	69	39	113	1	0	4	5
+30 mins.	0	54	0	54	20	0	2	22	14	70	27	111	**3**	1	5	9
+45 mins.	2	49	0	51	**31**	0	3	**34**	**15**	**81**	**51**	**147**	2	**5**	3	**10**
Total Volume	6	208	6	220	99	1	15	115	43	300	155	498	8	6	19	33
% App. Total	2.7	94.5	2.7		86.1	0.9	13		8.6	60.2	31.1		24.2	18.2	57.6	
PHF	.500	.813	.375	.797	.798	.250	.625	.846	.717	.926	.760	.847	.667	.300	.679	.825

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: OLD WOMAN SPRINGS ROAD (SR-247)
E/W: BUENA VISTA DRVE
WEATHER: SUNNY

File Name : YV247BVPM
Site Code : 069340
Start Date : 5/12/2005
Page No : 1

Groups Printed- TOTAL VOLUME

	OLD WOMAN SPRINGS ROAD (SR-247) Southbound				BUENA VISTA DRIVE Westbound				OLD WOMAN SPRINGS ROAD (SR-247) Northbound				SKYLINE RANCH ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	3	64	2	69	13	2	2	17	12	83	41	136	2	0	7	9	231
04:15 PM	1	41	4	46	25	1	4	30	6	77	37	120	1	0	4	5	201
04:30 PM	0	54	0	54	23	0	6	29	9	80	38	127	3	1	5	9	219
04:45 PM	2	49	0	51	20	0	2	22	5	69	39	113	2	5	3	10	196
Total	6	208	6	220	81	3	14	98	32	309	155	496	8	6	19	33	847
05:00 PM	4	47	2	53	31	0	3	34	14	70	27	111	0	1	1	2	200
05:15 PM	5	32	0	37	21	4	1	26	15	81	51	147	2	3	5	10	220
05:30 PM	1	43	1	45	14	0	2	16	9	71	33	113	1	1	4	6	180
05:45 PM	2	35	2	39	25	4	3	32	13	70	33	116	0	2	5	7	194
Total	12	157	5	174	91	8	9	108	51	292	144	487	3	7	15	25	794
Grand Total	18	365	11	394	172	11	23	206	83	601	299	983	11	13	34	58	1641
Apprch %	4.6	92.6	2.8		83.5	5.3	11.2		8.4	61.1	30.4		19	22.4	58.6		
Total %	1.1	22.2	0.7	24	10.5	0.7	1.4	12.6	5.1	36.6	18.2	59.9	0.7	0.8	2.1	3.5	

	OLD WOMAN SPRINGS ROAD (SR-247) Southbound				BUENA VISTA DRIVE Westbound				OLD WOMAN SPRINGS ROAD (SR-247) Northbound				SKYLINE RANCH ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**3**	**64**	2	**69**	13	**2**	2	17	**12**	**83**	**41**	**136**	2	0	**7**	9	**231**
04:15 PM	1	41	**4**	46	**25**	1	4	**30**	6	77	37	120	1	0	4	5	201
04:30 PM	0	54	0	54	23	0	**6**	29	9	80	38	127	**3**	1	5	9	219
04:45 PM	2	49	0	51	20	0	2	22	5	69	39	113	2	**5**	3	**10**	196
Total Volume	6	208	6	220	81	3	14	98	32	309	155	496	8	6	19	33	847
% App. Total	2.7	94.5	2.7		82.7	3.1	14.3		6.5	62.3	31.2		24.2	18.2	57.6		
PHF	.500	.813	.375	.797	.810	.375	.583	.817	.667	.931	.945	.912	.667	.300	.679	.825	.917

Counts Unlimited, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557

T 909 247 6716
F 909 924 8604
C 909 721 5067

TOWN OF YUCCA VALLEY

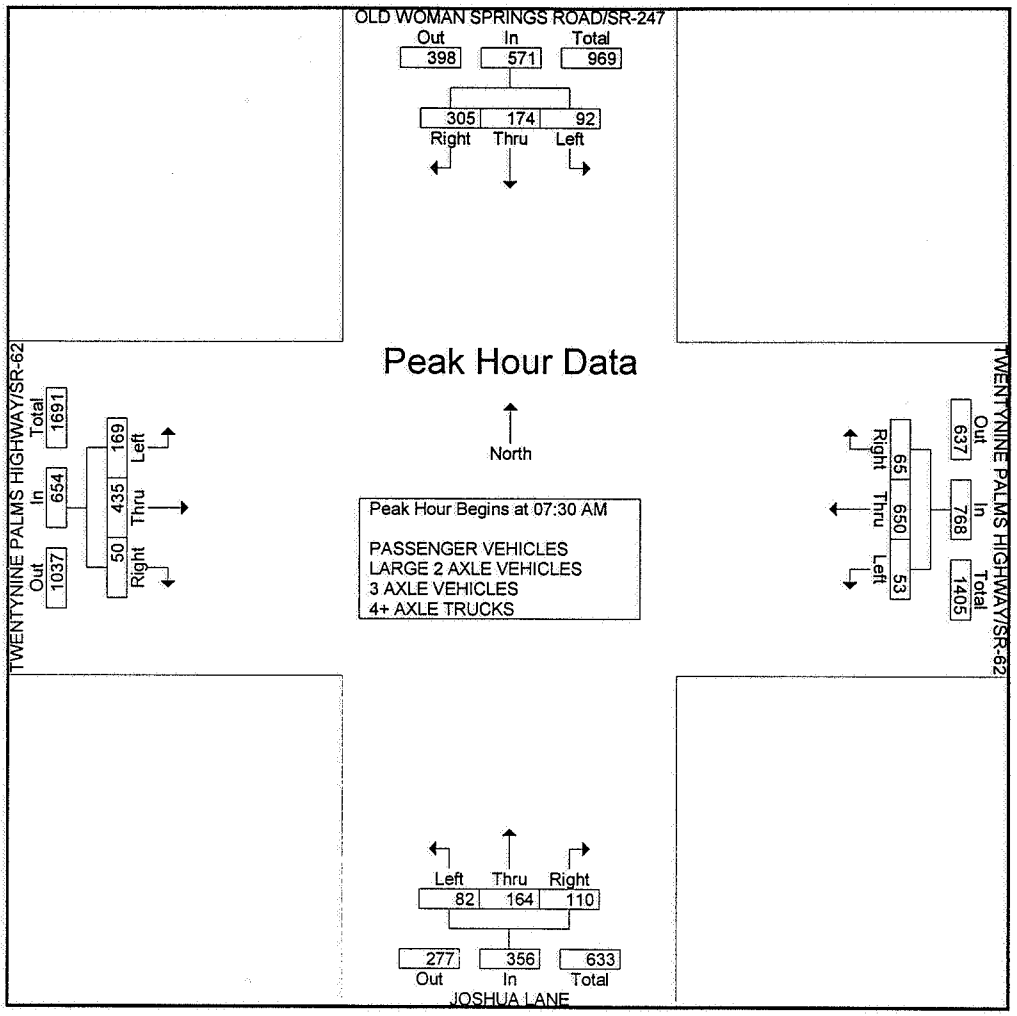
OLD WOMAN SPRINGS ROAD/JOSHUA LANE
TWENTYNINE PALMS HIGHWAY/SR-62

Turning Movement Counts
April 2005

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: OLD WOMAN SPRINGS ROAD/SR-247
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVOW29AM
Site Code : 307011
Start Date : 4/27/2005
Page No : 2



Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:30 AM				07:30 AM			
+0 mins.	24	28	76	128	6	157	17	180	17	22	25	64	28	94	12	134
+15 mins.	**30**	30	70	130	7	167	14	188	**24**	**63**	26	**113**	47	93	7	147
+30 mins.	20	42	72	134	**14**	169	**24**	**207**	21	29	**36**	86	46	**124**	**16**	186
+45 mins.	22	**61**	**98**	**181**	7	**182**	9	198	20	50	23	93	**48**	124	15	**187**
Total Volume	96	161	316	573	34	675	64	773	82	164	110	356	169	435	50	654
% App. Total	16.8	28.1	55.1		4.4	87.3	8.3		23	46.1	30.9		25.8	66.5	7.6	
PHF	.800	.660	.806	.791	.607	.927	.667	.934	.854	.651	.764	.788	.880	.877	.781	.874

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: OLD WOMAN SPRINGS ROAD/SR-247
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVOW29AM
Site Code : 307011
Start Date : 4/27/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES - LARGE 2 AXLE VEHICLES - 3 AXLE VEHICLES - 4+ AXLE TRUCKS

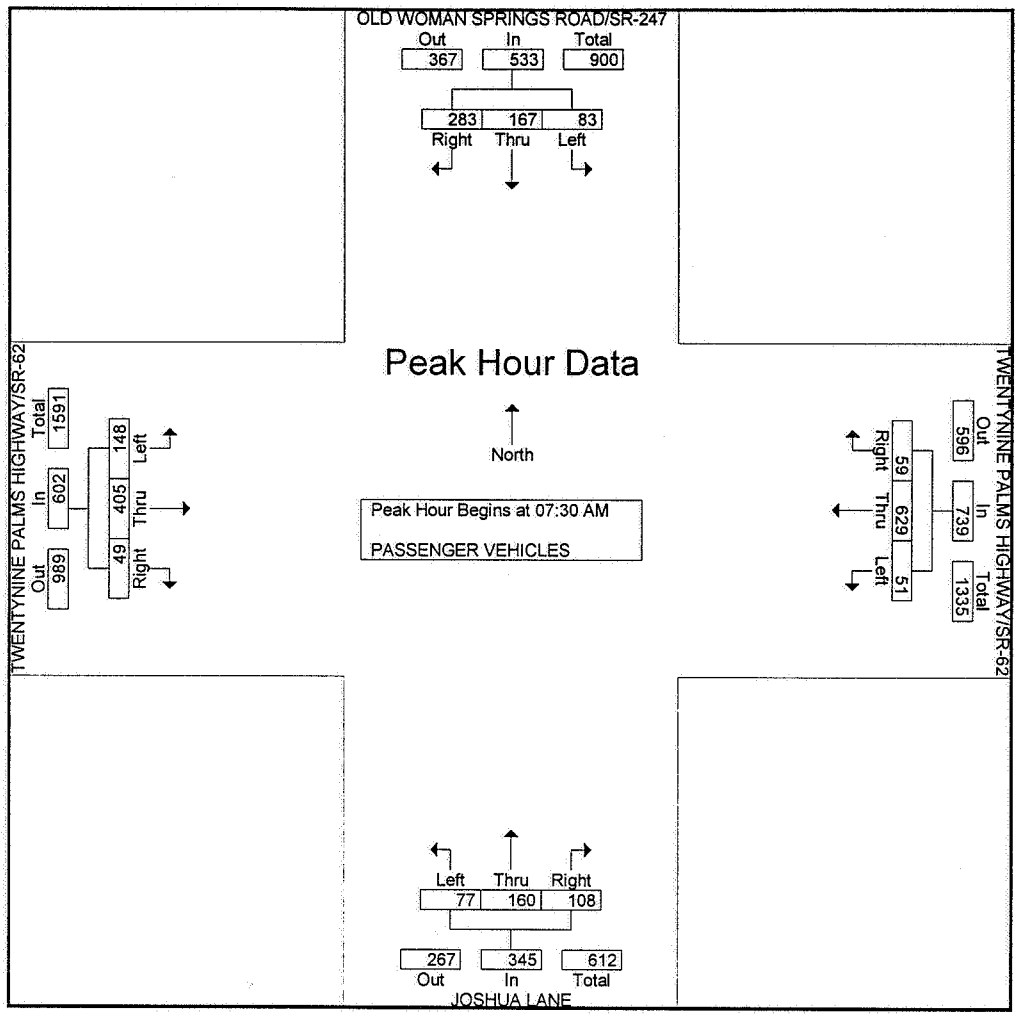
	OLD WOMAN SPRINGS ROAD/SR-247 Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				JOSHUA LANE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:30 AM	15	22	62	99	2	116	11	129	15	20	14	49	27	112	6	145	422
06:45 AM	31	35	88	154	16	143	13	172	22	25	17	64	44	116	4	164	554
Total	46	57	150	253	18	259	24	301	37	45	31	113	71	228	10	309	976
07:00 AM	24	28	76	128	6	157	17	180	23	41	18	82	32	127	9	168	558
07:15 AM	30	30	70	130	7	167	14	188	17	21	16	54	24	100	9	133	505
07:30 AM	20	42	72	134	14	169	24	207	17	22	25	64	28	94	12	134	539
07:45 AM	22	61	98	181	7	182	9	198	24	63	26	113	47	93	7	147	639
Total	96	161	316	573	34	675	64	773	81	147	85	313	131	414	37	582	2241
08:00 AM	16	35	64	115	14	142	16	172	21	29	36	86	46	124	16	186	559
08:15 AM	34	36	71	141	18	157	16	191	20	50	23	93	48	124	15	187	612
Grand Total	192	289	601	1082	84	1233	120	1437	159	271	175	605	296	890	78	1264	4388
Apprch %	17.7	26.7	55.5		5.8	85.8	8.4		26.3	44.8	28.9		23.4	70.4	6.2		
Total %	4.4	6.6	13.7	24.7	1.9	28.1	2.7	32.7	3.6	6.2	4	13.8	6.7	20.3	1.8	28.8	
PASSENGER VEHICLES	178	274	566	1018	79	1192	109	1380	150	264	170	584	260	828	75	1163	4145
% PASSENGER VEHICLES	92.7	94.8	94.2	94.1	94	96.7	90.8	96	94.3	97.4	97.1	96.5	87.8	93	96.2	92	47.2
LARGE 2 AXLE VEHICLES	7	13	15	35	4	29	5	38	8	6	4	18	15	35	1	51	142
% LARGE 2 AXLE VEHICLES	3.6	4.5	2.5	3.2	4.8	2.4	4.2	2.6	5	2.2	2.3	3	5.1	3.9	1.3	4	1.6
3 AXLE VEHICLES	2	2	1	5	1	3	0	4	1	1	1	3	2	5	1	8	20
% 3 AXLE VEHICLES	1	0.7	0.2	0.5	1.2	0.2	0	0.3	0.6	0.4	0.6	0.5	0.7	0.6	1.3	0.6	0.2
4+ AXLE TRUCKS	5	0	19	24	0	9	6	15	0	0	0	0	19	22	1	42	81
% 4+ AXLE TRUCKS	2.6	0	3.2	2.2	0	0.7	5	1	0	0	0	0	6.4	2.5	1.3	3.3	0.9

	OLD WOMAN SPRINGS ROAD/SR-247 Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				JOSHUA LANE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	20	42	72	134	14	169	**24**	**207**	17	22	25	64	28	94	12	134	539
07:45 AM	22	**61**	**98**	**181**	7	**182**	9	198	**24**	**63**	26	**113**	47	93	7	147	**639**
08:00 AM	16	35	64	115	14	142	16	172	21	29	**36**	86	46	**124**	**16**	186	559
08:15 AM	**34**	36	71	141	**18**	157	16	191	20	50	23	93	**48**	124	15	**187**	612
Total Volume	92	174	305	571	53	650	65	768	82	164	110	356	169	435	50	654	2349
% App. Total	16.1	30.5	53.4		6.9	84.6	8.5		23	46.1	30.9		25.8	66.5	7.6		
PHF	.676	.713	.778	.789	.736	.893	.677	.928	.854	.651	.764	.788	.880	.877	.781	.874	.919

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: OLD WOMAN SPRINGS ROAD/SR-247
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVOW29AM
Site Code : 307011
Start Date : 4/27/2005



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.	18	40	63	121	14	163	**22**	**199**	17	22	24	63	23	85	12	120
+15 mins.	20	**60**	**92**	**172**	7	**176**	8	191	**22**	**62**	26	**110**	**42**	88	7	137
+30 mins.	16	32	61	109	13	136	14	163	20	28	**35**	83	42	113	**16**	171
+45 mins.	**29**	35	67	131	**17**	154	15	186	18	48	23	89	41	**119**	14	**174**
Total Volume	83	167	283	533	51	629	59	739	77	160	108	345	148	405	49	602
% App. Total	15.6	31.3	53.1		6.9	85.1	8		22.3	46.4	31.3		24.6	67.3	8.1	
PHF	.716	.696	.769	.775	.750	.893	.670	.928	.875	.645	.771	.784	.881	.851	.766	.865

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: OLD WOMAN SPRINGS ROAD/SR-247
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVOW29AM
Site Code : 307011
Start Date : 4/27/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES

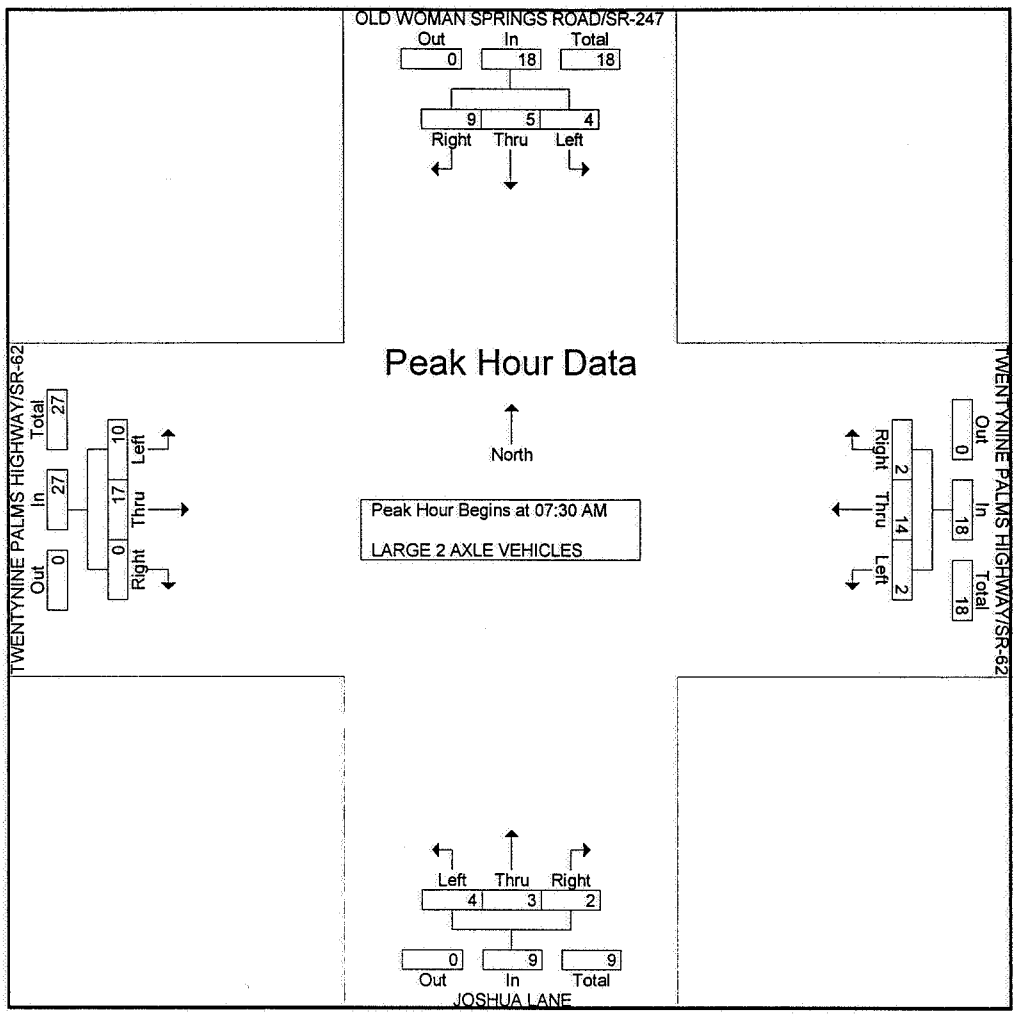
	OLD WOMAN SPRINGS ROAD/SR-247 Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				JOSHUA LANE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:30 AM	14	20	60	94	2	113	11	126	14	20	13	47	21	105	6	132	399
06:45 AM	29	31	84	144	15	138	13	166	21	25	17	63	42	107	4	153	526
Total	43	51	144	238	17	251	24	292	35	45	30	110	63	212	10	285	925
07:00 AM	24	27	74	125	5	152	15	172	23	39	16	78	31	118	7	156	531
07:15 AM	28	29	65	122	6	160	11	177	15	20	16	51	18	93	9	120	470
07:30 AM	18	40	63	121	14	163	22	199	17	22	24	63	23	85	12	120	503
07:45 AM	20	60	92	172	7	176	8	191	22	62	26	110	42	88	7	137	610
Total	90	156	294	540	32	651	56	739	77	143	82	302	114	384	35	533	2114
08:00 AM	16	32	61	109	13	136	14	163	20	28	35	83	42	113	16	171	526
08:15 AM	29	35	67	131	17	154	15	186	18	48	23	89	41	119	14	174	580
Grand Total	178	274	566	1018	79	1192	109	1380	150	264	170	584	260	828	75	1163	4145
Apprch %	17.5	26.9	55.6		5.7	86.4	7.9		25.7	45.2	29.1		22.4	71.2	6.4		
Total %	4.3	6.6	13.7	24.6	1.9	28.8	2.6	33.3	3.6	6.4	4.1	14.1	6.3	20	1.8	28.1	

	OLD WOMAN SPRINGS ROAD/SR-247 Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				JOSHUA LANE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
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																	
07:30 AM	18	40	63	121	14	163	**22**	**199**	17	22	24	63	23	85	12	120	503
07:45 AM	20	**60**	**92**	**172**	7	**176**	8	191	**22**	**62**	26	**110**	**42**	88	7	137	**610**
08:00 AM	16	32	61	109	13	136	14	163	20	28	**35**	83	42	113	**16**	171	526
08:15 AM	**29**	35	67	131	**17**	154	15	186	18	48	23	89	41	**119**	14	**174**	580
Total Volume	83	167	283	533	51	629	59	739	77	160	108	345	148	405	49	602	2219
% App. Total	15.6	31.3	53.1		6.9	85.1	8		22.3	46.4	31.3		24.6	67.3	8.1		
PHF	.716	.696	.769	.775	.750	.893	.670	.928	.875	.645	.771	.784	.881	.851	.766	.865	.909

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: OLD WOMAN SPRINGS ROAD/SR-247
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVOW29AM
Site Code : 307011
Start Date : 4/27/2005
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	**2**	**3**	**6**	0	**4**	**1**	**5**	0	0	**1**	1	1	6	0	7
+15 mins.	1	1	3	5	0	4	0	4	1	**1**	0	2	**4**	1	0	5
+30 mins.	0	2	1	3	**1**	3	1	5	1	1	1	**3**	2	**7**	0	**9**
+45 mins.	**2**	0	2	4	1	3	0	4	**2**	1	0	3	3	3	0	6
Total Volume	4	5	9	18	2	14	2	18	4	3	2	9	10	17	0	27
% App. Total	22.2	27.8	50		11.1	77.8	11.1		44.4	33.3	22.2		37	63	0	
PHF	.500	.625	.750	.750	.500	.875	.500	.900	.500	.750	.500	.750	.625	.607	.000	.750

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: OLD WOMAN SPRINGS ROAD/SR-247
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVOW29AM
Site Code : 307011
Start Date : 4/27/2005
Page No : 1

Groups Printed- LARGE 2 AXLE VEHICLES

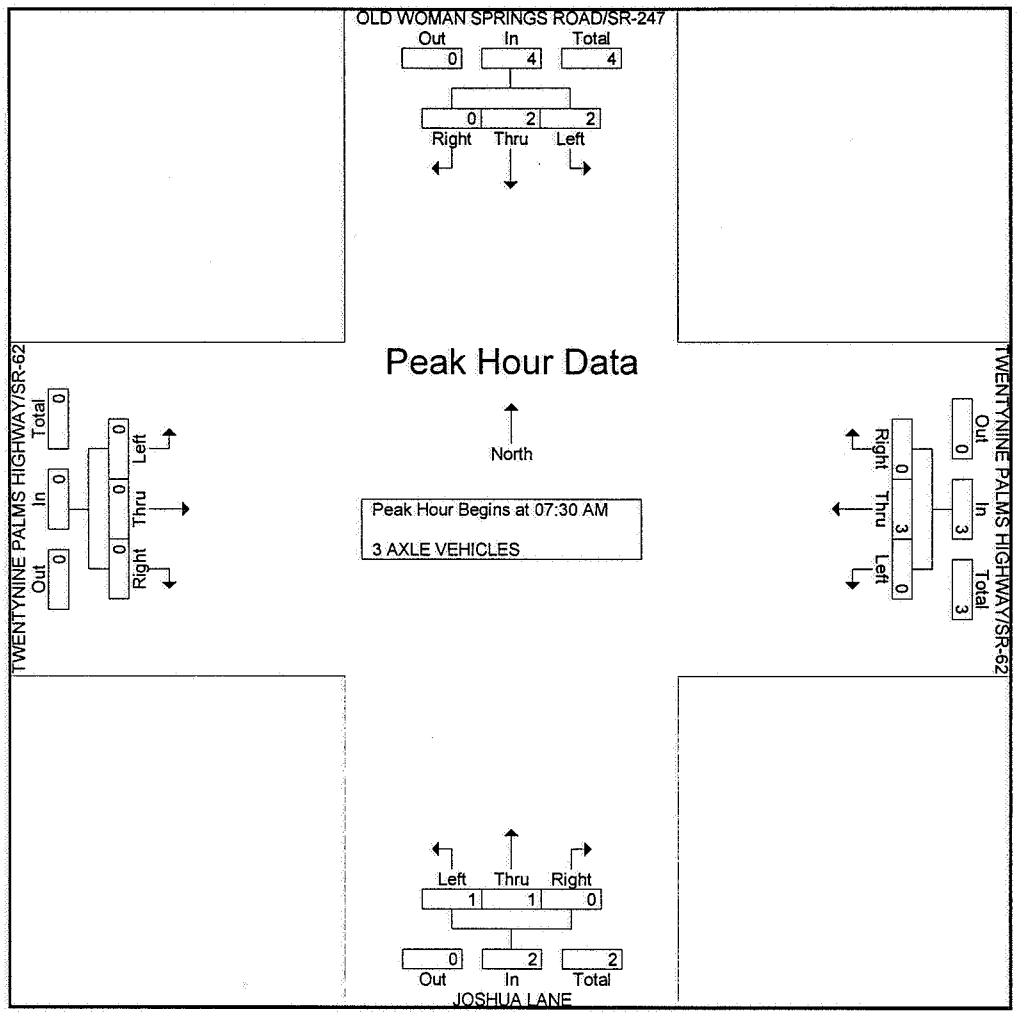
	OLD WOMAN SPRINGS ROAD/SR-247 Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				JOSHUA LANE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:30 AM	0	2	1	3	0	2	0	2	1	0	1	2	1	2	0	3	10
06:45 AM	2	4	3	9	1	4	0	5	1	0	0	1	0	5	0	5	20
Total	2	6	4	12	1	6	0	7	2	0	1	3	1	7	0	8	30
07:00 AM	0	1	0	1	0	4	1	5	0	2	1	3	0	6	1	7	16
07:15 AM	1	1	2	4	1	5	2	8	2	1	0	3	4	5	0	9	24
07:30 AM	1	2	3	6	0	4	1	5	0	0	1	1	1	6	0	7	19
07:45 AM	1	1	3	5	0	4	0	4	1	1	0	2	4	1	0	5	16
Total	3	5	8	16	1	17	4	22	3	4	2	9	9	18	1	28	75
08:00 AM	0	2	1	3	1	3	1	5	1	1	1	3	2	7	0	9	20
08:15 AM	2	0	2	4	1	3	0	4	2	1	0	3	3	3	0	6	17
Grand Total	7	13	15	35	4	29	5	38	8	6	4	18	15	35	1	51	142
Apprch %	20	37.1	42.9		10.5	76.3	13.2		44.4	33.3	22.2		29.4	68.6	2		
Total %	4.9	9.2	10.6	24.6	2.8	20.4	3.5	26.8	5.6	4.2	2.8	12.7	10.6	24.6	0.7	35.9	

	OLD WOMAN SPRINGS ROAD/SR-247 Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				JOSHUA LANE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
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																	
07:30 AM	1	**2**	**3**	**6**	0	**4**	**1**	**5**	0	0	**1**	1	1	6	0	7	19
07:45 AM	1	1	3	5	0	4	0	4	1	**1**	0	2	**4**	1	0	5	16
08:00 AM	0	2	1	3	**1**	3	1	5	1	1	1	**3**	2	**7**	0	**9**	**20**
08:15 AM	**2**	0	2	4	1	3	0	4	**2**	1	0	3	3	3	0	6	17
Total Volume	4	5	9	18	2	14	2	18	4	3	2	9	10	17	0	27	72
% App. Total	22.2	27.8	50		11.1	77.8	11.1		44.4	33.3	22.2		37	63	0		
PHF	.500	.625	.750	.750	.500	.875	.500	.900	.500	.750	.500	.750	.625	.607	.000	.750	.900

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: OLD WOMAN SPRINGS ROAD/SR-247
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVOW29AM
Site Code : 307011
Start Date : 4/27/2005
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	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	**1**	0	0	**1**	0	0	0	0
+30 mins.	0	**1**	0	1	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	**2**	1	0	**3**	0	0	0	0	0	**1**	0	1	0	0	0	0
Total Volume	2	2	0	4	0	3	0	3	1	1	0	2	0	0	0	0
% App. Total	50	50	0		0	100	0		50	50	0		0	0	0	
PHF	.250	.500	.000	.333	.000	.750	.000	.750	.250	.250	.000	.500	.000	.000	.000	.000

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: OLD WOMAN SPRINGS ROAD/SR-247
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVOW29AM
Site Code : 307011
Start Date : 4/27/2005
Page No : 1

Groups Printed- 3 AXLE VEHICLES

	OLD WOMAN SPRINGS ROAD/SR-247 Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				JOSHUA LANE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	5	5
07:00 AM	0	0	1	1	1	0	0	1	0	0	1	1	0	1	1	2	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
Total	0	0	1	1	1	2	0	3	1	0	1	2	0	2	1	3	9
08:00 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
08:15 AM	2	1	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
Grand Total	2	2	1	5	1	3	0	4	1	1	1	3	2	5	1	8	20
Apprch %	40	40	20		25	75	0		33.3	33.3	33.3		25	62.5	12.5		
Total %	10	10	5	25	5	15	0	20	5	5	5	15	10	25	5	40	

	OLD WOMAN SPRINGS ROAD/SR-247 Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				JOSHUA LANE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
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																	
07:30 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	1	**1**	0	0	**1**	0	0	0	0	2
08:00 AM	0	**1**	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
08:15 AM	**2**	1	0	**3**	0	0	0	0	0	**1**	0	1	0	0	0	0	**4**
Total Volume	2	2	0	4	0	3	0	3	1	1	0	2	0	0	0	0	9
% App. Total	50	50	0		0	100	0		50	50	0		0	0	0		
PHF	.250	.500	.000	.333	.000	.750	.000	.750	.250	.250	.000	.500	.000	.000	.000	.000	.563

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: OLD WOMAN SPRINGS ROAD/SR-247
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVOW29AM
Site Code : 307011
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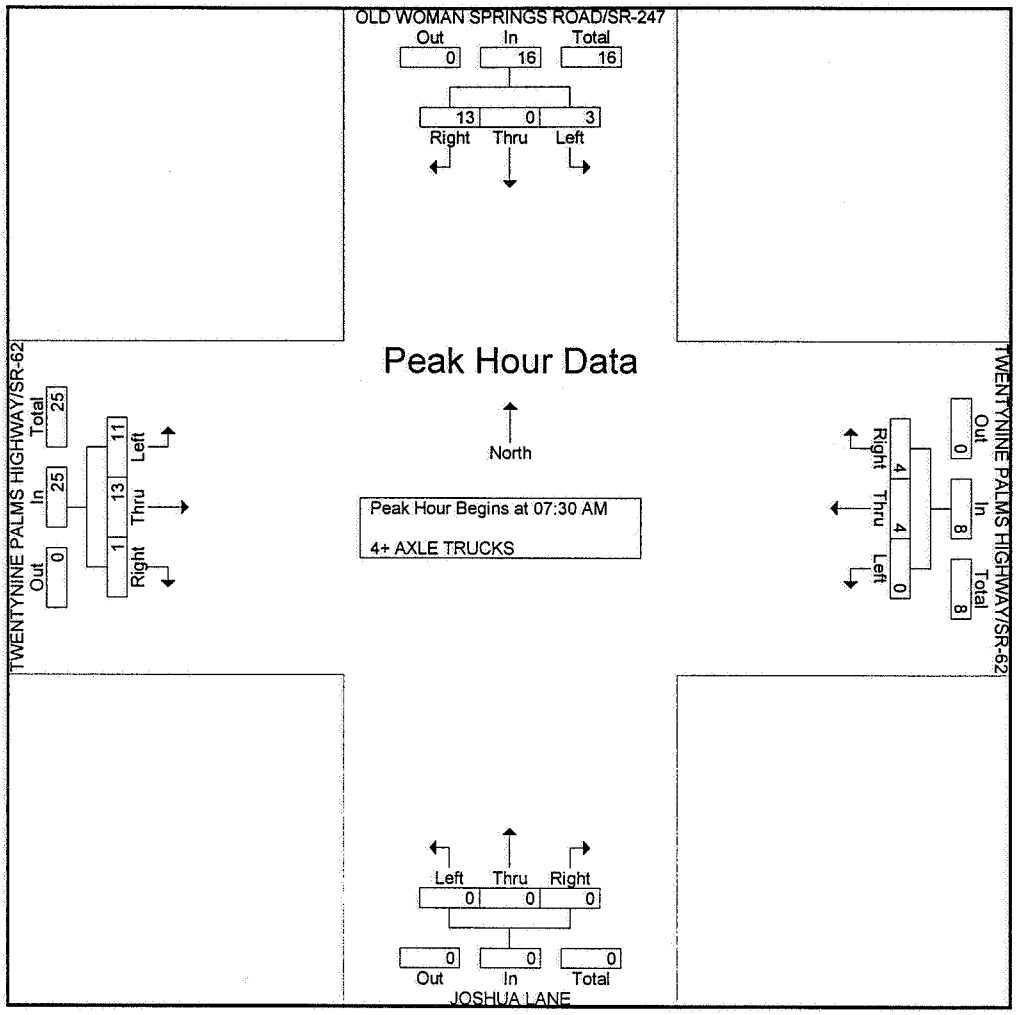

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**1**	0	**6**	**7**	0	1	**1**	2	0	0	0	0	**4**	3	0	**7**
+15 mins.	1	0	3	4	0	1	1	2	0	0	0	0	1	**4**	0	5
+30 mins.	0	0	2	2	0	**2**	1	**3**	0	0	0	0	2	4	0	6
+45 mins.	1	0	2	3	0	0	1	1	0	0	0	0	4	2	**1**	7
Total Volume	3	0	13	16	0	4	4	8	0	0	0	0	11	13	1	25
% App. Total	18.8	0	81.2		0	50	50		0	0	0		44	52	4	
PHF	.750	.000	.542	.571	.000	.500	1.000	.667	.000	.000	.000	.000	.688	.813	.250	.893

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: OLD WOMAN SPRINGS ROAD/SR-247
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVOW29AM
Site Code : 307011
Start Date : 4/27/2005
Page No : 1

Groups Printed- 4+ AXLE TRUCKS

	OLD WOMAN SPRINGS ROAD/SR-247 Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				JOSHUA LANE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:30 AM	1	0	1	2	0	1	0	1	0	0	0	0	3	4	0	7	10
06:45 AM	0	0	1	1	0	1	0	1	0	0	0	0	2	2	0	4	6
Total	1	0	2	3	0	2	0	2	0	0	0	0	5	6	0	11	16
07:00 AM	0	0	1	1	0	1	1	2	0	0	0	0	1	2	0	3	6
07:15 AM	1	0	3	4	0	2	1	3	0	0	0	0	2	1	0	3	10
07:30 AM	1	0	6	7	0	1	1	2	0	0	0	0	4	3	0	7	16
07:45 AM	1	0	3	4	0	1	1	2	0	0	0	0	1	4	0	5	11
Total	3	0	13	16	0	5	4	9	0	0	0	0	8	10	0	18	43
08:00 AM	0	0	2	2	0	2	1	3	0	0	0	0	2	4	0	6	11
08:15 AM	1	0	2	3	0	0	1	1	0	0	0	0	4	2	1	7	11
Grand Total	5	0	19	24	0	9	6	15	0	0	0	0	19	22	1	42	81
Apprch %	20.8	0	79.2		0	60	40		0	0	0		45.2	52.4	2.4		
Total %	6.2	0	23.5	29.6	0	11.1	7.4	18.5	0	0	0	0	23.5	27.2	1.2	51.9	

	OLD WOMAN SPRINGS ROAD/SR-247 Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				JOSHUA LANE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
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																	
07:30 AM	**1**	0	**6**	**7**	0	1	**1**	2	0	0	0	0	**4**	3	0	**7**	**16**
07:45 AM	1	0	3	4	0	1	1	2	0	0	0	0	1	**4**	0	5	11
08:00 AM	0	0	2	2	0	**2**	1	**3**	0	0	0	0	2	4	0	6	11
08:15 AM	1	0	2	3	0	0	1	1	0	0	0	0	4	2	**1**	7	11
Total Volume	3	0	13	16	0	4	4	8	0	0	0	0	11	13	1	25	49
% App. Total	18.8	0	81.2		0	50	50		0	0	0		44	52	4		
PHF	.750	.000	.542	.571	.000	.500	1.000	.667	.000	.000	.000	.000	.688	.813	.250	.893	.766

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: OLD WOMAN SPRINGS ROAD/JOSHUA LANE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVOW29PM
Site Code : 307011
Start Date : 4/27/2005
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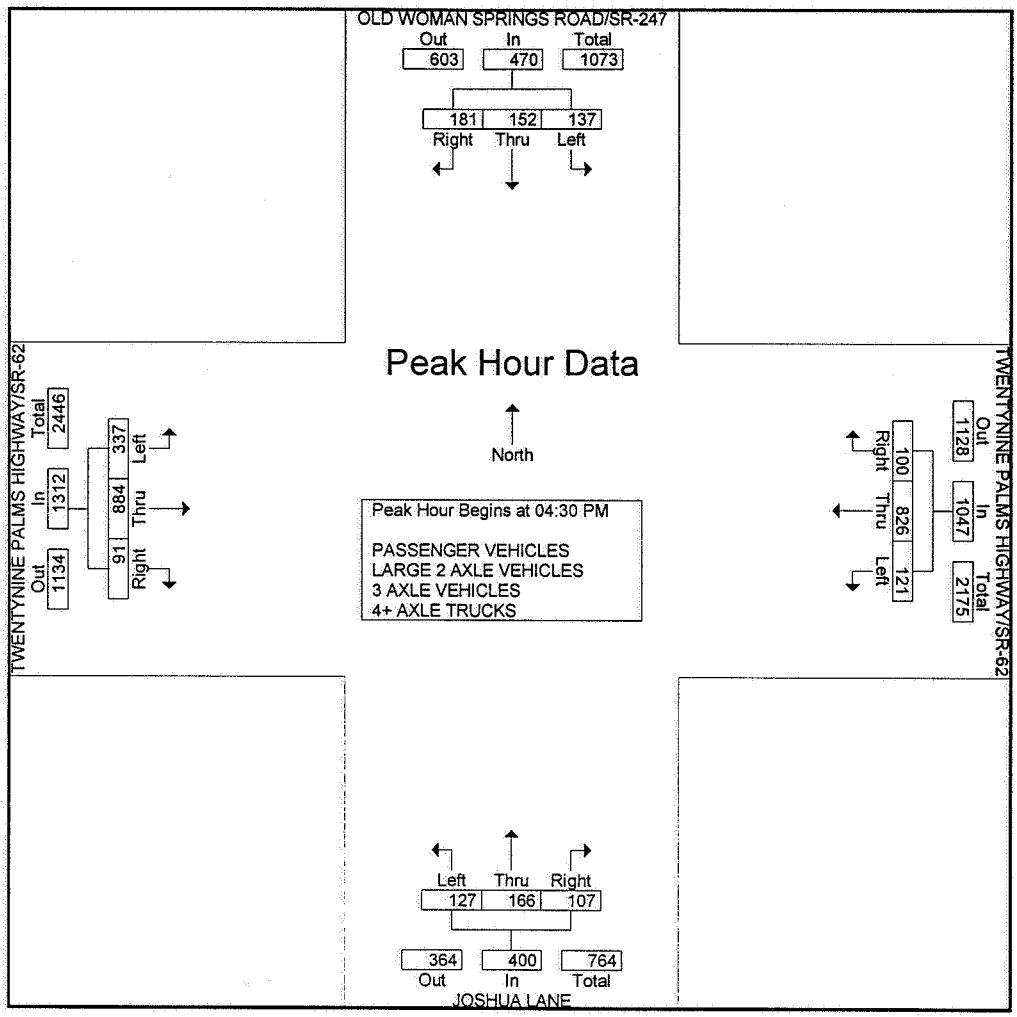

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:30 PM				04:45 PM				04:45 PM			
+0 mins.	27	**44**	51	122	33	210	22	265	27	38	27	92	80	218	30	328
+15 mins.	**36**	41	42	119	21	200	20	241	31	**44**	**38**	**113**	84	**233**	**33**	**350**
+30 mins.	32	42	**52**	**126**	27	**226**	**30**	**283**	**40**	38	22	100	**92**	216	17	325
+45 mins.	35	37	43	115	**40**	190	28	258	33	35	30	98	86	215	22	323
Total Volume	130	164	188	482	121	826	100	1047	131	155	117	403	342	882	102	1326
% App. Total	27	34	39		11.6	78.9	9.6		32.5	38.5	29		25.8	66.5	7.7	
PHF	.903	.932	.904	.956	.756	.914	.833	.925	.819	.881	.770	.892	.929	.946	.773	.947

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: OLD WOMAN SPRINGS ROAD/JOSHUA LANE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVOW29PM
Site Code : 307011
Start Date : 4/27/2005
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Groups Printed- PASSENGER VEHICLES - LARGE 2 AXLE VEHICLES - 3 AXLE VEHICLES - 4+ AXLE TRUCKS

	OLD WOMAN SPRINGS ROAD/SR-247 Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				JOSHUA LANE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	32	35	39	106	28	219	21	268	31	45	33	109	67	214	25	306	789
04:15 PM	27	44	51	122	31	203	22	256	17	46	26	89	75	196	18	289	756
04:30 PM	36	41	42	119	33	210	22	265	29	46	20	95	81	217	11	309	788
04:45 PM	32	42	52	126	21	200	20	241	27	38	27	92	80	218	30	328	787
Total	127	162	184	473	113	832	85	1030	104	175	106	385	303	845	84	1232	3120
05:00 PM	35	37	43	115	27	226	30	283	31	44	38	113	84	233	33	350	861
05:15 PM	34	32	44	110	40	190	28	258	40	38	22	100	92	216	17	325	793
05:30 PM	34	35	48	117	14	184	25	223	33	35	30	98	86	215	22	323	761
05:45 PM	29	23	42	94	27	199	25	251	28	33	22	83	75	211	21	307	735
Total	132	127	177	436	108	799	108	1015	132	150	112	394	337	875	93	1305	3150
Grand Total	259	289	361	909	221	1631	193	2045	236	325	218	779	640	1720	177	2537	6270
Apprch %	28.5	31.8	39.7		10.8	79.8	9.4		30.3	41.7	28		25.2	67.8	7		
Total %	4.1	4.6	5.8	14.5	3.5	26	3.1	32.6	3.8	5.2	3.5	12.4	10.2	27.4	2.8	40.5	
PASSENGER VEHICLES	253	281	335	869	217	1586	187	1990	232	312	215	759	598	1681	175	2454	6072
% PASSENGER VEHICLES	97.7	97.2	92.8	95.6	98.2	97.2	96.9	97.3	98.3	96	98.6	97.4	93.4	97.7	98.9	96.7	48.4
LARGE 2 AXLE VEHICLES	3	8	9	20	3	30	3	36	3	11	3	17	17	29	2	48	121
% LARGE 2 AXLE VEHICLES	1.2	2.8	2.5	2.2	1.4	1.8	1.6	1.8	1.3	3.4	1.4	2.2	2.7	1.7	1.1	1.9	1
3 AXLE VEHICLES	0	0	1	1	0	5	0	5	1	1	0	2	4	2	0	6	14
% 3 AXLE VEHICLES	0	0	0.3	0.1	0	0.3	0	0.2	0.4	0.3	0	0.3	0.6	0.1	0	0.2	0.1
4+ AXLE TRUCKS	3	0	16	19	1	10	3	14	0	1	0	1	21	8	0	29	63
% 4+ AXLE TRUCKS	1.2	0	4.4	2.1	0.5	0.6	1.6	0.7	0	0.3	0	0.1	3.3	0.5	0	1.1	0.5

	OLD WOMAN SPRINGS ROAD/SR-247 Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				JOSHUA LANE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**36**	41	42	119	33	210	22	265	29	**46**	20	95	81	217	11	309	788
04:45 PM	32	**42**	**52**	**126**	21	200	20	241	27	38	27	92	80	218	30	328	787
05:00 PM	35	37	43	115	27	**226**	**30**	**283**	31	44	**38**	**113**	84	**233**	**33**	**350**	**861**
05:15 PM	34	32	44	110	**40**	190	28	258	**40**	38	22	100	**92**	216	17	325	793
Total Volume	137	152	181	470	121	826	100	1047	127	166	107	400	337	884	91	1312	3229
% App. Total	29.1	32.3	38.5		11.6	78.9	9.6		31.8	41.5	26.8		25.7	67.4	6.9		
PHF	.951	.905	.870	.933	.756	.914	.833	.925	.794	.902	.704	.885	.916	.948	.689	.937	.938

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: OLD WOMAN SPRINGS ROAD/JOSHUA LANE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVOW29PM
Site Code : 307011
Start Date : 4/27/2005
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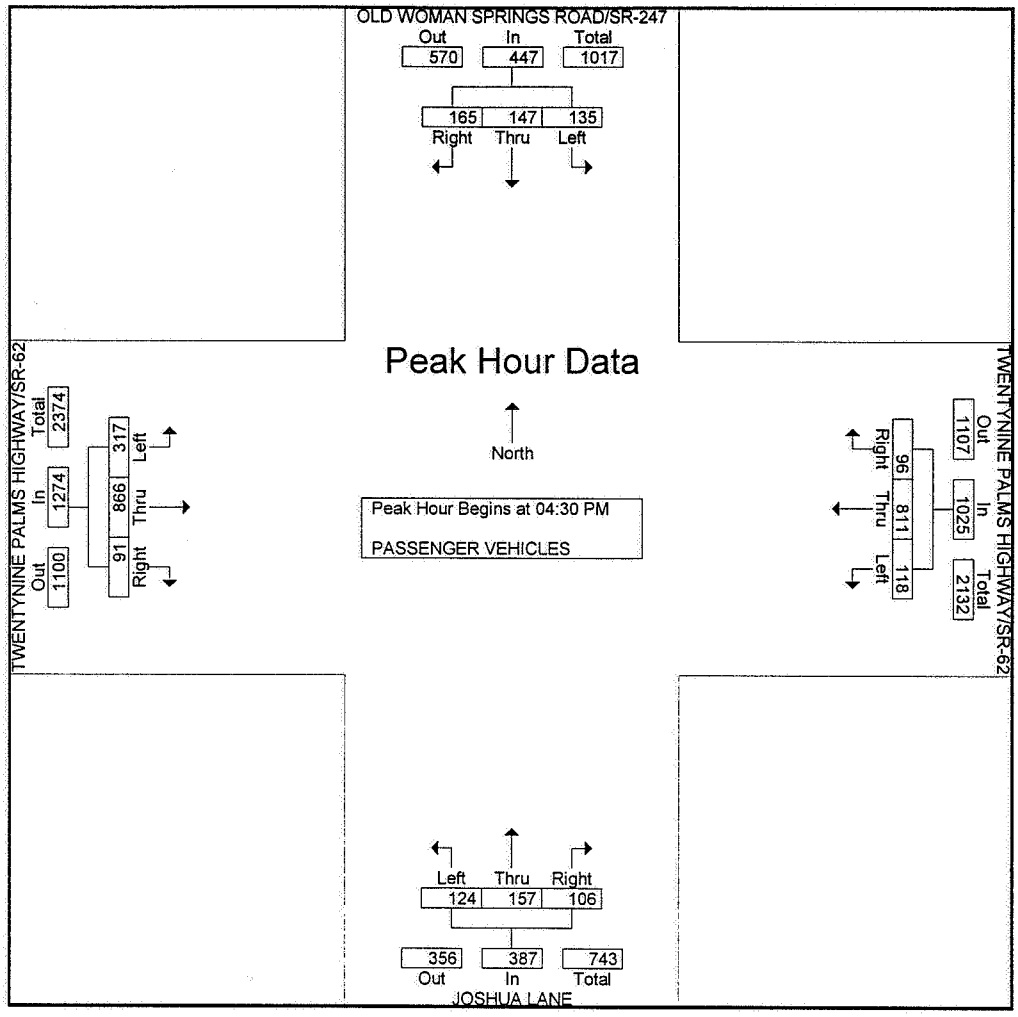

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	**36**	38	41	115	33	206	21	260	27	**43**	19	89	76	211	11	298
+15 mins.	32	**42**	**49**	**123**	21	196	18	235	26	37	27	90	75	215	30	320
+30 mins.	35	35	38	108	26	**221**	**29**	**276**	31	40	**38**	**109**	82	**228**	**33**	**343**
+45 mins.	32	32	37	101	**38**	188	28	254	**40**	37	22	99	**84**	212	17	313
Total Volume	135	147	165	447	118	811	96	1025	124	157	106	387	317	866	91	1274
% App. Total	30.2	32.9	36.9		11.5	79.1	9.4		32	40.6	27.4		24.9	68	7.1	
PHF	.938	.875	.842	.909	.776	.917	.828	.928	.775	.913	.697	.888	.943	.950	.689	.929

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: OLD WOMAN SPRINGS ROAD/JOSHUA LANE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVOW29PM
Site Code : 307011
Start Date : 4/27/2005
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Groups Printed- PASSENGER VEHICLES

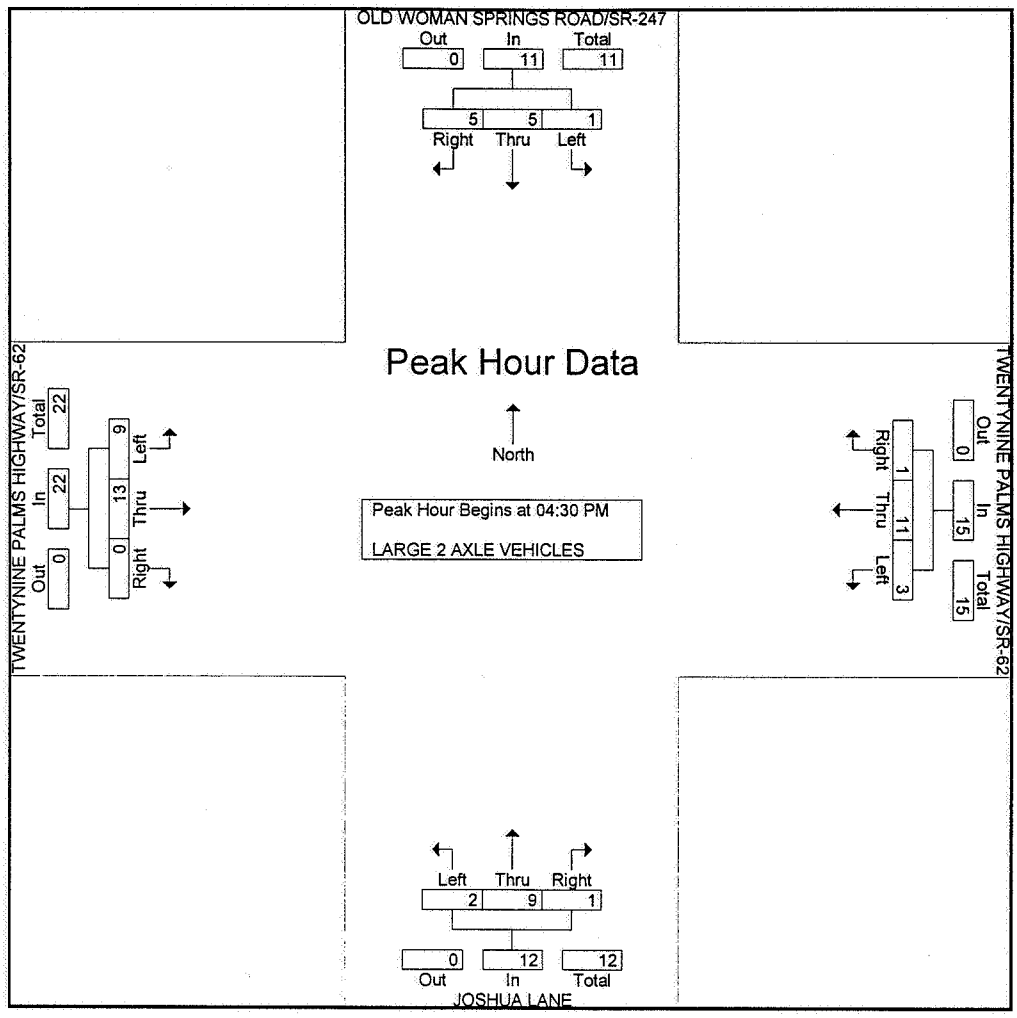
	OLD WOMAN SPRINGS ROAD/SR-247 Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				JOSHUA LANE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	30	35	37	102	28	213	20	261	31	44	33	108	60	210	24	294	765
04:15 PM	26	42	49	117	31	192	21	244	17	43	26	86	73	191	18	282	729
04:30 PM	36	38	41	115	33	206	21	260	27	43	19	89	76	211	11	298	762
04:45 PM	32	42	49	123	21	196	18	235	26	37	27	90	75	215	30	320	768
Total	124	157	176	457	113	807	80	1000	101	167	105	373	284	827	83	1194	3024
05:00 PM	35	35	38	108	26	221	29	276	31	40	38	109	82	228	33	343	836
05:15 PM	32	32	37	101	38	188	28	254	40	37	22	99	84	212	17	313	767
05:30 PM	33	34	45	112	14	182	25	221	32	35	28	95	79	211	21	311	739
05:45 PM	29	23	39	91	26	188	25	239	28	33	22	83	69	203	21	293	706
Total	129	124	159	412	104	779	107	990	131	145	110	386	314	854	92	1260	3048
Grand Total	253	281	335	869	217	1586	187	1990	232	312	215	759	598	1681	175	2454	6072
Apprch %	29.1	32.3	38.6		10.9	79.7	9.4		30.6	41.1	28.3		24.4	68.5	7.1		
Total %	4.2	4.6	5.5	14.3	3.6	26.1	3.1	32.8	3.8	5.1	3.5	12.5	9.8	27.7	2.9	40.4	

	OLD WOMAN SPRINGS ROAD/SR-247 Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				JOSHUA LANE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**36**	38	41	115	33	206	21	260	27	**43**	19	89	76	211	11	298	762
04:45 PM	32	**42**	**49**	**123**	21	196	18	235	26	37	27	90	75	215	30	320	768
05:00 PM	35	35	38	108	26	**221**	**29**	**276**	31	40	**38**	**109**	82	**228**	**33**	**343**	**836**
05:15 PM	32	32	37	101	**38**	188	28	254	**40**	37	22	99	**84**	212	17	313	767
Total Volume	135	147	165	447	118	811	96	1025	124	157	106	387	317	866	91	1274	3133
% App. Total	30.2	32.9	36.9		11.5	79.1	9.4		32	40.6	27.4		24.9	68	7.1		
PHF	.938	.875	.842	.909	.776	.917	.828	.928	.775	.913	.697	.888	.943	.950	.689	.929	.937

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: OLD WOMAN SPRINGS ROAD/JOSHUA LANE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVOW29PM
Site Code : 307011
Start Date : 4/27/2005
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	**3**	0	3	0	2	0	2	**1**	3	**1**	**5**	2	**5**	0	**7**
+15 mins.	0	0	1	1	0	2	**1**	3	1	1	0	2	2	3	0	5
+30 mins.	0	2	**4**	**6**	1	**5**	0	**6**	0	**4**	0	4	1	4	0	5
+45 mins.	**1**	0	0	1	**2**	2	0	4	0	1	0	1	**4**	1	0	5
Total Volume	1	5	5	11	3	11	1	15	2	9	1	12	9	13	0	22
% App. Total	9.1	45.5	45.5		20	73.3	6.7		16.7	75	8.3		40.9	59.1	0	
PHF	.250	.417	.313	.458	.375	.550	.250	.625	.500	.563	.250	.600	.563	.650	.000	.786

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: OLD WOMAN SPRINGS ROAD/JOSHUA LANE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVOW29PM
Site Code : 307011
Start Date : 4/27/2005
Page No : 1

Groups Printed- LARGE 2 AXLE VEHICLES

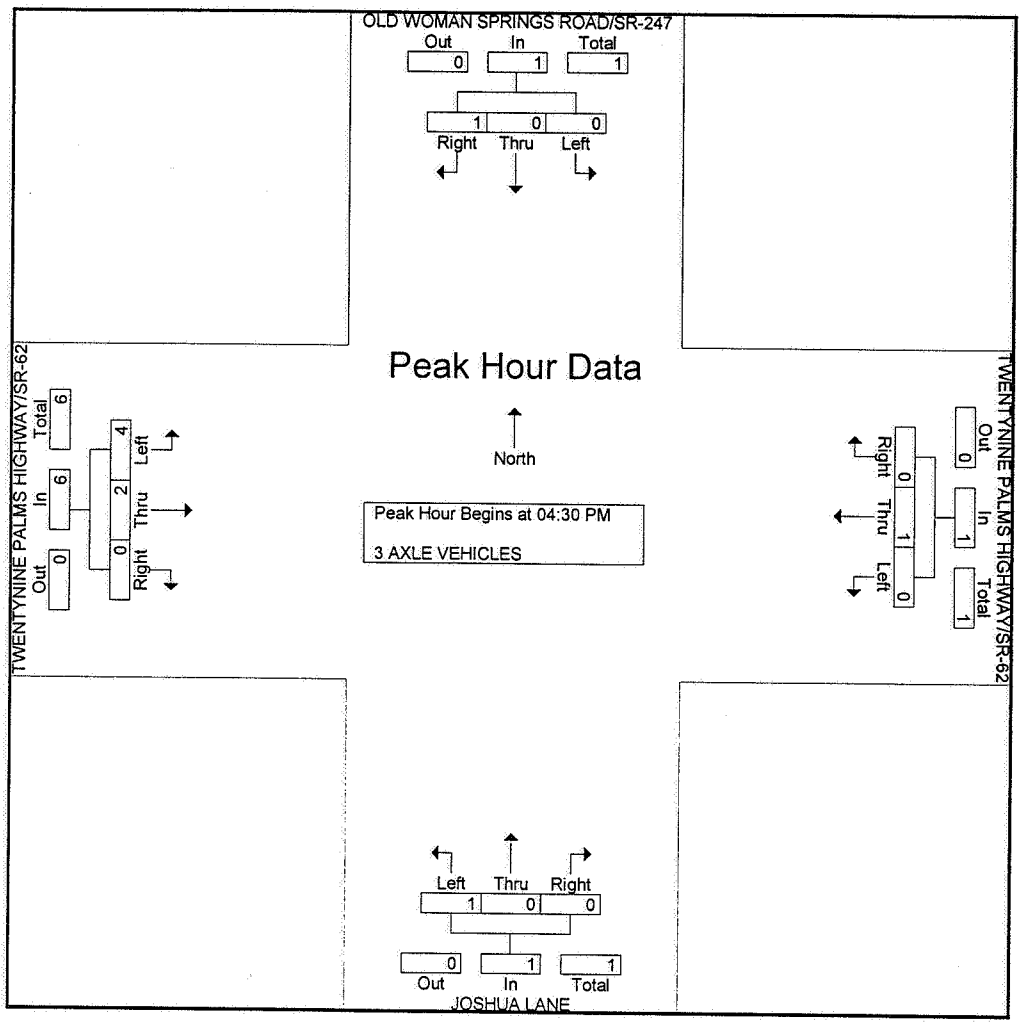
	OLD WOMAN SPRINGS ROAD/SR-247 Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				JOSHUA LANE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	1	0	0	1	0	4	1	5	0	0	0	0	4	4	1	9	15
04:15 PM	0	2	1	3	0	6	1	7	0	2	0	2	0	4	0	4	16
04:30 PM	0	3	0	3	0	2	0	2	1	3	1	5	2	5	0	7	17
04:45 PM	0	0	1	1	0	2	1	3	1	1	0	2	2	3	0	5	11
Total	1	5	2	8	0	14	3	17	2	6	1	9	8	16	1	25	59
05:00 PM	0	2	4	6	1	5	0	6	0	4	0	4	1	4	0	5	21
05:15 PM	1	0	0	1	2	2	0	4	0	1	0	1	4	1	0	5	11
05:30 PM	1	1	2	4	0	1	0	1	1	0	2	3	2	3	1	6	14
05:45 PM	0	0	1	1	0	8	0	8	0	0	0	0	2	5	0	7	16
Total	2	3	7	12	3	16	0	19	1	5	2	8	9	13	1	23	62
Grand Total	3	8	9	20	3	30	3	36	3	11	3	17	17	29	2	48	121
Apprch %	15	40	45		8.3	83.3	8.3		17.6	64.7	17.6		35.4	60.4	4.2		
Total %	2.5	6.6	7.4	16.5	2.5	24.8	2.5	29.8	2.5	9.1	2.5	14	14	24	1.7	39.7	

	OLD WOMAN SPRINGS ROAD/SR-247 Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				JOSHUA LANE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**3**	0	3	0	2	0	2	**1**	3	**1**	**5**	2	**5**	0	**7**	17
04:45 PM	0	0	1	1	0	2	**1**	3	1	1	0	2	2	3	0	5	11
05:00 PM	0	2	**4**	**6**	1	**5**	0	**6**	0	**4**	0	4	1	4	0	5	**21**
05:15 PM	**1**	0	0	1	**2**	2	0	4	0	1	0	1	**4**	1	0	5	11
Total Volume	1	5	5	11	3	11	1	15	2	9	1	12	9	13	0	22	60
% App. Total	9.1	45.5	45.5		20	73.3	6.7		16.7	75	8.3		40.9	59.1	0		
PHF	.250	.417	.313	.458	.375	.550	.250	.625	.500	.563	.250	.600	.563	.650	.000	.786	.714

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: OLD WOMAN SPRINGS ROAD/JOSHUA LANE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVOW29PM
Site Code : 307011
Start Date : 4/27/2005
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	**1**	0	**1**	**1**	0	0	**1**	1	**1**	0	2
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**2**	1	0	**3**
Total Volume	0	0	1	1	0	1	0	1	1	0	0	1	4	2	0	6
% App. Total	0	0	100		0	100	0		100	0	0		66.7	33.3	0	
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.250	.000	.000	.250	.500	.500	.000	.500

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: OLD WOMAN SPRINGS ROAD/JOSHUA LANE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVOW29PM
Site Code : 307011
Start Date : 4/27/2005
Page No : 1

Groups Printed- 3 AXLE VEHICLES

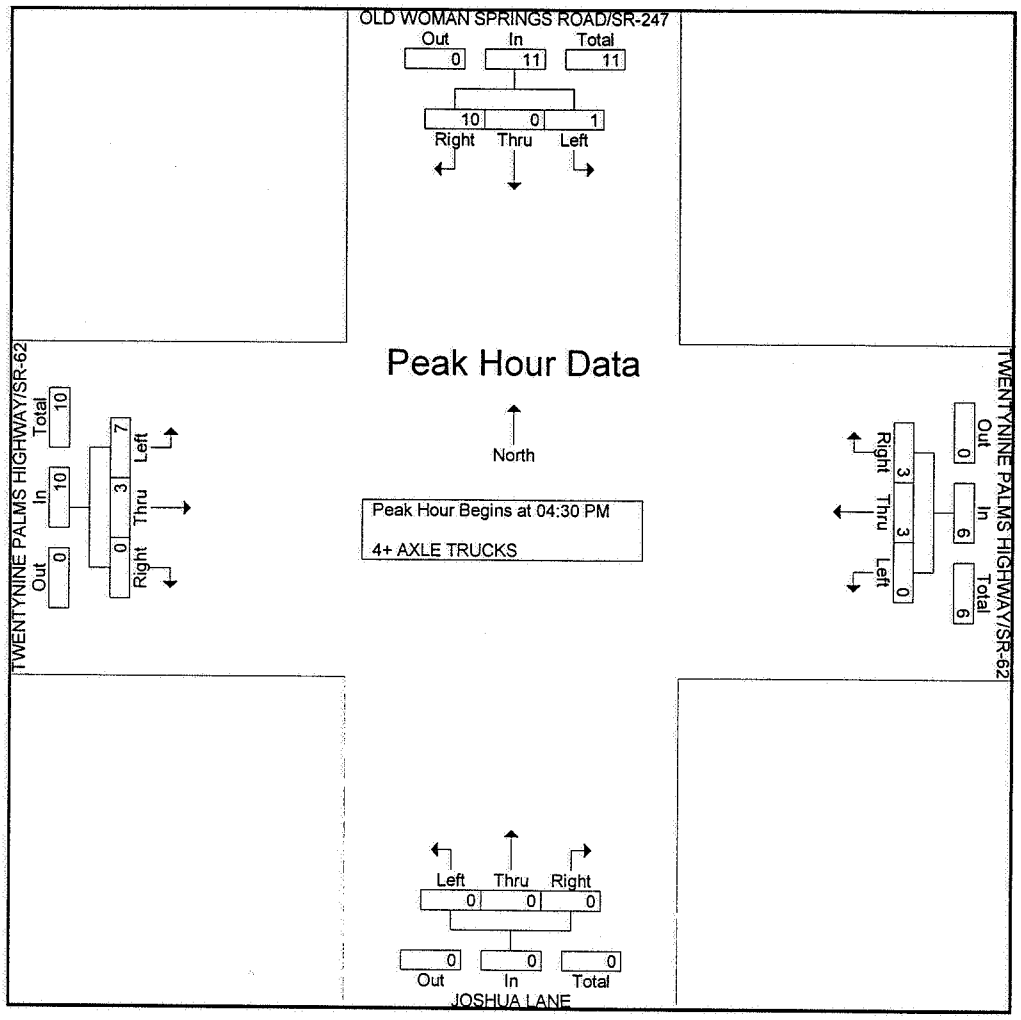
	OLD WOMAN SPRINGS ROAD/SR-247 Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				JOSHUA LANE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
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	3	0	3	0	1	0	1	0	0	0	0	4
04:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	1	1	0	2	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	4	0	4	1	1	0	2	2	1	0	3	9
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	1	1	0	0	0	0	0	0	0	0	2	1	0	3	4
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	1	1	0	1	0	1	0	0	0	0	2	1	0	3	5
Grand Total	0	0	1	1	0	5	0	5	1	1	0	2	4	2	0	6	14
Apprch %	0	0	100		0	100	0		50	50	0		66.7	33.3	0		
Total %	0	0	7.1	7.1	0	35.7	0	35.7	7.1	7.1	0	14.3	28.6	14.3	0	42.9	

	OLD WOMAN SPRINGS ROAD/SR-247 Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				JOSHUA LANE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	1	1	0	2	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
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	1	1	0	0	0	0	0	0	0	0	2	1	0	3	4
Total Volume	0	0	1	1	0	1	0	1	1	0	0	1	4	2	0	6	9
% App. Total	0	0	100		0	100	0		100	0	0		66.7	33.3	0		
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.250	.000	.000	.250	.500	.500	.000	.500	.563

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: OLD WOMAN SPRINGS ROAD/JOSHUA LANE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVOW29PM
Site Code : 307011
Start Date : 4/27/2005
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	1	1	0	1	**1**	2	0	0	0	0	**2**	0	0	2
+15 mins.	0	0	2	2	0	**2**	1	**3**	0	0	0	0	2	0	0	2
+30 mins.	0	0	1	1	0	0	1	1	0	0	0	0	1	1	0	2
+45 mins.	**1**	0	**6**	**7**	0	0	0	0	0	0	0	0	2	**2**	0	**4**
Total Volume	1	0	10	11	0	3	3	6	0	0	0	0	7	3	0	10
% App. Total	9.1	0	90.9		0	50	50		0	0	0		70	30	0	
PHF	.250	.000	.417	.393	.000	.375	.750	.500	.000	.000	.000	.000	.875	.375	.000	.625

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: OLD WOMAN SPRINGS ROAD/JOSHUA LANE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVOW29PM
Site Code : 307011
Start Date : 4/27/2005
Page No : 1

Groups Printed- 4+ AXLE TRUCKS

	OLD WOMAN SPRINGS ROAD/SR-247 Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				JOSHUA LANE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	1	0	2	3	0	2	0	2	0	1	0	1	3	0	0	3	9
04:15 PM	1	0	1	2	0	2	0	2	0	0	0	0	2	1	0	3	7
04:30 PM	0	0	1	1	0	1	1	2	0	0	0	0	2	0	0	2	5
04:45 PM	0	0	2	2	0	2	1	3	0	0	0	0	2	0	0	2	7
Total	2	0	6	8	0	7	2	9	0	1	0	1	9	1	0	10	28
05:00 PM	0	0	1	1	0	0	1	1	0	0	0	0	1	1	0	2	4
05:15 PM	1	0	6	7	0	0	0	0	0	0	0	0	2	2	0	4	11
05:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	5	1	0	6	7
05:45 PM	0	0	2	2	1	3	0	4	0	0	0	0	4	3	0	7	13
Total	1	0	10	11	1	3	1	5	0	0	0	0	12	7	0	19	35
Grand Total	3	0	16	19	1	10	3	14	0	1	0	1	21	8	0	29	63
Apprch %	15.8	0	84.2		7.1	71.4	21.4		0	100	0		72.4	27.6	0		
Total %	4.8	0	25.4	30.2	1.6	15.9	4.8	22.2	0	1.6	0	1.6	33.3	12.7	0	46	

	OLD WOMAN SPRINGS ROAD/SR-247 Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				JOSHUA LANE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	1	1	0	1	**1**	2	0	0	0	0	**2**	0	0	2	5
04:45 PM	0	0	2	2	0	**2**	1	**3**	0	0	0	0	2	0	0	2	7
05:00 PM	0	0	1	1	0	0	1	1	0	0	0	0	1	1	0	2	4
05:15 PM	**1**	0	**6**	**7**	0	0	0	0	0	0	0	0	2	**2**	0	**4**	**11**
Total Volume	1	0	10	11	0	3	3	6	0	0	0	0	7	3	0	10	27
% App. Total	9.1	0	90.9		0	50	50		0	0	0		70	30	0		
PHF	.250	.000	.417	.393	.000	.375	.750	.500	.000	.000	.000	.000	.875	.375	.000	.625	.614

Counts Unlimited, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557

T 909 247 6716
F 909 924 8604
C 909 721 5067

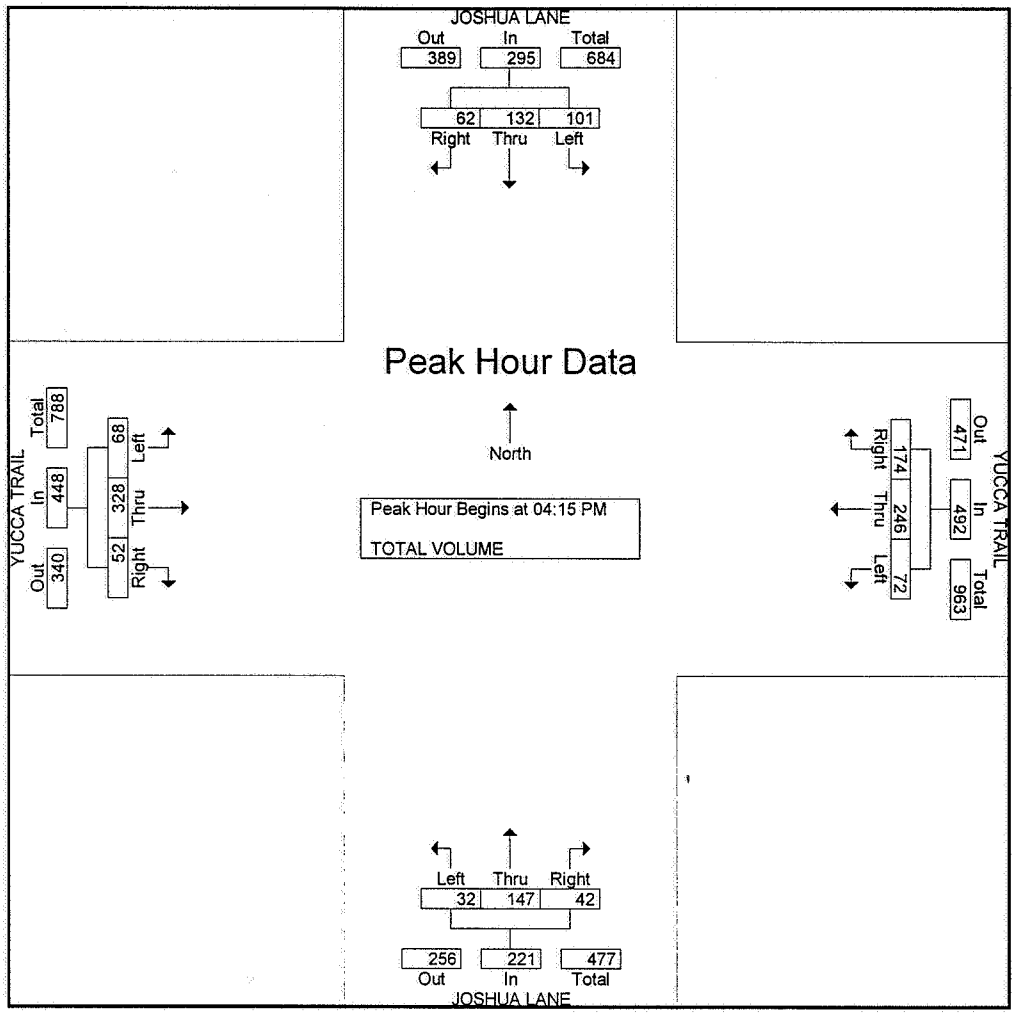
TOWN OF YUCCA VALLEY
JOSHUA LANE / YUCCA TRAIL

Turning Movement Counts
May 2005

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: JOSHUA LANE
E/W: YUCCA TRAIL
WEATHER: SUNNY

File Name : YVJOYUPM
Site Code : 069311
Start Date : 5/12/2005
Page No : 2



Peak Hour Analysis From 03:45 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:45 PM				04:45 PM				04:45 PM				04:00 PM			
+0 mins.	**35**	32	11	78	21	60	46	127	9	39	9	57	**24**	77	**19**	**120**
+15 mins.	24	34	16	74	16	**65**	49	**130**	**11**	**43**	**12**	**66**	11	78	13	102
+30 mins.	29	**37**	**17**	**83**	**22**	53	**50**	125	7	35	10	52	17	**85**	18	120
+45 mins.	25	33	17	75	14	62	43	119	7	37	8	52	23	75	10	108
Total Volume	113	136	61	310	73	240	188	501	34	154	39	227	75	315	60	450
% App. Total	36.5	43.9	19.7		14.6	47.9	37.5		15	67.8	17.2		16.7	70	13.3	
PHF	.807	.919	.897	.934	.830	.923	.940	.963	.773	.895	.813	.860	.781	.926	.789	.938

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: JOSHUA LANE
E/W: YUCCA TRAIL
WEATHER: SUNNY

File Name : YVJOYUPM
Site Code : 069311
Start Date : 5/12/2005
Page No : 1

Groups Printed- TOTAL VOLUME

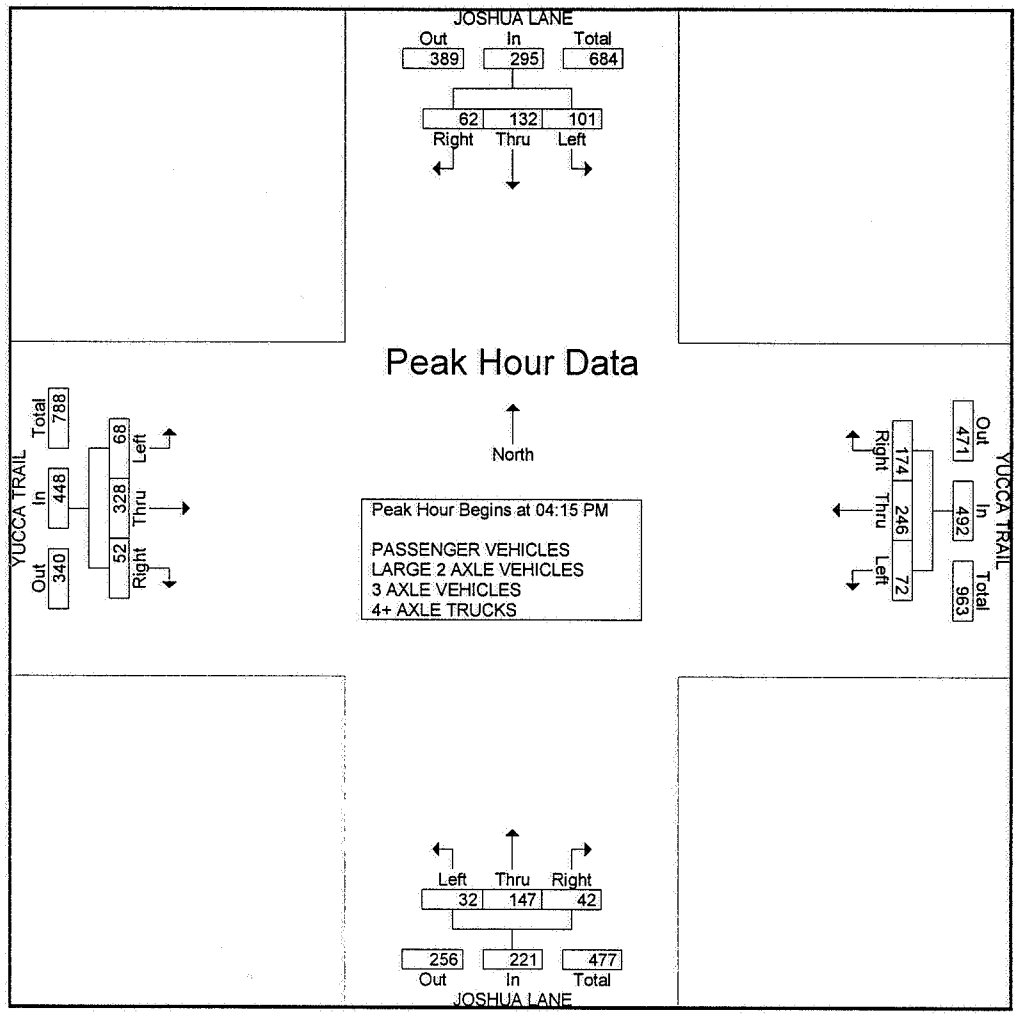
	JOSHUA LANE Southbound				YUCCA TRAIL Westbound				JOSHUA LANE Northbound				YUCCA TRAIL Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
03:45 PM	35	32	11	78	20	70	34	124	11	31	14	56	20	64	13	97	355
Total	35	32	11	78	20	70	34	124	11	31	14	56	20	64	13	97	355
04:00 PM	24	34	16	74	18	66	43	127	10	40	9	59	24	77	19	120	380
04:15 PM	29	37	17	83	14	62	43	119	5	31	12	48	11	78	13	102	352
04:30 PM	25	33	17	75	21	59	36	116	7	34	9	50	17	85	18	120	361
04:45 PM	18	30	13	61	21	60	46	127	9	39	9	57	23	75	10	108	353
Total	96	134	63	293	74	247	168	489	31	144	39	214	75	315	60	450	1446
05:00 PM	29	32	15	76	16	65	49	130	11	43	12	66	17	90	11	118	390
05:15 PM	27	39	8	74	22	53	50	125	7	35	10	52	18	71	7	96	347
05:30 PM	26	45	15	86	14	62	43	119	7	37	8	52	14	63	17	94	351
05:45 PM	17	22	12	51	11	40	36	87	7	40	10	57	14	86	15	115	310
Total	99	138	50	287	63	220	178	461	32	155	40	227	63	310	50	423	1398
Grand Total	230	304	124	658	157	537	380	1074	74	330	93	497	158	689	123	970	3199
Apprch %	35	46.2	18.8		14.6	50	35.4		14.9	66.4	18.7		16.3	71	12.7		
Total %	7.2	9.5	3.9	20.6	4.9	16.8	11.9	33.6	2.3	10.3	2.9	15.5	4.9	21.5	3.8	30.3	

	JOSHUA LANE Southbound				YUCCA TRAIL Westbound				JOSHUA LANE Northbound				YUCCA TRAIL Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:45 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**29**	**37**	**17**	**83**	14	62	43	119	5	31	**12**	48	11	78	13	102	352
04:30 PM	25	33	17	75	**21**	59	36	116	7	34	9	50	17	85	**18**	**120**	361
04:45 PM	18	30	13	61	21	60	46	127	9	39	9	57	**23**	75	10	108	353
05:00 PM	29	32	15	76	16	**65**	**49**	**130**	**11**	**43**	12	**66**	17	**90**	11	118	**390**
Total Volume	101	132	62	295	72	246	174	492	32	147	42	221	68	328	52	448	1456
% App. Total	34.2	44.7	21		14.6	50	35.4		14.5	66.5	19		15.2	73.2	11.6		
PHF	.871	.892	.912	.889	.857	.946	.888	.946	.727	.855	.875	.837	.739	.911	.722	.933	.933

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: JOSHUA LANE
E/W: YUCCA TRAIL
WEATHER: SUNNY

File Name : YVJOYUPM2
Site Code : 069311
Start Date : 5/12/2005
Page No : 2



Peak Hour Analysis From 03:45 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:45 PM				04:45 PM				04:45 PM				04:00 PM			
+0 mins.	**35**	32	11	78	21	60	46	127	9	39	9	57	**24**	77	**19**	**120**
+15 mins.	24	34	16	74	16	**65**	49	**130**	**11**	**43**	**12**	**66**	11	78	13	102
+30 mins.	29	**37**	**17**	**83**	**22**	53	**50**	125	7	35	10	52	17	**85**	18	120
+45 mins.	25	33	17	75	14	62	43	119	7	37	8	52	23	75	10	108
Total Volume	113	136	61	310	73	240	188	501	34	154	39	227	75	315	60	450
% App. Total	36.5	43.9	19.7		14.6	47.9	37.5		15	67.8	17.2		16.7	70	13.3	
PHF	.807	.919	.897	.934	.830	.923	.940	.963	.773	.895	.813	.860	.781	.926	.789	.938

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: JOSHUA LANE
E/W: YUCCA TRAIL
WEATHER: SUNNY

File Name : YVJOYUPM2
Site Code : 069311
Start Date : 5/12/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES - LARGE 2 AXLE VEHICLES - 3 AXLE VEHICLES - 4+ AXLE TRUCKS

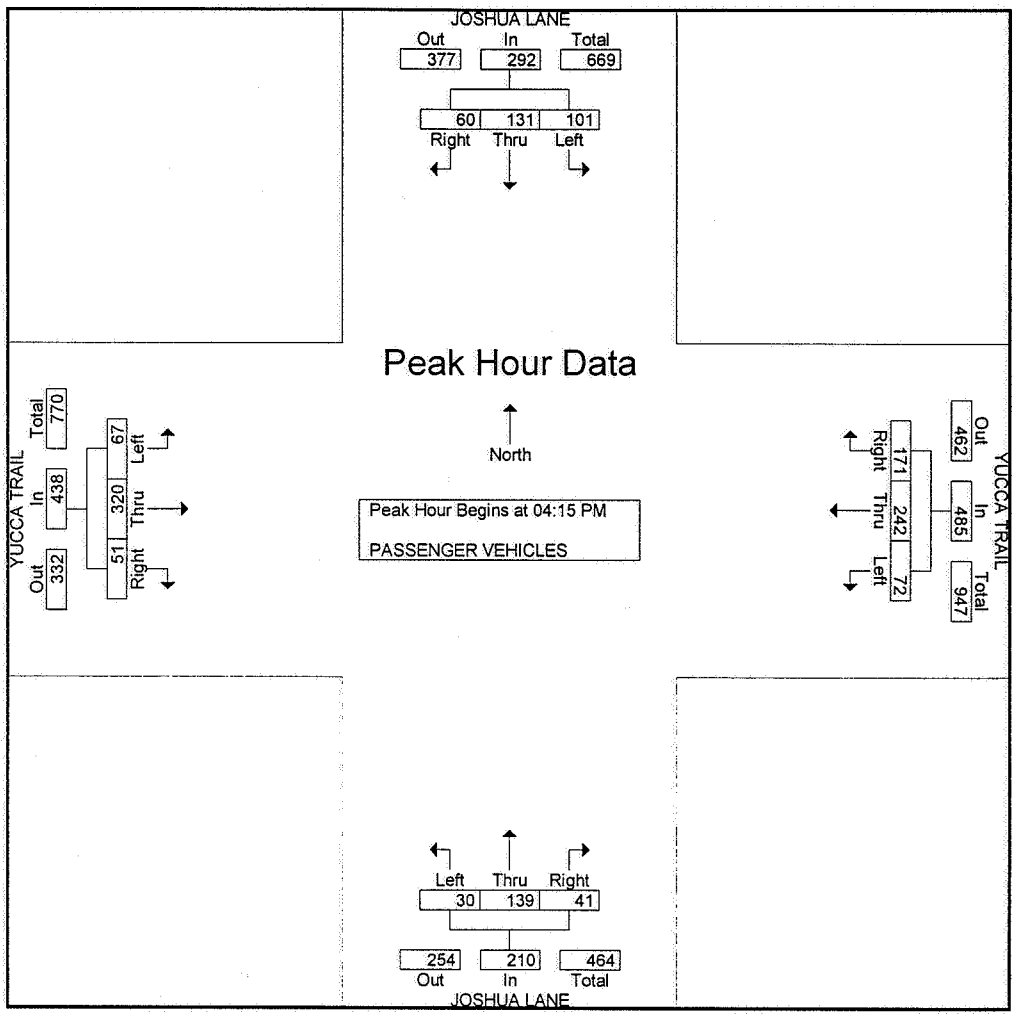
	JOSHUA LANE Southbound				YUCCA TRAIL Westbound				JOSHUA LANE Northbound				YUCCA TRAIL Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
03:45 PM	35	32	11	78	20	70	34	124	11	31	14	56	20	64	13	97	355
Total	35	32	11	78	20	70	34	124	11	31	14	56	20	64	13	97	355
04:00 PM	24	34	16	74	18	66	43	127	10	40	9	59	24	77	19	120	380
04:15 PM	29	37	17	83	14	62	43	119	5	31	12	48	11	78	13	102	352
04:30 PM	25	33	17	75	21	59	36	116	7	34	9	50	17	85	18	120	361
04:45 PM	18	30	13	61	21	60	46	127	9	39	9	57	23	75	10	108	353
Total	96	134	63	293	74	247	168	489	31	144	39	214	75	315	60	450	1446
05:00 PM	29	32	15	76	16	65	49	130	11	43	12	66	17	90	11	118	390
05:15 PM	27	39	8	74	22	53	50	125	7	35	10	52	18	71	7	96	347
05:30 PM	26	45	15	86	14	62	43	119	7	37	8	52	14	63	17	94	351
05:45 PM	17	22	12	51	11	40	36	87	7	40	10	57	14	86	15	115	310
Total	99	138	50	287	63	220	178	461	32	155	40	227	63	310	50	423	1398
Grand Total	230	304	124	658	157	537	380	1074	74	330	93	497	158	689	123	970	3199
Apprch %	35	46.2	18.8		14.6	50	35.4		14.9	66.4	18.7		16.3	71	12.7		
Total %	7.2	9.5	3.9	20.6	4.9	16.8	11.9	33.6	2.3	10.3	2.9	15.5	4.9	21.5	3.8	30.3	
PASSENGER VEHICLES	228	300	122	650	156	533	375	1064	72	320	92	484	155	673	120	948	3146
% PASSENGER VEHICLES	99.1	98.7	98.4	98.8	99.4	99.3	98.7	99.1	97.3	97	98.9	97.4	98.1	97.7	97.6	97.7	49.2
LARGE 2 AXLE VEHICLES	2	3	1	6	1	4	5	10	2	6	1	9	2	13	3	18	43
% LARGE 2 AXLE VEHICLES	0.9	1	0.8	0.9	0.6	0.7	1.3	0.9	2.7	1.8	1.1	1.8	1.3	1.9	2.4	1.9	0.7
3 AXLE VEHICLES	0	0	0	0	0	0	0	0	0	3	0	3	0	3	0	3	6
% 3 AXLE VEHICLES	0	0	0	0	0	0	0	0	0	0.9	0	0.6	0	0.4	0	0.3	0.1
4+ AXLE TRUCKS	0	1	1	2	0	0	0	0	0	1	0	1	1	0	0	1	4
% 4+ AXLE TRUCKS	0	0.3	0.8	0.3	0	0	0	0	0	0.3	0	0.2	0.6	0	0	0.1	0.1

	JOSHUA LANE Southbound				YUCCA TRAIL Westbound				JOSHUA LANE Northbound				YUCCA TRAIL Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:45 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**29**	**37**	**17**	**83**	14	62	43	119	5	31	**12**	48	11	78	13	102	352
04:30 PM	25	33	17	75	**21**	59	36	116	7	34	9	50	17	85	**18**	**120**	361
04:45 PM	18	30	13	61	21	60	46	127	9	39	9	57	**23**	75	10	108	353
05:00 PM	29	32	15	76	16	**65**	**49**	**130**	**11**	**43**	12	**66**	17	**90**	11	118	**390**
Total Volume	101	132	62	295	72	246	174	492	32	147	42	221	68	328	52	448	1456
% App. Total	34.2	44.7	21		14.6	50	35.4		14.5	66.5	19		15.2	73.2	11.6		
PHF	.871	.892	.912	.889	.857	.946	.888	.946	.727	.855	.875	.837	.739	.911	.722	.933	.933

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: JOSHUA LANE
E/W: YUCCA TRAIL
WEATHER: SUNNY

File Name : YVJOYUPM2
Site Code : 069311
Start Date : 5/12/2005
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.	**29**	**37**	16	**82**	14	61	43	118	5	28	**12**	45	11	78	13	102
+15 mins.	25	33	**17**	75	**21**	59	36	116	6	33	9	48	16	80	**18**	114
+30 mins.	18	30	12	60	21	58	**46**	125	8	38	8	54	**23**	73	9	105
+45 mins.	29	31	15	75	16	**64**	46	**126**	**11**	**40**	12	**63**	17	**89**	11	**117**
Total Volume	101	131	60	292	72	242	171	485	30	139	41	210	67	320	51	438
% App. Total	34.6	44.9	20.5		14.8	49.9	35.3		14.3	66.2	19.5		15.3	73.1	11.6	
PHF	.871	.885	.882	.890	.857	.945	.929	.962	.682	.869	.854	.833	.728	.899	.708	.936

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: JOSHUA LANE
E/W: YUCCA TRAIL
WEATHER: SUNNY

File Name : YVJOYUPM2
Site Code : 069311
Start Date : 5/12/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES

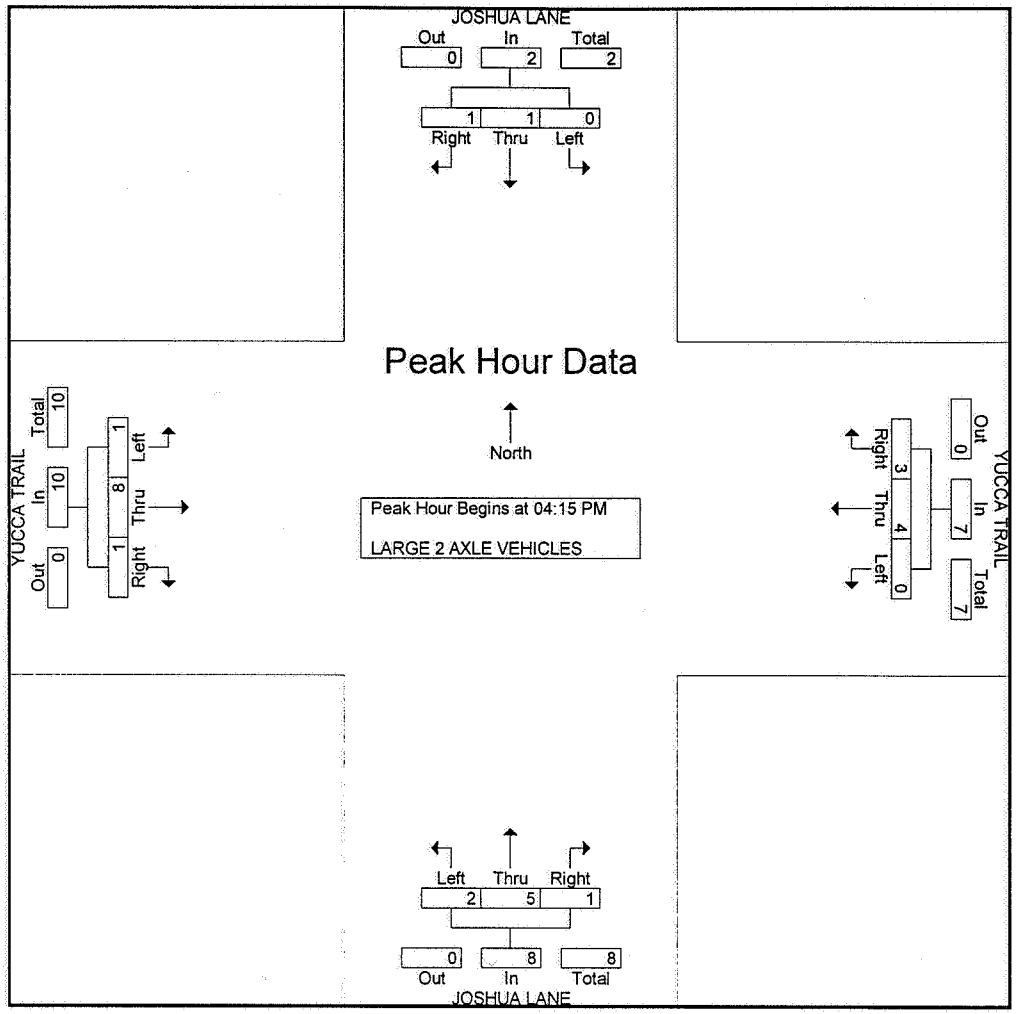
	JOSHUA LANE Southbound				YUCCA TRAIL Westbound				JOSHUA LANE Northbound				YUCCA TRAIL Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
03:45 PM	34	30	11	75	20	70	34	124	11	31	14	56	20	63	13	96	351
Total	34	30	11	75	20	70	34	124	11	31	14	56	20	63	13	96	351
04:00 PM	24	34	16	74	17	66	41	124	10	38	9	57	23	72	18	113	368
04:15 PM	29	37	16	82	14	61	43	118	5	28	12	45	11	78	13	102	347
04:30 PM	25	33	17	75	21	59	36	116	6	33	9	48	16	80	18	114	353
04:45 PM	18	30	12	60	21	58	46	125	8	38	8	54	23	73	9	105	344
Total	96	134	61	291	73	244	166	483	29	137	38	204	73	303	58	434	1412
05:00 PM	29	31	15	75	16	64	46	126	11	40	12	63	17	89	11	117	381
05:15 PM	26	39	8	73	22	53	50	125	7	35	10	52	18	70	7	95	345
05:30 PM	26	44	15	85	14	62	43	119	7	37	8	52	14	63	16	93	349
05:45 PM	17	22	12	51	11	40	36	87	7	40	10	57	13	85	15	113	308
Total	98	136	50	284	63	219	175	457	32	152	40	224	62	307	49	418	1383
Grand Total	228	300	122	650	156	533	375	1064	72	320	92	484	155	673	120	948	3146
Apprch %	35.1	46.2	18.8		14.7	50.1	35.2		14.9	66.1	19		16.4	71	12.7		
Total %	7.2	9.5	3.9	20.7	5	16.9	11.9	33.8	2.3	10.2	2.9	15.4	4.9	21.4	3.8	30.1	

	JOSHUA LANE Southbound				YUCCA TRAIL Westbound				JOSHUA LANE Northbound				YUCCA TRAIL Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**29**	**37**	16	**82**	14	61	43	118	5	28	**12**	45	11	78	13	102	347
04:30 PM	25	33	**17**	75	**21**	59	36	116	6	33	9	48	16	80	**18**	114	353
04:45 PM	18	30	12	60	21	58	**46**	125	8	38	8	54	**23**	73	9	105	344
05:00 PM	29	31	15	75	16	**64**	46	**126**	**11**	**40**	12	**63**	17	**89**	11	**117**	**381**
Total Volume	101	131	60	292	72	242	171	485	30	139	41	210	67	320	51	438	1425
% App. Total	34.6	44.9	20.5		14.8	49.9	35.3		14.3	66.2	19.5		15.3	73.1	11.6		
PHF	.871	.885	.882	.890	.857	.945	.929	.962	.682	.869	.854	.833	.728	.899	.708	.936	.935

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: JOSHUA LANE
E/W: YUCCA TRAIL
WEATHER: SUNNY

File Name : YVJOYUPM2
Site Code : 069311
Start Date : 5/12/2005
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	1	0	1	0	**3**	0	**3**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	**1**	0	0	1	**1**	**5**	0	**6**
+30 mins.	0	0	**1**	**1**	0	**2**	0	2	1	0	**1**	2	0	2	**1**	3
+45 mins.	0	**1**	0	1	0	1	**3**	**4**	0	2	0	2	0	1	0	1
Total Volume	0	1	1	2	0	4	3	7	2	5	1	8	1	8	1	10
% App. Total	0	50	50		0	57.1	42.9		25	62.5	12.5		10	80	10	
PHF	.000	.250	.250	.500	.000	.500	.250	.438	.500	.417	.250	.667	.250	.400	.250	.417

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: JOSHUA LANE
E/W: YUCCA TRAIL
WEATHER: SUNNY

File Name : YVJOYUPM2
Site Code : 069311
Start Date : 5/12/2005
Page No : 1

Groups Printed- LARGE 2 AXLE VEHICLES

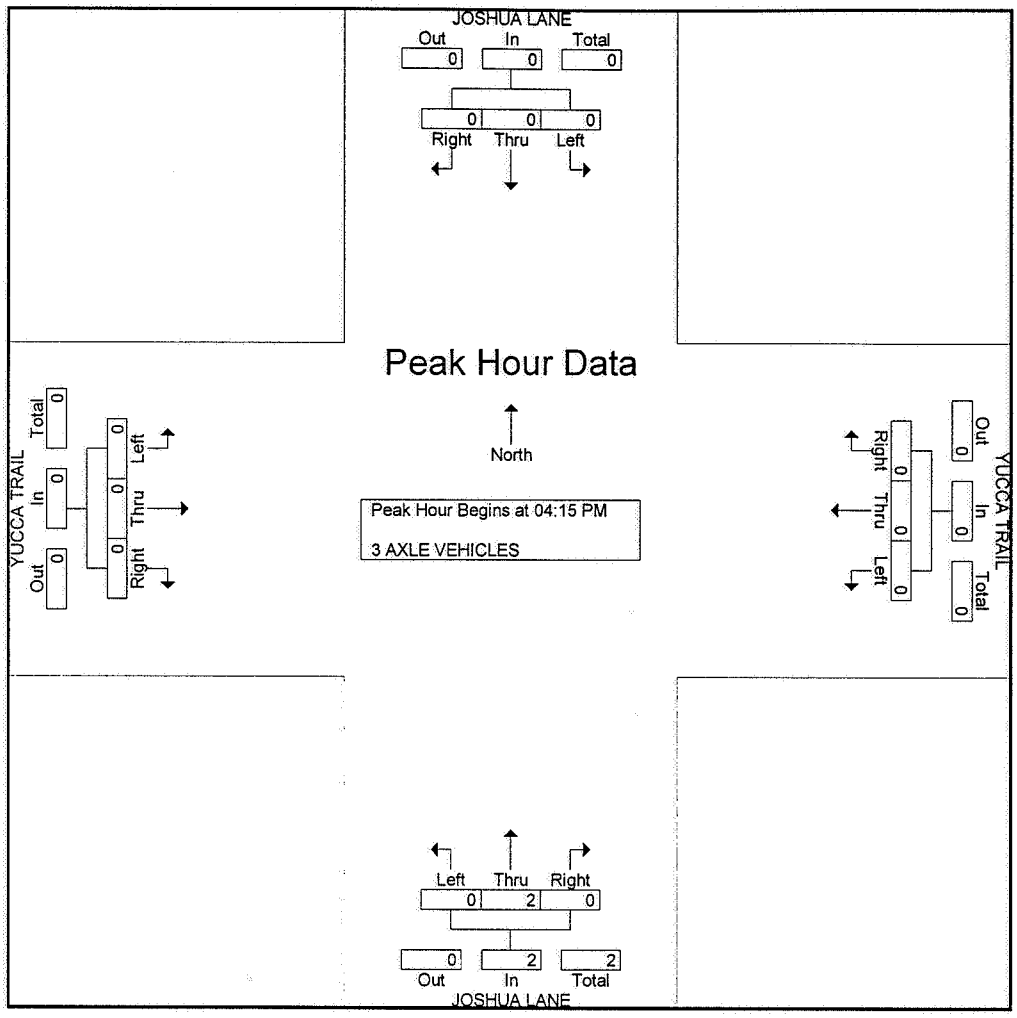
	JOSHUA LANE Southbound				YUCCA TRAIL Westbound				JOSHUA LANE Northbound				YUCCA TRAIL Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
03:45 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00 PM	0	0	0	0	1	0	2	3	0	1	0	1	1	3	1	5	9
04:15 PM	0	0	0	0	0	1	0	1	0	3	0	3	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	5	0	6	7
04:45 PM	0	0	1	1	0	2	0	2	1	0	1	2	0	2	1	3	8
Total	0	0	1	1	1	3	2	6	2	4	1	7	2	10	2	14	28
05:00 PM	0	1	0	1	0	1	3	4	0	2	0	2	0	1	0	1	8
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	1	2	0	3	0	1	3	4	0	2	0	2	0	3	1	4	13
Grand Total	2	3	1	6	1	4	5	10	2	6	1	9	2	13	3	18	43
Apprch %	33.3	50	16.7		10	40	50		22.2	66.7	11.1		11.1	72.2	16.7		
Total %	4.7	7	2.3	14	2.3	9.3	11.6	23.3	4.7	14	2.3	20.9	4.7	30.2	7	41.9	

	JOSHUA LANE Southbound				YUCCA TRAIL Westbound				JOSHUA LANE Northbound				YUCCA TRAIL Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	1	0	1	0	**3**	0	**3**	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	**1**	0	0	1	**1**	**5**	0	**6**	7
04:45 PM	0	0	**1**	**1**	0	**2**	0	2	1	0	**1**	2	0	2	**1**	3	**8**
05:00 PM	0	**1**	0	1	0	1	**3**	**4**	0	2	0	2	0	1	0	1	8
Total Volume	0	1	1	2	0	4	3	7	2	5	1	8	1	8	1	10	27
% App. Total	0	50	50		0	57.1	42.9		25	62.5	12.5		10	80	10		
PHF	.000	.250	.250	.500	.000	.500	.250	.438	.500	.417	.250	.667	.250	.400	.250	.417	.844

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: JOSHUA LANE
E/W: YUCCA TRAIL
WEATHER: SUNNY

File Name : YVJOYUPM2
Site Code : 069311
Start Date : 5/12/2005
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: JOSHUA LANE
E/W: YUCCA TRAIL
WEATHER: SUNNY

File Name : YVJOYUPM2
Site Code : 069311
Start Date : 5/12/2005
Page No : 1

Groups Printed- 3 AXLE VEHICLES

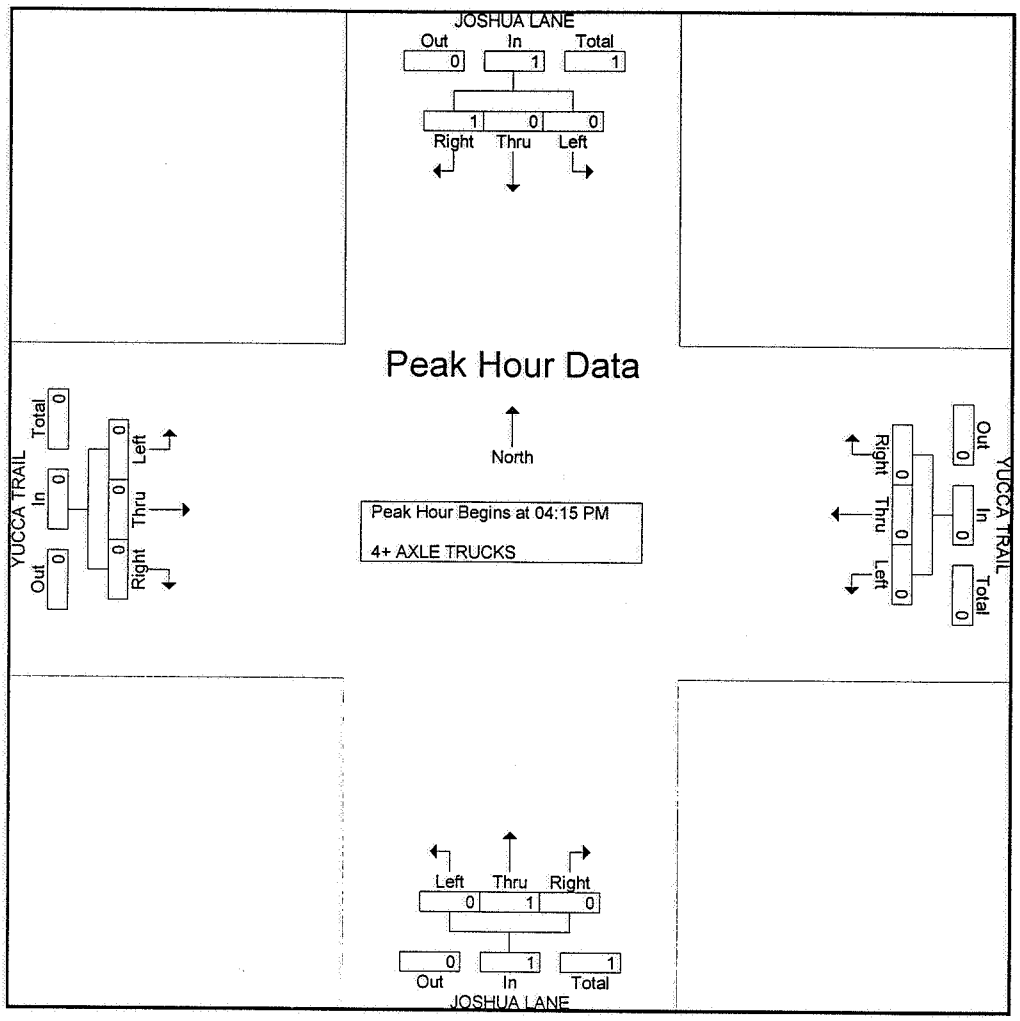
	JOSHUA LANE Southbound				YUCCA TRAIL Westbound				JOSHUA LANE Northbound				YUCCA TRAIL Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	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	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	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	2	4
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	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	1	0	1	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	3	0	3	0	3	0	3	6
Apprch %	0	0	0		0	0	0		0	100	0		0	100	0		
Total %	0	0	0	0	0	0	0	0	0	50	0	50	0	50	0	50	

	JOSHUA LANE Southbound				YUCCA TRAIL Westbound				JOSHUA LANE Northbound				YUCCA TRAIL Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
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	0	1	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.500

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: JOSHUA LANE
E/W: YUCCA TRAIL
WEATHER: SUNNY

File Name : YVJOYUPM2
Site Code : 069311
Start Date : 5/12/2005
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	1	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	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	1	1	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	0	100		0	0	0		0	100	0		0	0	0	
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: JOSHUA LANE
E/W: YUCCA TRAIL
WEATHER: SUNNY

File Name : YVJOYUPM2
Site Code : 069311
Start Date : 5/12/2005
Page No : 1

Groups Printed- 4+ AXLE TRUCKS

	JOSHUA LANE Southbound				YUCCA TRAIL Westbound				JOSHUA LANE Northbound				YUCCA TRAIL Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
03:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	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	1	1	0	0	0	0	0	1	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	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	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	1	1	2	0	0	0	0	0	1	0	1	1	0	0	1	4
Apprch %	0	50	50		0	0	0		0	100	0		100	0	0		
Total %	0	25	25	50	0	0	0	0	0	25	0	25	25	0	0	25	

	JOSHUA LANE Southbound				YUCCA TRAIL Westbound				JOSHUA LANE Northbound				YUCCA TRAIL Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	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	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
% App. Total	0	0	100		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.500

Counts Unlimited, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557

T 909 247 6716
F 909 924 8604
C 909 721 5067

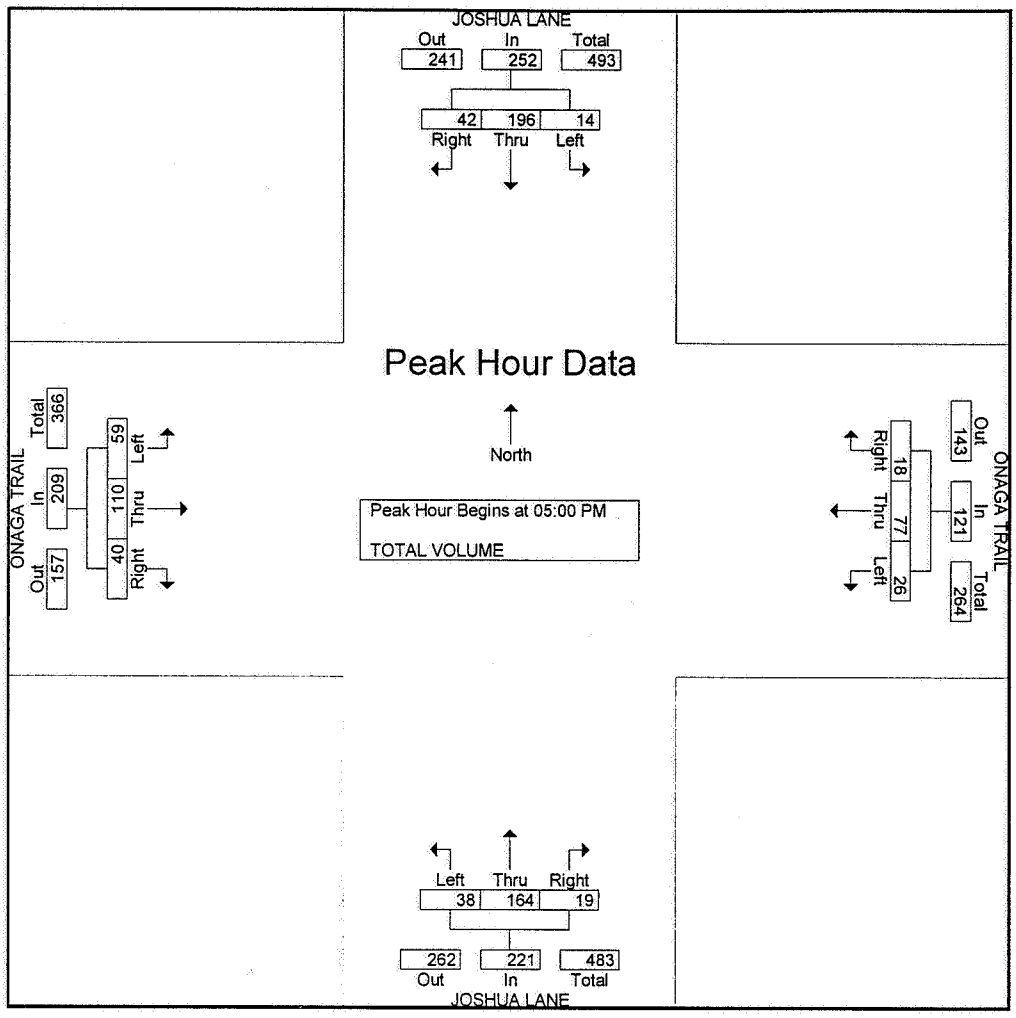
TOWN OF YUCCA VALLEY
JOSHUA LANE / ONAGA TRAIL

Turning Movement Counts
May 2005

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: JOSHUA LANE
E/W: ONAGA TRAIL
WEATHER: SUNNY

File Name : YVJOONPM
Site Code : 069332
Start Date : 5/11/2005
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:

	04:15 PM				04:15 PM				05:00 PM				04:45 PM			
+0 mins.	2	**57**	**16**	**75**	**12**	18	1	31	**14**	28	**6**	48	19	22	9	50
+15 mins.	**4**	53	11	68	6	**22**	5	33	10	37	5	52	15	**30**	**12**	**57**
+30 mins.	3	44	11	58	6	9	6	21	8	42	2	52	12	29	8	49
+45 mins.	4	51	7	62	8	21	**7**	**36**	6	**57**	6	**69**	**20**	24	9	53
Total Volume	13	205	45	263	32	70	19	121	38	164	19	221	66	105	38	209
% App. Total	4.9	77.9	17.1		26.4	57.9	15.7		17.2	74.2	8.6		31.6	50.2	18.2	
PHF	.813	.899	.703	.877	.667	.795	.679	.840	.679	.719	.792	.801	.825	.875	.792	.917

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: JOSHUA LANE
E/W: ONAGA TRAIL
WEATHER: SUNNY

File Name : YVJOONPM
Site Code : 069332
Start Date : 5/11/2005
Page No : 1

Groups Printed- TOTAL VOLUME

	JOSHUA LANE Southbound				ONAGA TRAIL Westbound				JOSHUA LANE Northbound				ONAGA TRAIL Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	5	41	10	56	3	19	5	27	8	24	9	41	11	17	9	37	161
04:15 PM	2	57	16	75	12	18	1	31	7	32	3	42	17	18	6	41	189
04:30 PM	4	53	11	68	6	22	5	33	6	43	4	53	13	25	10	48	202
04:45 PM	3	44	11	58	6	9	6	21	7	38	12	57	19	22	9	50	186
Total	14	195	48	257	27	68	17	112	28	137	28	193	60	82	34	176	738
05:00 PM	4	51	7	62	8	21	7	36	14	28	6	48	15	30	12	57	203
05:15 PM	2	59	10	71	7	20	2	29	10	37	5	52	12	29	8	49	201
05:30 PM	3	49	17	69	3	16	5	24	8	42	2	52	20	24	9	53	198
05:45 PM	5	37	8	50	8	20	4	32	6	57	6	69	12	27	11	50	201
Total	14	196	42	252	26	77	18	121	38	164	19	221	59	110	40	209	803
Grand Total	28	391	90	509	53	145	35	233	66	301	47	414	119	192	74	385	1541
Apprch %	5.5	76.8	17.7		22.7	62.2	15		15.9	72.7	11.4		30.9	49.9	19.2		
Total %	1.8	25.4	5.8	33	3.4	9.4	2.3	15.1	4.3	19.5	3	26.9	7.7	12.5	4.8	25	

	JOSHUA LANE Southbound				ONAGA TRAIL Westbound				JOSHUA LANE Northbound				ONAGA TRAIL Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	4	51	7	62	**8**	**21**	**7**	**36**	**14**	28	**6**	48	15	**30**	**12**	**57**	**203**
05:15 PM	2	**59**	10	**71**	7	20	2	29	10	37	5	52	12	29	8	49	201
05:30 PM	3	49	**17**	69	3	16	5	24	8	42	2	52	**20**	24	9	53	198
05:45 PM	**5**	37	8	50	8	20	4	32	6	**57**	6	**69**	12	27	11	50	201
Total Volume	14	196	42	252	26	77	18	121	38	164	19	221	59	110	40	209	803
% App. Total	5.6	77.8	16.7		21.5	63.6	14.9		17.2	74.2	8.6		28.2	52.6	19.1		
PHF	.700	.831	.618	.887	.813	.917	.643	.840	.679	.719	.792	.801	.738	.917	.833	.917	.989

Counts Unlimited, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557

T 909 **247 6716**
F 909 **924 8604**
C 909 **721 5067**

TOWN OF YUCCA VALLEY

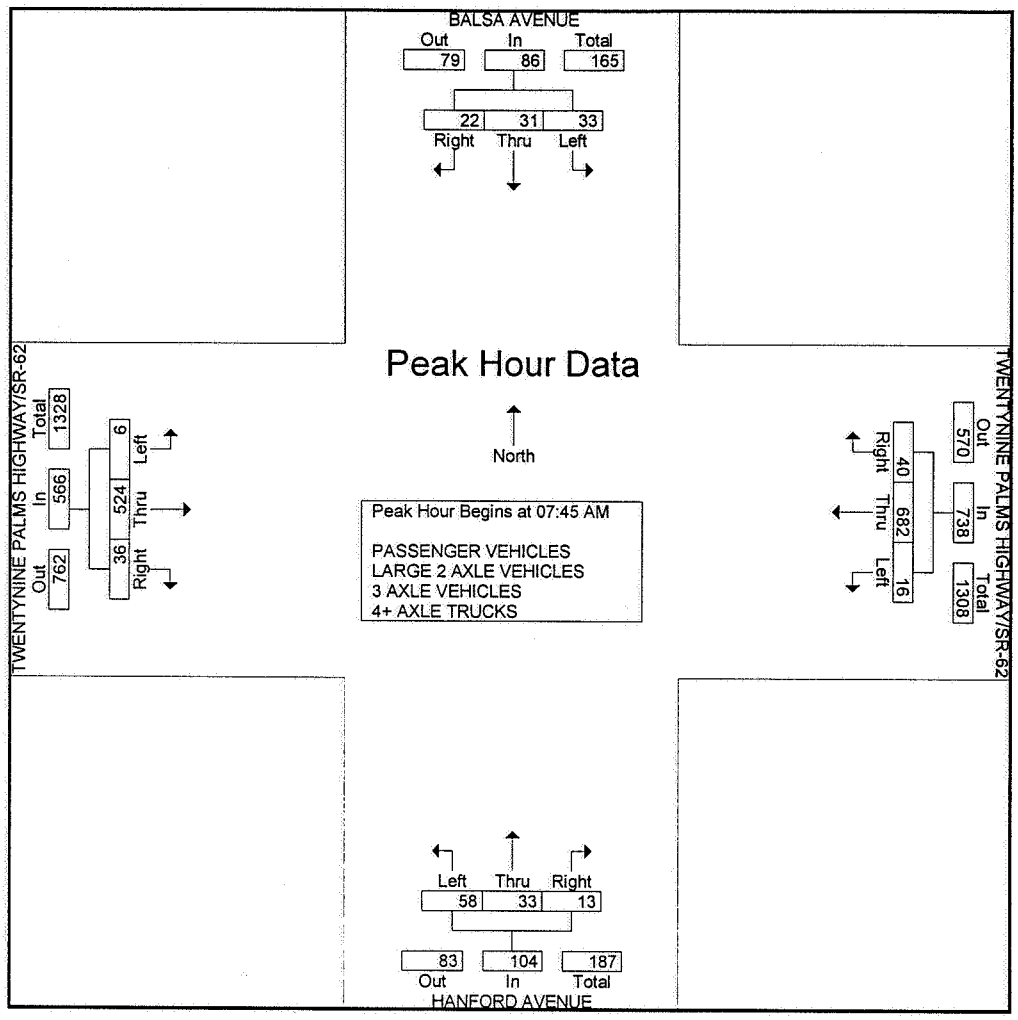
BALSA AVENUE/HANFORD AVENUE
TWENTYNINE PALMS HIGHWAY/SR-62

Turning Movement Counts
April 2005

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: BALSA AVENUE/HANFORD AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVBA29AM
Site Code : 307032
Start Date : 4/27/2005
Page No : 2



Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	10	5	5	20	2	**198**	9	**209**	12	**14**	3	29	0	105	6	111
+15 mins.	**13**	3	**10**	26	5	137	8	150	9	5	1	15	**3**	140	**11**	154
+30 mins.	8	8	2	18	2	168	**12**	182	18	3	**5**	26	1	115	10	126
+45 mins.	10	**9**	8	**27**	**7**	179	11	197	**19**	11	4	**34**	2	**164**	9	**175**
Total Volume	41	25	25	91	16	682	40	738	58	33	13	104	6	524	36	566
% App. Total	45.1	27.5	27.5		2.2	92.4	5.4		55.8	31.7	12.5		1.1	92.6	6.4	
PHF	.788	.694	.625	.843	.571	.861	.833	.883	.763	.589	.650	.765	.500	.799	.818	.809

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: BALSA AVENUE/HANFORD AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVBA29AM
Site Code : 307032
Start Date : 4/27/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES - LARGE 2 AXLE VEHICLES - 3 AXLE VEHICLES - 4+ AXLE TRUCKS

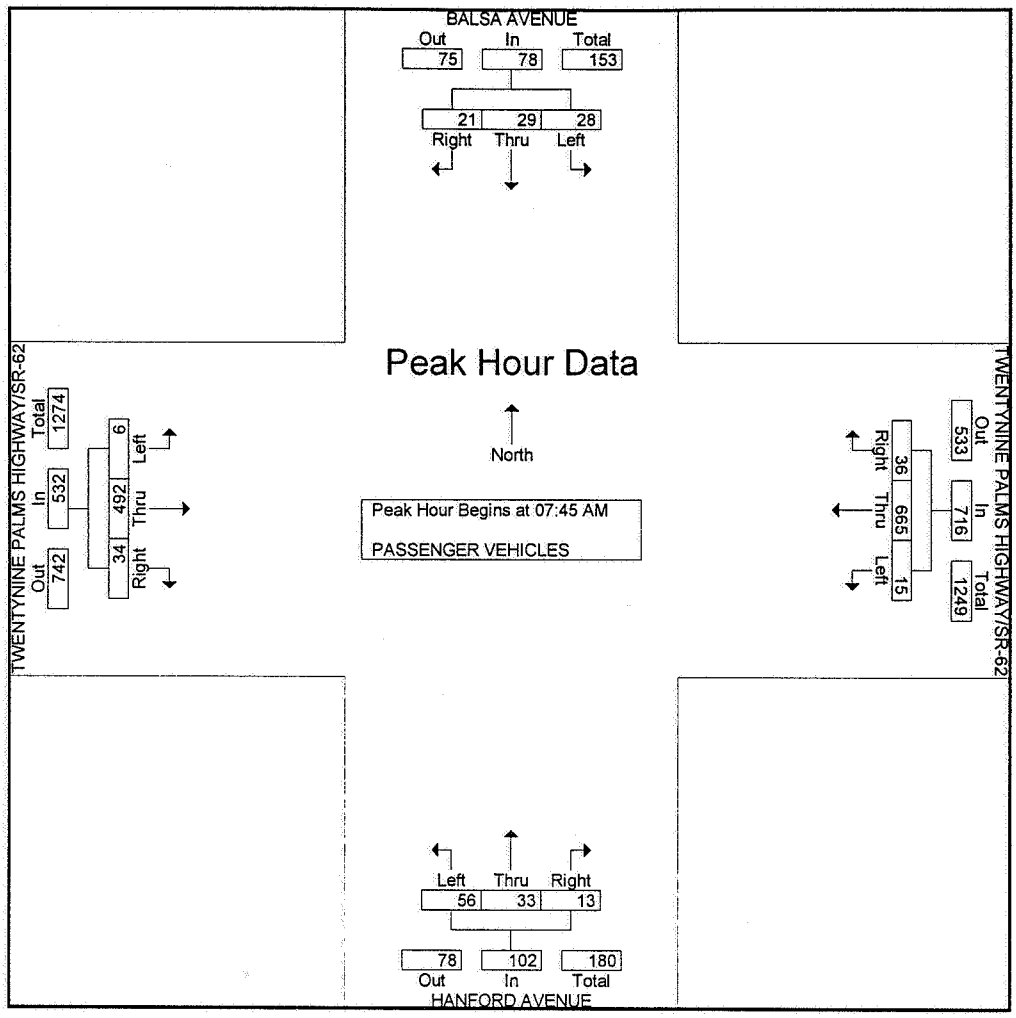
	BALSA AVENUE Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				HANFORD AVENUE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:45 AM	10	4	8	22	2	162	7	171	14	7	4	25	5	146	3	154	372
Total	10	4	8	22	2	162	7	171	14	7	4	25	5	146	3	154	372
07:00 AM	10	5	5	20	0	156	12	168	13	5	0	18	1	139	3	143	349
07:15 AM	13	3	10	26	0	180	7	187	16	6	1	23	3	102	3	108	344
07:30 AM	8	8	2	18	3	146	7	156	8	4	1	13	3	122	5	130	317
07:45 AM	10	9	8	27	2	198	9	209	12	14	3	29	0	105	6	111	376
Total	41	25	25	91	5	680	35	720	49	29	5	83	7	468	17	492	1386
08:00 AM	7	6	4	17	5	137	8	150	9	5	1	15	3	140	11	154	336
08:15 AM	7	8	6	21	2	168	12	182	18	3	5	26	1	115	10	126	355
08:30 AM	9	8	4	21	7	179	11	197	19	11	4	34	2	164	9	175	427
Grand Total	74	51	47	172	21	1326	73	1420	109	55	19	183	18	1033	50	1101	2876
Apprch %	43	29.7	27.3		1.5	93.4	5.1		59.6	30.1	10.4		1.6	93.8	4.5		
Total %	2.6	1.8	1.6	6	0.7	46.1	2.5	49.4	3.8	1.9	0.7	6.4	0.6	35.9	1.7	38.3	
PASSENGER VEHICLES	63	49	44	156	20	1299	67	1386	107	55	19	181	15	973	48	1036	2759
% PASSENGER VEHICLES	85.1	96.1	93.6	90.7	95.2	98	91.8	97.6	98.2	100	100	98.9	83.3	94.2	96	94.1	48
LARGE 2 AXLE VEHICLES	7	1	2	10	1	13	5	19	2	0	0	2	1	39	1	41	72
% LARGE 2 AXLE VEHICLES	9.5	2	4.3	5.8	4.8	1	6.8	1.3	1.8	0	0	1.1	5.6	3.8	2	3.7	1.3
3 AXLE VEHICLES	1	1	0	2	0	6	1	7	0	0	0	0	0	6	0	6	15
% 3 AXLE VEHICLES	1.4	2	0	1.2	0	0.5	1.4	0.5	0	0	0	0	0	0.6	0	0.5	0.3
4+ AXLE TRUCKS	3	0	1	4	0	8	0	8	0	0	0	0	2	15	1	18	30
% 4+ AXLE TRUCKS	4.1	0	2.1	2.3	0	0.6	0	0.6	0	0	0	0	11.1	1.5	2	1.6	0.5

	BALSA AVENUE Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				HANFORD AVENUE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**10**	**9**	**8**	**27**	2	**198**	9	**209**	12	**14**	3	29	0	105	6	111	376
08:00 AM	7	6	4	17	5	137	8	150	9	5	1	15	**3**	140	**11**	154	336
08:15 AM	7	8	6	21	2	168	**12**	182	18	3	**5**	26	1	115	10	126	355
08:30 AM	9	8	4	21	**7**	179	11	197	**19**	11	4	**34**	2	**164**	9	**175**	**427**
Total Volume	33	31	22	86	16	682	40	738	58	33	13	104	6	524	36	566	1494
% App. Total	38.4	36	25.6		2.2	92.4	5.4		55.8	31.7	12.5		1.1	92.6	6.4		
PHF	.825	.861	.688	.796	.571	.861	.833	.883	.763	.589	.650	.765	.500	.799	.818	.809	.875

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: BALSA AVENUE/HANFORD AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVBA29AM
Site Code : 307032
Start Date : 4/27/2005
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	7	**9**	**7**	**23**	2	**195**	5	**202**	12	**14**	3	29	0	99	5	104
+15 mins.	6	5	4	15	4	133	8	145	9	5	1	15	**3**	129	**10**	142
+30 mins.	7	7	6	20	2	165	**12**	179	**18**	3	**5**	26	1	108	10	119
+45 mins.	**8**	8	4	20	**7**	172	11	190	17	11	4	**32**	2	**156**	9	**167**
Total Volume	28	29	21	78	15	665	36	716	56	33	13	102	6	492	34	532
% App. Total	35.9	37.2	26.9		2.1	92.9	5		54.9	32.4	12.7		1.1	92.5	6.4	
PHF	.875	.806	.750	.848	.536	.853	.750	.886	.778	.589	.650	.797	.500	.788	.850	.796

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: BALSA AVENUE/HANFORD AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVBA29AM
Site Code : 307032
Start Date : 4/27/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES

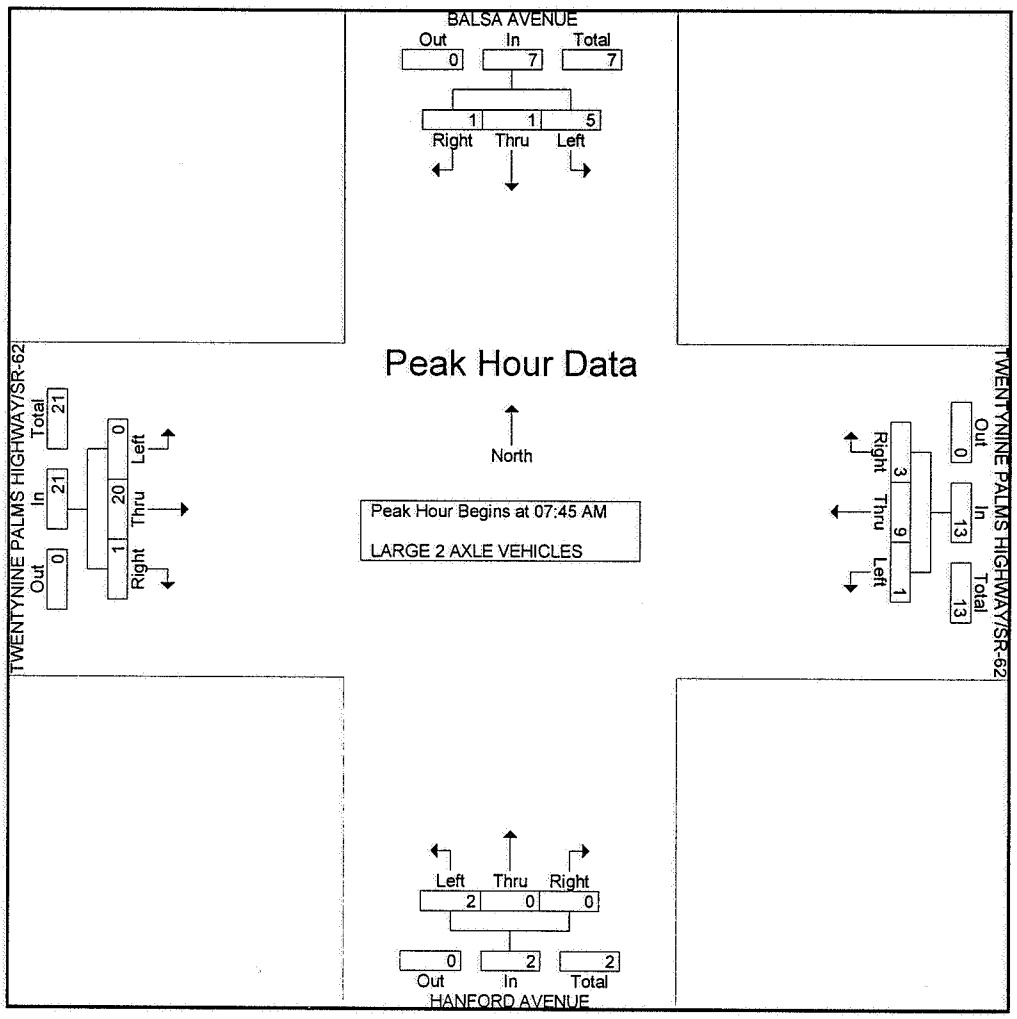
	BALSA AVENUE Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				HANFORD AVENUE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:45 AM	7	4	7	18	2	159	5	166	14	7	4	25	3	140	3	146	355
Total	7	4	7	18	2	159	5	166	14	7	4	25	3	140	3	146	355
07:00 AM	9	5	4	18	0	155	12	167	13	5	0	18	1	132	3	136	339
07:15 AM	11	3	10	24	0	178	7	185	16	6	1	23	3	96	3	102	334
07:30 AM	8	8	2	18	3	142	7	152	8	4	1	13	2	113	5	120	303
07:45 AM	7	9	7	23	2	195	5	202	12	14	3	29	0	99	5	104	358
Total	35	25	23	83	5	670	31	706	49	29	5	83	6	440	16	462	1334
08:00 AM	6	5	4	15	4	133	8	145	9	5	1	15	3	129	10	142	317
08:15 AM	7	7	6	20	2	165	12	179	18	3	5	26	1	108	10	119	344
08:30 AM	8	8	4	20	7	172	11	190	17	11	4	32	2	156	9	167	409
Grand Total	63	49	44	156	20	1299	67	1386	107	55	19	181	15	973	48	1036	2759
Apprch %	40.4	31.4	28.2		1.4	93.7	4.8		59.1	30.4	10.5		1.4	93.9	4.6		
Total %	2.3	1.8	1.6	5.7	0.7	47.1	2.4	50.2	3.9	2	0.7	6.6	0.5	35.3	1.7	37.5	

	BALSA AVENUE Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				HANFORD AVENUE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	7	**9**	**7**	**23**	2	**195**	5	**202**	12	**14**	3	29	0	99	5	104	358
08:00 AM	6	5	4	15	4	133	8	145	9	5	1	15	**3**	129	**10**	142	317
08:15 AM	7	7	6	20	2	165	**12**	179	**18**	3	**5**	26	1	108	10	119	344
08:30 AM	**8**	8	4	20	**7**	172	11	190	17	11	4	**32**	2	**156**	9	**167**	**409**
Total Volume	28	29	21	78	15	665	36	716	56	33	13	102	6	492	34	532	1428
% App. Total	35.9	37.2	26.9		2.1	92.9	5		54.9	32.4	12.7		1.1	92.5	6.4		
PHF	.875	.806	.750	.848	.536	.853	.750	.886	.778	.589	.650	.797	.500	.788	.850	.796	.873

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: BALSA AVENUE/HANFORD AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVBA29AM
Site Code : 307032
Start Date : 4/27/2005
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	**3**	0	**1**	**4**	0	1	**3**	**4**	0	0	0	0	0	4	**1**	5
+15 mins.	1	**1**	0	2	**1**	2	0	3	0	0	0	0	0	**6**	0	**6**
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4
+45 mins.	1	0	0	1	0	**4**	0	4	**2**	0	0	**2**	0	6	0	6
Total Volume	5	1	1	7	1	9	3	13	2	0	0	2	0	20	1	21
% App. Total	71.4	14.3	14.3		7.7	69.2	23.1		100	0	0		0	95.2	4.8	
PHF	.417	.250	.250	.438	.250	.563	.250	.813	.250	.000	.000	.250	.000	.833	.250	.875

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: BALSA AVENUE/HANFORD AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVBA29AM
Site Code : 307032
Start Date : 4/27/2005
Page No : 1

Groups Printed- LARGE 2 AXLE VEHICLES

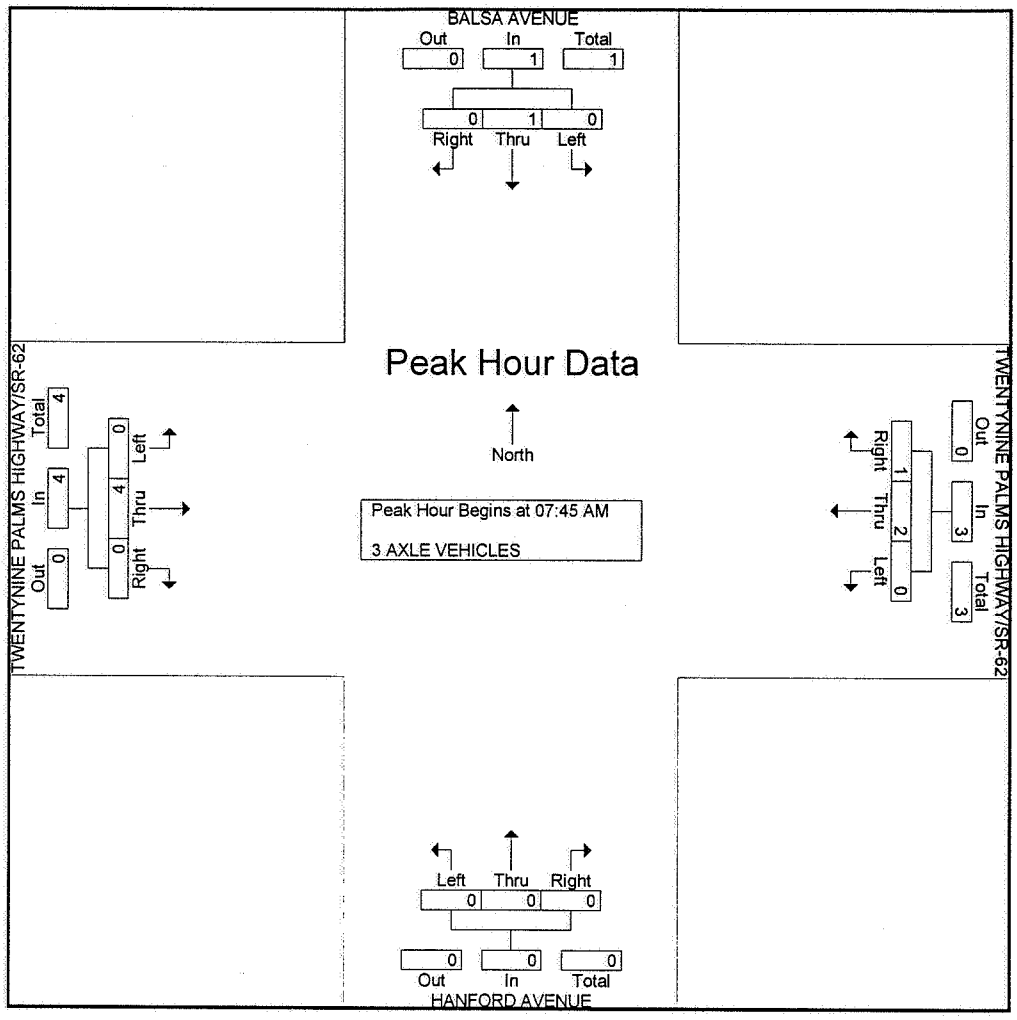
	BALSA AVENUE Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				HANFORD AVENUE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:45 AM	1	0	1	2	0	2	2	4	0	0	0	0	0	5	0	5	11
Total	1	0	1	2	0	2	2	4	0	0	0	0	0	5	0	5	11
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
07:15 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	3	0	3	5
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	5	0	6	7
07:45 AM	3	0	1	4	0	1	3	4	0	0	0	0	0	4	1	5	13
Total	4	0	1	5	0	3	3	6	0	0	0	0	1	18	1	20	31
08:00 AM	1	1	0	2	1	2	0	3	0	0	0	0	0	6	0	6	11
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
08:30 AM	1	0	0	1	0	4	0	4	2	0	0	2	0	6	0	6	13
Grand Total	7	1	2	10	1	13	5	19	2	0	0	2	1	39	1	41	72
Apprch %	70	10	20		5.3	68.4	26.3		100	0	0		2.4	95.1	2.4		
Total %	9.7	1.4	2.8	13.9	1.4	18.1	6.9	26.4	2.8	0	0	2.8	1.4	54.2	1.4	56.9	

	BALSA AVENUE Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				HANFORD AVENUE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**3**	0	**1**	**4**	0	1	**3**	**4**	0	0	0	0	0	4	**1**	5	**13**
08:00 AM	1	**1**	0	2	**1**	2	0	3	0	0	0	0	0	**6**	0	**6**	11
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
08:30 AM	1	0	0	1	0	**4**	0	4	**2**	0	0	**2**	0	6	0	6	13
Total Volume	5	1	1	7	1	9	3	13	2	0	0	2	0	20	1	21	43
% App. Total	71.4	14.3	14.3		7.7	69.2	23.1		100	0	0		0	95.2	4.8		
PHF	.417	.250	.250	.438	.250	.563	.250	.813	.250	.000	.000	.250	.000	.833	.250	.875	.827

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: BALSA AVENUE/HANFORD AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVBA29AM
Site Code : 307032
Start Date : 4/27/2005
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+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	**1**	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	**1**	0	**1**	0	1	0	1	0	0	0	0	0	**2**	0	**2**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total Volume	0	1	0	1	0	2	1	3	0	0	0	0	0	4	0	4
% App. Total	0	100	0		0	66.7	33.3		0	0	0		0	100	0	
PHF	.000	.250	.000	.250	.000	.500	.250	.750	.000	.000	.000	.000	.000	.500	.000	.500

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: BALSA AVENUE/HANFORD AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVBA29AM
Site Code : 307032
Start Date : 4/27/2005
Page No : 1

Groups Printed- 3 AXLE VEHICLES

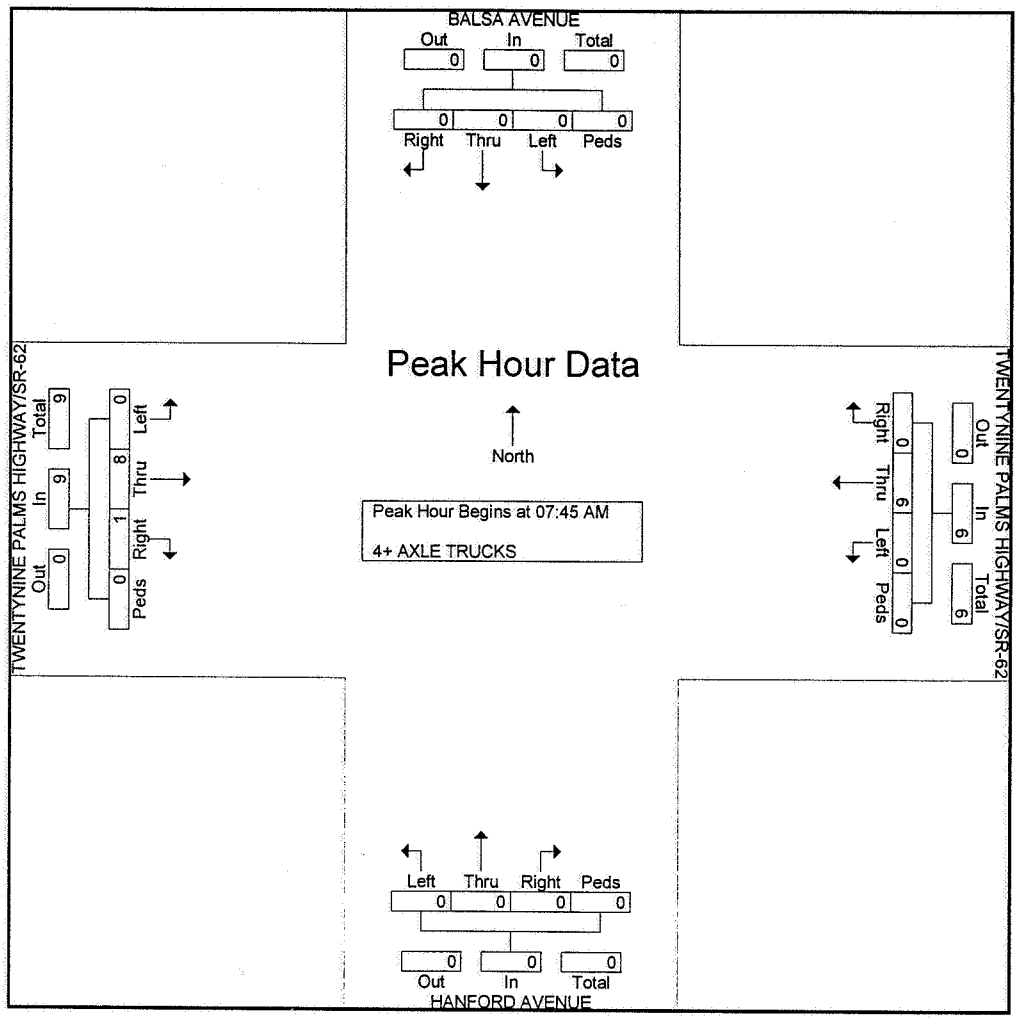
	BALSA AVENUE Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				HANFORD AVENUE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:45 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
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	2	0	2	2
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	3	1	4	0	0	0	0	0	2	0	2	6
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	2	0	2	4
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Grand Total	1	1	0	2	0	6	1	7	0	0	0	0	0	6	0	6	15
Apprch %	50	50	0		0	85.7	14.3		0	0	0		0	100	0		
Total %	6.7	6.7	0	13.3	0	40	6.7	46.7	0	0	0	0	0	40	0	40	

	BALSA AVENUE Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				HANFORD AVENUE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	**1**	0	**1**	0	1	0	1	0	0	0	0	0	**2**	0	**2**	**4**
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	0	1	0	1	0	2	1	3	0	0	0	0	0	4	0	4	8
% App. Total	0	100	0		0	66.7	33.3		0	0	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.500	.250	.750	.000	.000	.000	.000	.000	.500	.000	.500	.500

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: BALSA AVENUE/HANFORD AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : yvba29am
Site Code : 307032
Start Date : 4/27/2005
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM					07:45 AM					07:45 AM					07:45 AM				
+0 mins.	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2
+15 mins.	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	**5**	**1**	0	**6**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	0	0	**3**	0	0	**3**	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	8	1	0	9
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	88.9	11.1	0	
PHF	.00	.00	.00	.00	.000	.00	.50	.00	.00	.500	.00	.00	.00	.00	.000	.00	.40	.25	.00	.375
	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: BALSA AVENUE/HANFORD AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : yvba29am
Site Code : 307032
Start Date : 4/27/2005
Page No : 1

Groups Printed- 4+ AXLE TRUCKS

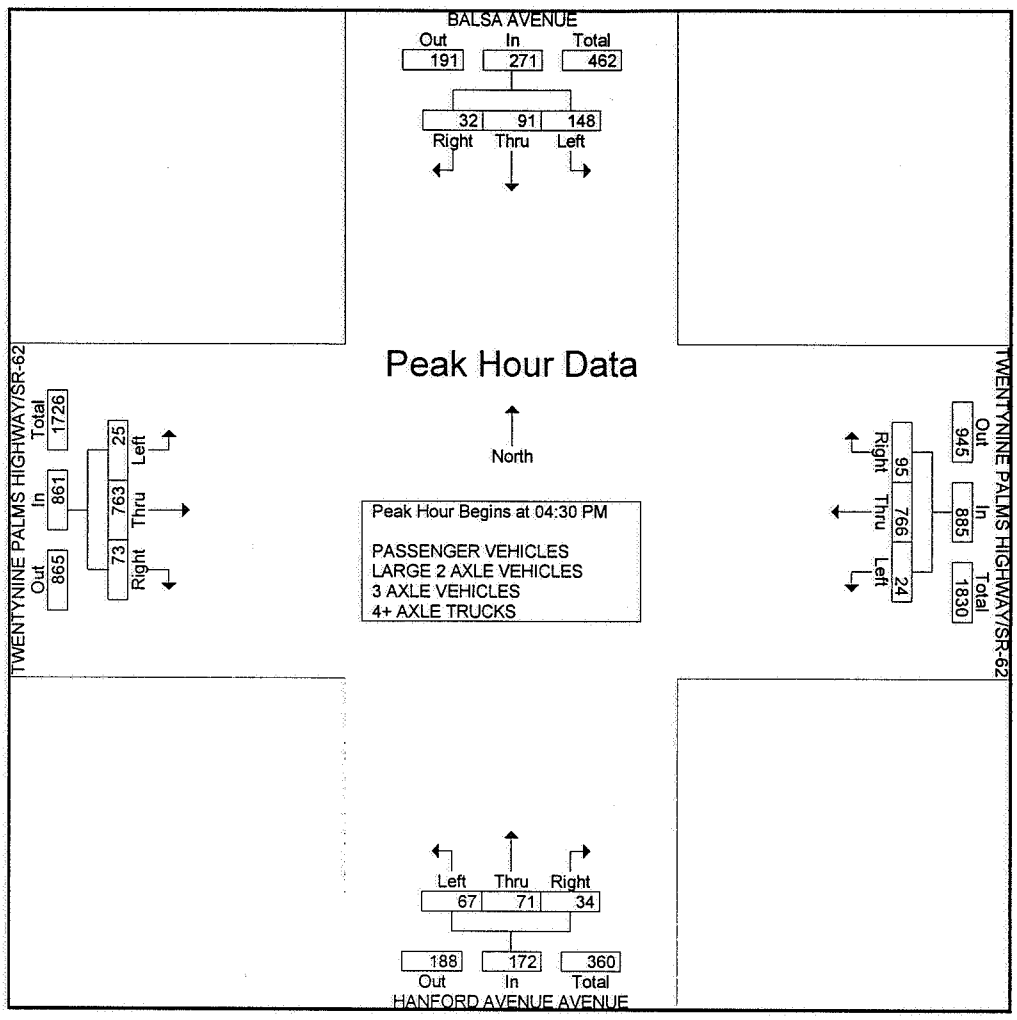
	BALSA AVENUE Southbound					TWENTYNINE PALMS HIGHWAY/SR-62 Westbound					HANFORD AVENUE Northbound					TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	4
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	4
07:00 AM	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	4
07:15 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
07:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Total	2	0	1	0	3	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	15
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	1	0	6	7
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Grand Total	3	0	1	0	4	0	8	0	0	8	0	0	0	0	0	2	15	1	0	18	30
Apprch %	75	0	25	0		0	100	0	0		0	0	0	0		11.1	83.3	5.6	0		
Total %	10	0	3.3	0	13.3	0	26.7	0	0	26.7	0	0	0	0	0	6.7	50	3.3	0	60	

	BALSA AVENUE Southbound					TWENTYNINE PALMS HIGHWAY/SR-62 Westbound					HANFORD AVENUE Northbound					TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	**5**	**1**	0	**6**	**7**
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:30 AM	0	0	0	0	0	0	**3**	0	0	**3**	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	8	1	0	9	15
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	88.9	11.1	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.400	.250	.000	.375	.536

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: BALSA AVENUE/HANFORD AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVBA29PM
Site Code : 307032
Start Date : 4/27/2005
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:

	04:15 PM				04:15 PM				04:15 PM				04:45 PM			
+0 mins.	**46**	**27**	5	**78**	**11**	**211**	16	**238**	**20**	13	**17**	**50**	**8**	180	13	201
+15 mins.	35	26	**9**	70	6	202	**28**	236	17	13	6	36	7	197	**29**	233
+30 mins.	37	19	9	65	6	198	18	222	19	22	9	50	7	**213**	19	**239**
+45 mins.	42	27	8	77	5	170	28	203	15	**23**	12	50	5	197	24	226
Total Volume	160	99	31	290	28	781	90	899	71	71	44	186	27	787	85	899
% App. Total	55.2	34.1	10.7		3.1	86.9	10		38.2	38.2	23.7		3	87.5	9.5	
PHF	.870	.917	.861	.929	.636	.925	.804	.944	.888	.772	.647	.930	.844	.924	.733	.940

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: BALSA AVENUE/HANFORD AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVBA29PM
Site Code : 307032
Start Date : 4/27/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES - LARGE 2 AXLE VEHICLES - 3 AXLE VEHICLES - 4+ AXLE TRUCKS

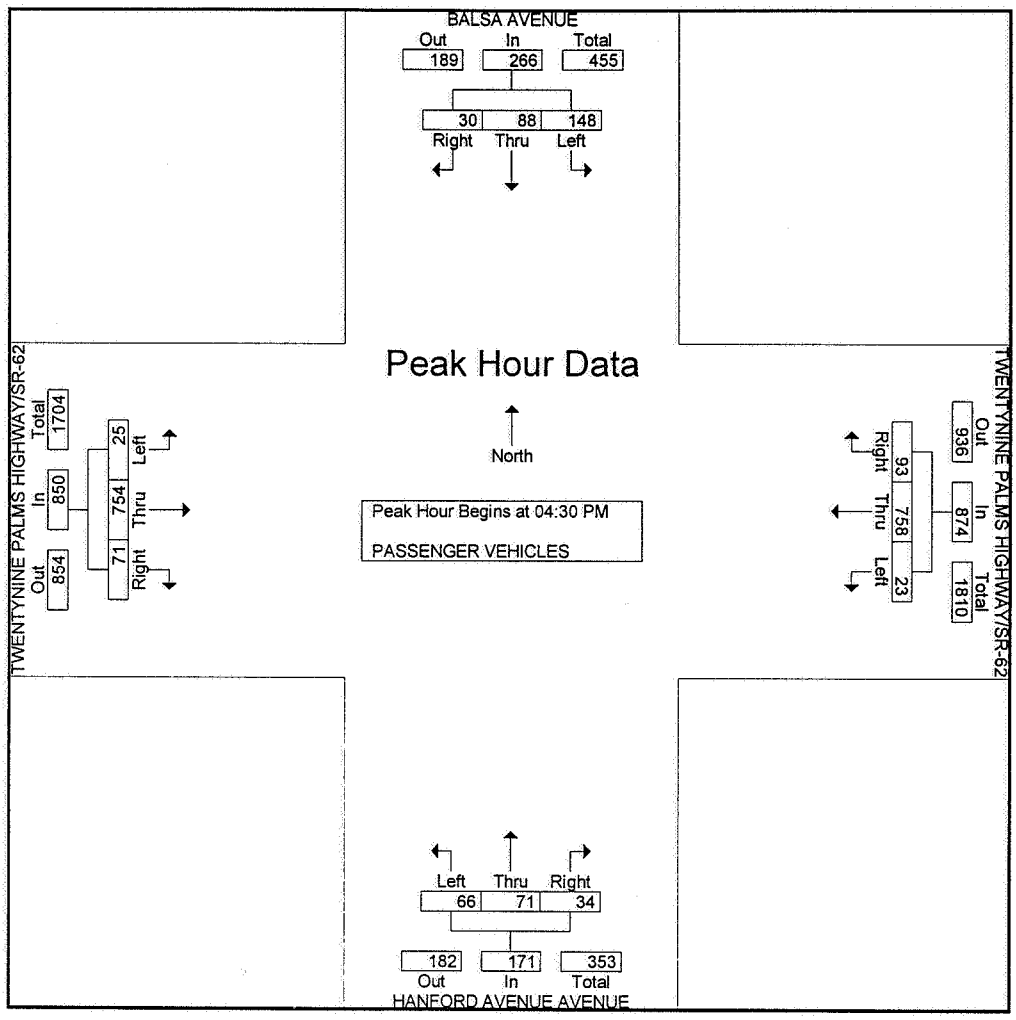
	BALSA AVENUE Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				HANFORD AVENUE AVENUE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	42	19	5	66	6	177	18	201	15	18	6	39	4	196	24	224	530
04:15 PM	46	27	5	78	11	211	16	238	20	13	17	50	6	144	16	166	532
04:30 PM	35	26	9	70	6	202	28	236	17	13	6	36	3	173	12	188	530
04:45 PM	37	19	9	65	6	198	18	222	19	22	9	50	8	180	13	201	538
Total	160	91	28	279	29	788	80	897	71	66	38	175	21	693	65	779	2130
05:00 PM	42	27	8	77	5	170	28	203	15	23	12	50	7	197	29	233	563
05:15 PM	34	19	6	59	7	196	21	224	16	13	7	36	7	213	19	239	558
05:30 PM	47	25	9	81	8	168	13	189	17	14	2	33	5	197	24	226	529
05:45 PM	38	20	9	67	9	158	15	182	18	13	12	43	4	172	8	184	476
Total	161	91	32	284	29	692	77	798	66	63	33	162	23	779	80	882	2126
Grand Total	321	182	60	563	58	1480	157	1695	137	129	71	337	44	1472	145	1661	4256
Apprch %	57	32.3	10.7		3.4	87.3	9.3		40.7	38.3	21.1		2.6	88.6	8.7		
Total %	7.5	4.3	1.4	13.2	1.4	34.8	3.7	39.8	3.2	3	1.7	7.9	1	34.6	3.4	39	
PASSENGER VEHICLES	318	179	56	553	57	1451	153	1661	136	129	71	336	44	1452	140	1636	4186
% PASSENGER VEHICLES	99.1	98.4	93.3	98.2	98.3	98	97.5	98	99.3	100	100	99.7	100	98.6	96.6	98.5	49.2
LARGE 2 AXLE VEHICLES	3	3	4	10	1	9	3	13	1	0	0	1	0	16	5	21	45
% LARGE 2 AXLE VEHICLES	0.9	1.6	6.7	1.8	1.7	0.6	1.9	0.8	0.7	0	0	0.3	0	1.1	3.4	1.3	0.5
3 AXLE VEHICLES	0	0	0	0	0	5	0	5	0	0	0	0	0	1	0	1	6
% 3 AXLE VEHICLES	0	0	0	0	0	0.3	0	0.3	0	0	0	0	0	0.1	0	0.1	0.1
4+ AXLE TRUCKS	0	0	0	0	0	15	1	16	0	0	0	0	0	3	0	3	19
% 4+ AXLE TRUCKS	0	0	0	0	0	1	0.6	0.9	0	0	0	0	0	0.2	0	0.2	0.2

	BALSA AVENUE Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				HANFORD AVENUE AVENUE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	35	26	**9**	70	6	**202**	**28**	**236**	17	13	6	36	3	173	12	188	530
04:45 PM	37	19	9	65	6	198	18	222	**19**	22	9	**50**	**8**	180	13	201	538
05:00 PM	**42**	**27**	8	**77**	5	170	28	203	15	**23**	**12**	50	7	197	**29**	233	**563**
05:15 PM	34	19	6	59	**7**	196	21	224	16	13	7	36	7	**213**	19	**239**	558
Total Volume	148	91	32	271	24	766	95	885	67	71	34	172	25	763	73	861	2189
% App. Total	54.6	33.6	11.8		2.7	86.6	10.7		39	41.3	19.8		2.9	88.6	8.5		
PHF	.881	.843	.889	.880	.857	.948	.848	.938	.882	.772	.708	.860	.781	.896	.629	.901	.972

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: BALSA AVENUE/HANFORD AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVBA29PM
Site Code : 307032
Start Date : 4/27/2005
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.	35	**26**	**9**	70	6	**200**	27	**233**	17	13	6	36	3	171	12	186
+15 mins.	37	19	8	64	6	193	17	216	**19**	22	9	**50**	**8**	177	13	198
+30 mins.	**42**	24	7	**73**	4	169	**28**	201	15	**23**	**12**	50	7	196	**28**	231
+45 mins.	34	19	6	59	**7**	196	21	224	15	13	7	35	7	**210**	18	**235**
Total Volume	148	88	30	266	23	758	93	874	66	71	34	171	25	754	71	850
% App. Total	55.6	33.1	11.3		2.6	86.7	10.6		38.6	41.5	19.9		2.9	88.7	8.4	
PHF	.881	.846	.833	.911	.821	.948	.830	.938	.868	.772	.708	.855	.781	.898	.634	.904

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: BALSA AVENUE/HANFORD AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVBA29PM
Site Code : 307032
Start Date : 4/27/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES

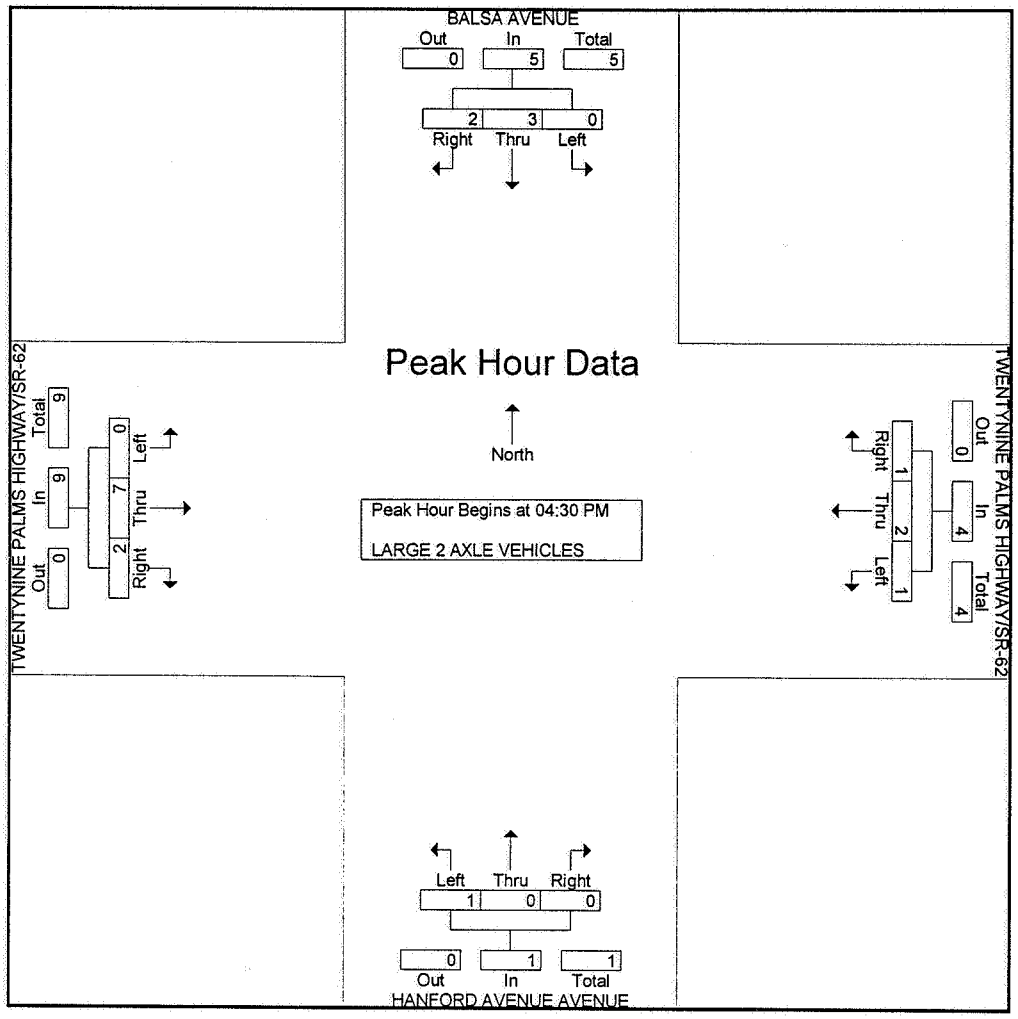
	BALSA AVENUE Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				HANFORD AVENUE AVENUE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	40	19	5	64	6	173	18	197	15	18	6	39	4	192	23	219	519
04:15 PM	46	27	4	77	11	204	15	230	20	13	17	50	6	144	14	164	521
04:30 PM	35	26	9	70	6	200	27	233	17	13	6	36	3	171	12	186	525
04:45 PM	37	19	8	64	6	193	17	216	19	22	9	50	8	177	13	198	528
Total	158	91	26	275	29	770	77	876	71	66	38	175	21	684	62	767	2093
05:00 PM	42	24	7	73	4	169	28	201	15	23	12	50	7	196	28	231	555
05:15 PM	34	19	6	59	7	196	21	224	15	13	7	35	7	210	18	235	553
05:30 PM	47	25	9	81	8	162	13	183	17	14	2	33	5	196	24	225	522
05:45 PM	37	20	8	65	9	154	14	177	18	13	12	43	4	166	8	178	463
Total	160	88	30	278	28	681	76	785	65	63	33	161	23	768	78	869	2093
Grand Total	318	179	56	553	57	1451	153	1661	136	129	71	336	44	1452	140	1636	4186
Apprch %	57.5	32.4	10.1		3.4	87.4	9.2		40.5	38.4	21.1		2.7	88.8	8.6		
Total %	7.6	4.3	1.3	13.2	1.4	34.7	3.7	39.7	3.2	3.1	1.7	8	1.1	34.7	3.3	39.1	

	BALSA AVENUE Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				HANFORD AVENUE AVENUE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	35	**26**	**9**	70	6	**200**	27	**233**	17	13	6	36	3	171	12	186	525
04:45 PM	37	19	8	64	6	193	17	216	**19**	22	9	**50**	**8**	177	13	198	528
05:00 PM	**42**	24	7	**73**	4	169	**28**	201	15	**23**	**12**	50	7	196	**28**	231	**555**
05:15 PM	34	19	6	59	**7**	196	21	224	15	13	7	35	7	**210**	18	**235**	553
Total Volume	148	88	30	266	23	758	93	874	66	71	34	171	25	754	71	850	2161
% App. Total	55.6	33.1	11.3		2.6	86.7	10.6		38.6	41.5	19.9		2.9	88.7	8.4		
PHF	.881	.846	.833	.911	.821	.948	.830	.938	.868	.772	.708	.855	.781	.898	.634	.904	.973

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: BALSA AVENUE/HANFORD AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVBA29PM
Site Code : 307032
Start Date : 4/27/2005
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	**1**	**1**	**2**	0	0	0	0	0	**2**	0	2
+15 mins.	0	0	**1**	1	0	1	0	1	0	0	0	0	0	2	0	2
+30 mins.	0	**3**	1	**4**	**1**	0	0	1	0	0	0	0	0	1	**1**	2
+45 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	2	1	**3**
Total Volume	0	3	2	5	1	2	1	4	1	0	0	1	0	7	2	9
% App. Total	0	60	40		25	50	25		100	0	0		0	77.8	22.2	
PHF	.000	.250	.500	.313	.250	.500	.250	.500	.250	.000	.000	.250	.000	.875	.500	.750

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: BALSA AVENUE/HANFORD AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVBA29PM
Site Code : 307032
Start Date : 4/27/2005
Page No : 1

Groups Printed- LARGE 2 AXLE VEHICLES

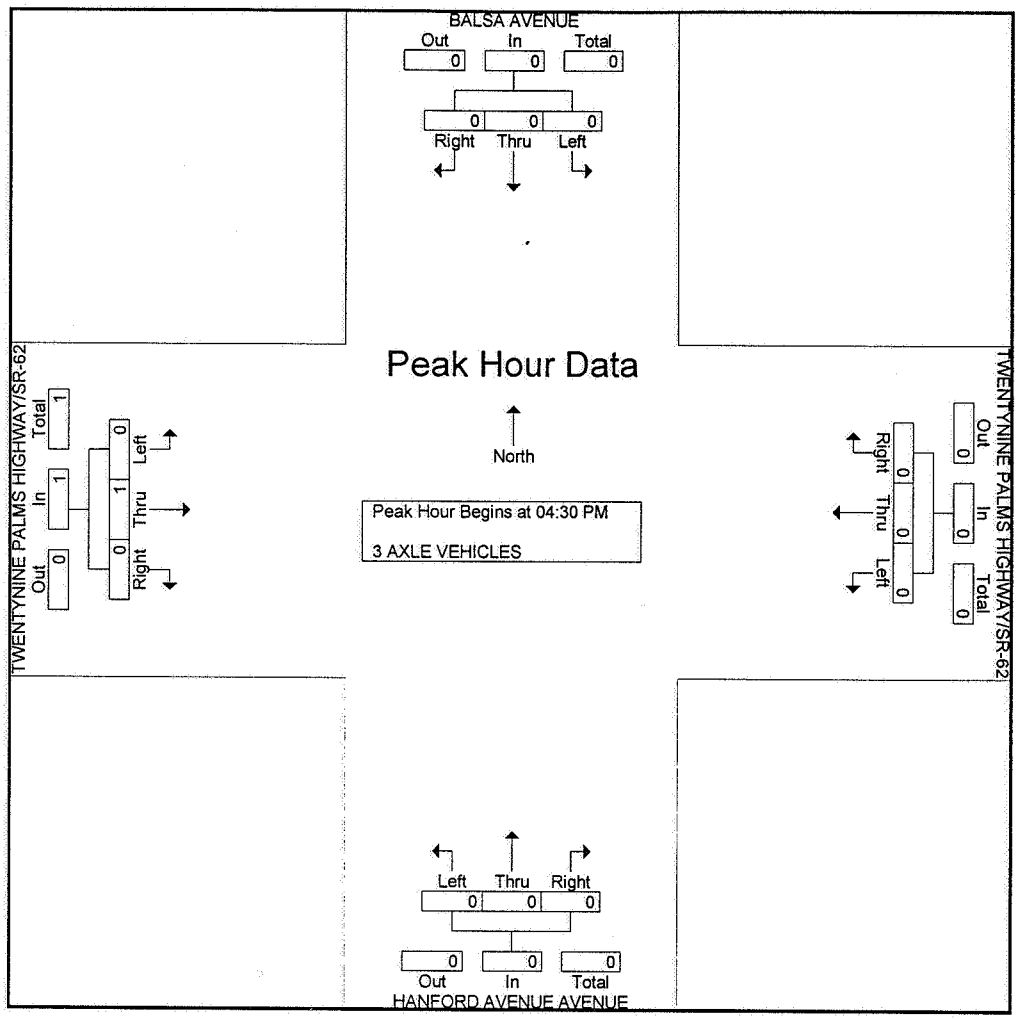
	BALSA AVENUE Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				HANFORD AVENUE AVENUE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	2	0	0	2	0	2	0	2	0	0	0	0	0	3	1	4	8
04:15 PM	0	0	1	1	0	1	1	2	0	0	0	0	0	0	2	2	5
04:30 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2	4
04:45 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	2	0	2	4
Total	2	0	2	4	0	5	2	7	0	0	0	0	0	7	3	10	21
05:00 PM	0	3	1	4	1	0	0	1	0	0	0	0	0	1	1	2	7
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	2	1	3	4
05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
05:45 PM	1	0	1	2	0	1	1	2	0	0	0	0	0	5	0	5	9
Total	1	3	2	6	1	4	1	6	1	0	0	1	0	9	2	11	24
Grand Total	3	3	4	10	1	9	3	13	1	0	0	1	0	16	5	21	45
Apprch %	30	30	40		7.7	69.2	23.1		100	0	0		0	76.2	23.8		
Total %	6.7	6.7	8.9	22.2	2.2	20	6.7	28.9	2.2	0	0	2.2	0	35.6	11.1	46.7	

	BALSA AVENUE Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				HANFORD AVENUE AVENUE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	0	**2**	0	2	4
04:45 PM	0	0	**1**	1	0	1	0	1	0	0	0	0	0	2	0	2	4
05:00 PM	0	**3**	1	**4**	**1**	0	0	1	0	0	0	0	0	1	**1**	2	**7**
05:15 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	2	1	**3**	4
Total Volume	0	3	2	5	1	2	1	4	1	0	0	1	0	7	2	9	19
% App. Total	0	60	40		25	50	25		100	0	0		0	77.8	22.2		
PHF	.000	.250	.500	.313	.250	.500	.250	.500	.250	.000	.000	.250	.000	.875	.500	.750	.679

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: BALSA AVENUE/HANFORD AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVBA29PM
Site Code : 307032
Start Date : 4/27/2005
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	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: BALSA AVENUE/HANFORD AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVBA29PM
Site Code : 307032
Start Date : 4/27/2005
Page No : 1

Groups Printed- 3 AXLE VEHICLES

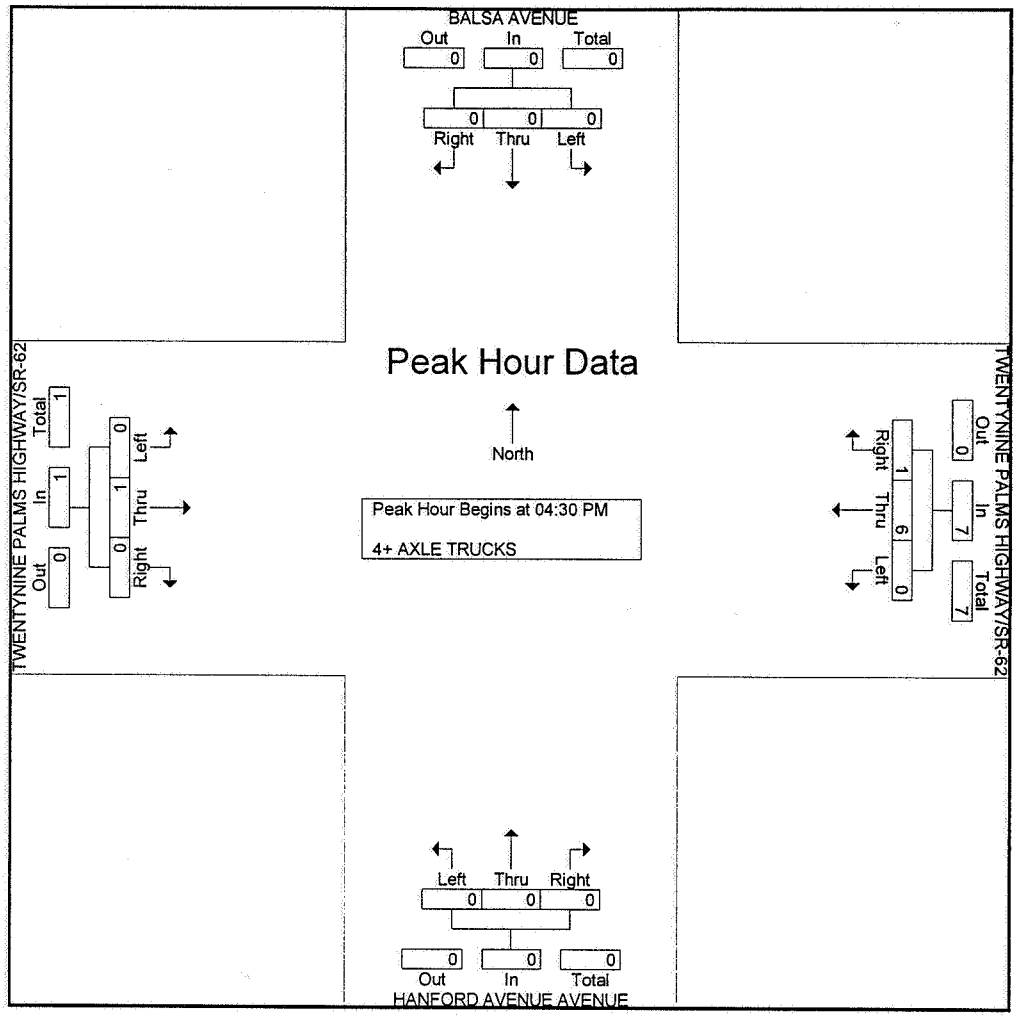
	BALSA AVENUE Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				HANFORD AVENUE AVENUE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
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	3	0	3	0	0	0	0	0	0	0	0	3
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	1	0	1	1
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	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	0	0	0	0	2	0	2	0	0	0	0	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	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	5	0	5	0	0	0	0	0	1	0	1	6
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	83.3	0	83.3	0	0	0	0	0	16.7	0	16.7	

	BALSA AVENUE Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				HANFORD AVENUE AVENUE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	1	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: BALSA AVENUE/HANFORD AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVBA29PM
Site Code : 307032
Start Date : 4/27/2005
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	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	**4**	**1**	**5**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
Total Volume	0	0	0	0	0	6	1	7	0	0	0	0	0	1	0	1
% App. Total	0	0	0		0	85.7	14.3		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.375	.250	.350	.000	.000	.000	.000	.000	.250	.000	.250

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: BALSA AVENUE/HANFORD AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVBA29PM
Site Code : 307032
Start Date : 4/27/2005
Page No : 1

Groups Printed- 4+ AXLE TRUCKS

	BALSA AVENUE Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				HANFORD AVENUE AVENUE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
04:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	4	1	5	0	0	0	0	0	0	0	0	5
Total	0	0	0	0	0	10	1	11	0	0	0	0	0	1	0	1	12
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
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	3	0	3	0	0	0	0	0	1	0	1	4
Total	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
Grand Total	0	0	0	0	0	15	1	16	0	0	0	0	0	3	0	3	19
Apprch %	0	0	0		0	93.8	6.2		0	0	0		0	100	0		
Total %	0	0	0	0	0	78.9	5.3	84.2	0	0	0	0	0	15.8	0	15.8	

	BALSA AVENUE Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				HANFORD AVENUE AVENUE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	**4**	**1**	**5**	0	0	0	0	0	0	0	0	**5**
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
Total Volume	0	0	0	0	0	6	1	7	0	0	0	0	0	1	0	1	8
% App. Total	0	0	0		0	85.7	14.3		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.375	.250	.350	.000	.000	.000	.000	.000	.250	.000	.250	.400

Counts Unlimited, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557

T 909 247 6716
F 909 924 8604
C 909 721 5067

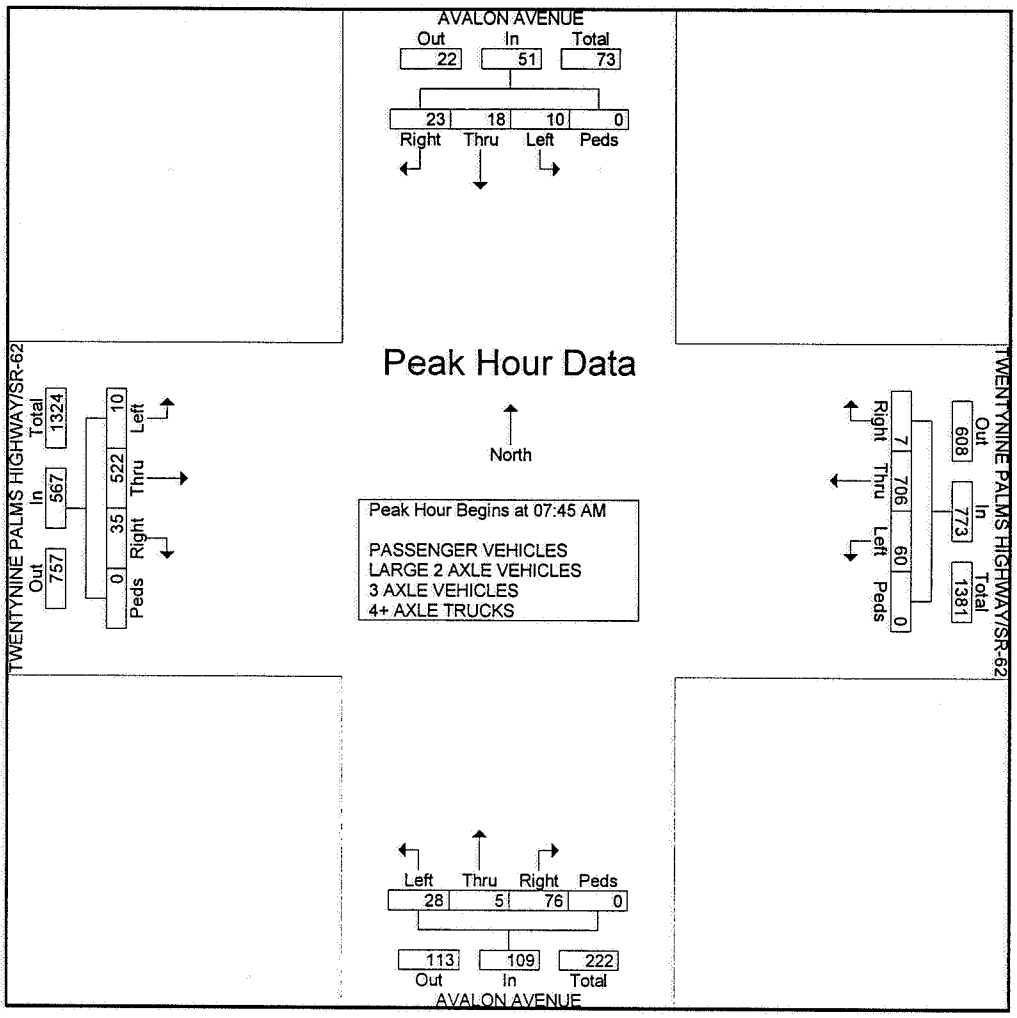
TOWN OF YUCCA VALLEY
AVALON AVENUE
TWENTYNINE PALMS HIGHWAY/SR-62

Turning Movement Counts
April 2005

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: AVALON AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVAV29AM
Site Code : 307016
Start Date : 4/27/2005
Page No : 2



Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM					07:45 AM					07:45 AM					07:45 AM				
+0 mins.	1	**8**	5	0	**14**	**23**	193	1	0	217	4	1	20	0	25	1	107	9	0	117
+15 mins.	**5**	1	6	0	12	8	135	**3**	0	146	4	0	14	0	18	2	131	9	0	142
+30 mins.	2	3	**7**	0	12	14	171	2	0	187	8	1	**21**	0	30	3	124	**10**	0	137
+45 mins.	2	6	5	0	13	15	**207**	1	0	**223**	**12**	**3**	21	0	**36**	**4**	**160**	7	0	**171**
Total Volume	10	18	23	0	51	60	706	7	0	773	28	5	76	0	109	10	522	35	0	567
% App. Total	19.6	35.3	45.1	0		7.8	91.3	0.9	0		25.7	4.6	69.7	0		1.8	92.1	6.2	0	
PHF	.500	.563	.821	.000	.911	.652	.853	.583	.000	.867	.583	.417	.905	.000	.757	.625	.816	.875	.000	.829

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: AVALON AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVAV29AM
Site Code : 307016
Start Date : 4/27/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES - LARGE 2 AXLE VEHICLES - 3 AXLE VEHICLES - 4+ AXLE TRUCKS

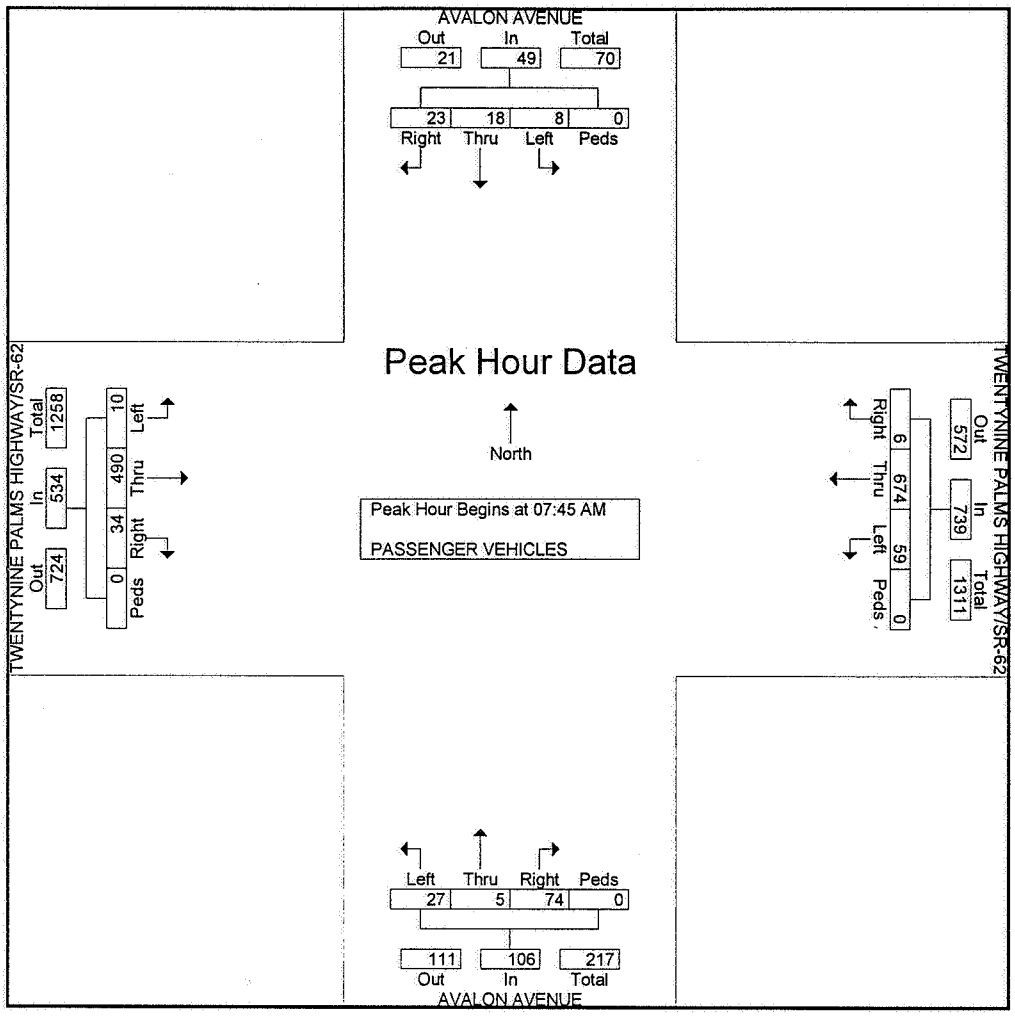
	AVALON AVENUE Southbound					TWENTYNINE PALMS HIGHWAY/SR-62 Westbound					AVALON AVENUE Northbound					TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:45 AM	5	1	4	0	10	9	163	3	0	175	5	0	29	0	34	1	158	5	0	164	383
Total	5	1	4	0	10	9	163	3	0	175	5	0	29	0	34	1	158	5	0	164	383
07:00 AM	6	5	1	0	12	5	169	2	0	176	7	1	27	0	35	3	144	2	0	149	372
07:15 AM	4	3	8	0	15	10	160	0	0	170	5	3	15	0	23	8	95	4	0	107	315
07:30 AM	1	4	4	0	9	9	166	1	0	176	3	0	12	0	15	1	132	5	0	138	338
07:45 AM	1	8	5	0	14	23	193	1	0	217	4	1	20	0	25	1	107	9	0	117	373
Total	12	20	18	0	50	47	688	4	0	739	19	5	74	0	98	13	478	20	0	511	1398
08:00 AM	5	1	6	0	12	8	135	3	0	146	4	0	14	0	18	2	131	9	0	142	318
08:15 AM	2	3	7	0	12	14	171	2	0	187	8	1	21	0	30	3	124	10	0	137	366
08:30 AM	2	6	5	0	13	15	207	1	0	223	12	3	21	0	36	4	160	7	0	171	443
Grand Total	26	31	40	0	97	93	1364	13	0	1470	48	9	159	0	216	23	1051	51	0	1125	2908
Apprch %	26.8	32	41.2	0		6.3	92.8	0.9	0		22.2	4.2	73.6	0		2	93.4	4.5	0		
Total %	0.9	1.1	1.4	0	3.3	3.2	46.9	0.4	0	50.6	1.7	0.3	5.5	0	7.4	0.8	36.1	1.8	0	38.7	
PASSENGER VEHICLES	23	31	40	0	94	90	1314	12	0	1416	44	9	156	0	209	23	980	49	0	1052	2771
% PASSENGER VEHICLES	88.5	100	100	0	96.9	96.8	96.3	92.3	0	96.3	91.7	100	98.1	0	96.8	100	93.2	96.1	0	93.5	47.6
LARGE 2 AXLE VEHICLES	3	0	0	0	3	1	33	1	0	35	2	0	3	0	5	0	47	2	0	49	92
% LARGE 2 AXLE VEHICLES	11.5	0	0	0	3.1	1.1	2.4	7.7	0	2.4	4.2	0	1.9	0	2.3	0	4.5	3.9	0	4.4	1.6
3 AXLE VEHICLES	0	0	0	0	0	2	8	0	0	10	1	0	0	0	1	0	7	0	0	7	18
% 3 AXLE VEHICLES	0	0	0	0	0	2.2	0.6	0	0	0.7	2.1	0	0	0	0.5	0	0.7	0	0	0.6	0.3
4+ AXLE TRUCKS	0	0	0	0	0	0	9	0	0	9	1	0	0	0	1	0	17	0	0	17	27
% 4+ AXLE TRUCKS	0	0	0	0	0	0	0.7	0	0	0.6	2.1	0	0	0	0.5	0	1.6	0	0	1.5	0.5

	AVALON AVENUE Southbound					TWENTYNINE PALMS HIGHWAY/SR-62 Westbound					AVALON AVENUE Northbound					TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	1	**8**	5	0	**14**	**23**	193	1	0	217	4	1	20	0	25	1	107	9	0	117	373
08:00 AM	**5**	1	6	0	12	8	135	**3**	0	146	4	0	14	0	18	2	131	9	0	142	318
08:15 AM	2	3	**7**	0	12	14	171	2	0	187	8	1	**21**	0	30	3	124	**10**	0	137	366
08:30 AM	2	6	5	0	13	15	**207**	1	0	**223**	**12**	**3**	21	0	**36**	**4**	**160**	7	0	**171**	**443**
Total Volume	10	18	23	0	51	60	706	7	0	773	28	5	76	0	109	10	522	35	0	567	1500
% App. Total	19.6	35.3	45.1	0		7.8	91.3	0.9	0		25.7	4.6	69.7	0		1.8	92.1	6.2	0		
PHF	.500	.563	.821	.000	.911	.652	.853	.583	.000	.867	.583	.417	.905	.000	.757	.625	.816	.875	.000	.829	.847

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: AVALON AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVAV29AM
Site Code : 307016
Start Date : 4/27/2005
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM					07:45 AM					07:45 AM					07:45 AM				
+0 mins.	1	**8**	5	0	**14**	**23**	185	0	0	208	3	1	18	0	22	1	99	8	0	108
+15 mins.	**4**	1	6	0	11	8	129	**3**	0	140	4	0	14	0	18	2	123	9	0	134
+30 mins.	2	3	**7**	0	12	14	161	2	0	177	8	1	**21**	0	30	3	116	**10**	0	129
+45 mins.	1	6	5	0	12	14	**199**	1	0	**214**	**12**	**3**	21	0	**36**	**4**	**152**	7	0	**163**
Total Volume	8	18	23	0	49	59	674	6	0	739	27	5	74	0	106	10	490	34	0	534
% App. Total	16.3	36.7	46.9	0		8	91.2	0.8	0		25.5	4.7	69.8	0		1.9	91.8	6.4	0	
PHF	.500	.563	.821	.000	.875	.641	.847	.500	.000	.863	.563	.417	.881	.000	.736	.625	.806	.850	.000	.819

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: AVALON AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVAV29AM
Site Code : 307016
Start Date : 4/27/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES

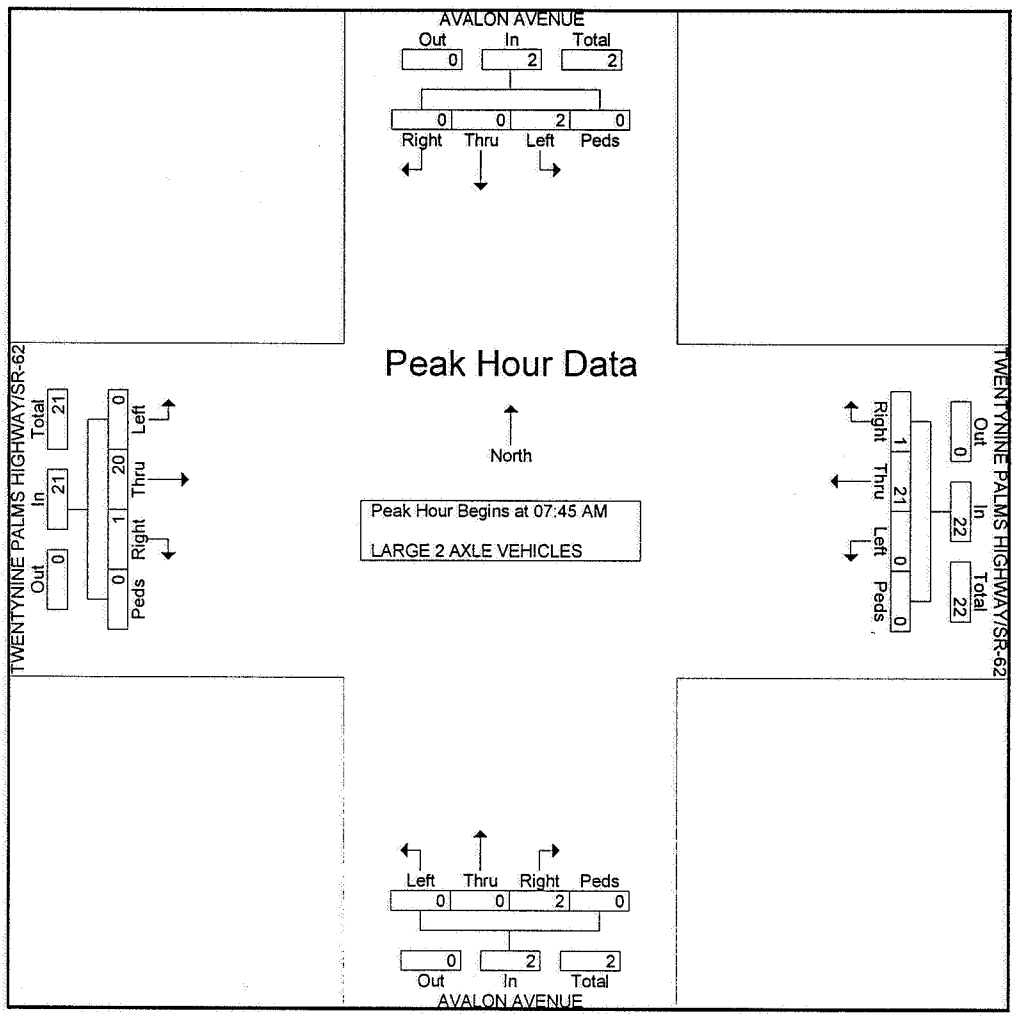
	AVALON AVENUE Southbound					TWENTYNINE PALMS HIGHWAY/SR-62 Westbound					AVALON AVENUE Northbound					TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:45 AM	4	1	4	0	9	9	158	3	0	170	4	0	28	0	32	1	148	5	0	154	365
Total	4	1	4	0	9	9	158	3	0	170	4	0	28	0	32	1	148	5	0	154	365
07:00 AM	6	5	1	0	12	4	168	2	0	174	7	1	27	0	35	3	132	2	0	137	358
07:15 AM	4	3	8	0	15	9	154	0	0	163	4	3	15	0	22	8	88	4	0	100	300
07:30 AM	1	4	4	0	9	9	160	1	0	170	2	0	12	0	14	1	122	4	0	127	320
07:45 AM	1	8	5	0	14	23	185	0	0	208	3	1	18	0	22	1	99	8	0	108	352
Total	12	20	18	0	50	45	667	3	0	715	16	5	72	0	93	13	441	18	0	472	1330
08:00 AM	4	1	6	0	11	8	129	3	0	140	4	0	14	0	18	2	123	9	0	134	303
08:15 AM	2	3	7	0	12	14	161	2	0	177	8	1	21	0	30	3	116	10	0	129	348
08:30 AM	1	6	5	0	12	14	199	1	0	214	12	3	21	0	36	4	152	7	0	163	425
Grand Total	23	31	40	0	94	90	1314	12	0	1416	44	9	156	0	209	23	980	49	0	1052	2771
Apprch %	24.5	33	42.6	0		6.4	92.8	0.8	0		21.1	4.3	74.6	0		2.2	93.2	4.7	0		
Total %	0.8	1.1	1.4	0	3.4	3.2	47.4	0.4	0	51.1	1.6	0.3	5.6	0	7.5	0.8	35.4	1.8	0	38	

	AVALON AVENUE Southbound					TWENTYNINE PALMS HIGHWAY/SR-62 Westbound					AVALON AVENUE Northbound					TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	1	**8**	5	0	**14**	**23**	185	0	0	208	3	1	18	0	22	1	99	8	0	108	352
08:00 AM	**4**	1	6	0	11	8	129	**3**	0	140	4	0	14	0	18	2	123	9	0	134	303
08:15 AM	2	3	**7**	0	12	14	161	2	0	177	8	1	**21**	0	30	3	116	**10**	0	129	348
08:30 AM	1	6	5	0	12	14	**199**	1	0	**214**	**12**	**3**	21	0	**36**	**4**	**152**	7	0	**163**	**425**
Total Volume	8	18	23	0	49	59	674	6	0	739	27	5	74	0	106	10	490	34	0	534	1428
% App. Total	16.3	36.7	46.9	0		8	91.2	0.8	0		25.5	4.7	69.8	0		1.9	91.8	6.4	0		
PHF	.500	.563	.821	.000	.875	.641	.847	.500	.000	.863	.563	.417	.881	.000	.736	.625	.806	.850	.000	.819	.840

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: AVALON AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVAV29AM
Site Code : 307016
Start Date : 4/27/2005
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM					07:45 AM					07:45 AM					07:45 AM				
+0 mins.	0	0	0	0	0	0	6	1	0	7	0	0	2	0	2	0	5	1	0	6
+15 mins.	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4
+30 mins.	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4
+45 mins.	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7
Total Volume	2	0	0	0	2	0	21	1	0	22	0	0	2	0	2	0	20	1	0	21
% App. Total	100	0	0	0		0	95.5	4.5	0		0	0	100	0		0	95.2	4.8	0	
PHF	.50	.00	.00	.00	.500	.00	.75	.25	.00	.786	.00	.00	.25	.00	.250	.00	.71	.25	.00	.750
	0	0	0	0		0	0	0	0		0	0	0	0		0	4	0	0	

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: AVALON AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVAV29AM
Site Code : 307016
Start Date : 4/27/2005
Page No : 1

Groups Printed- LARGE 2 AXLE VEHICLES

	AVALON AVENUE Southbound					TWENTYNINE PALMS HIGHWAY/SR-62 Westbound					AVALON AVENUE Northbound					TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:45 AM	1	0	0	0	1	0	3	0	0	3	1	0	1	0	2	0	8	0	0	8	14
Total	1	0	0	0	1	0	3	0	0	3	1	0	1	0	2	0	8	0	0	8	14
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	8	0	0	8	9
07:15 AM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	5	0	0	5	11
07:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	1	0	7	11
07:45 AM	0	0	0	0	0	0	6	1	0	7	0	0	2	0	2	0	5	1	0	6	15
Total	0	0	0	0	0	1	15	1	0	17	1	0	2	0	3	0	24	2	0	26	46
08:00 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	8
08:15 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	11
08:30 AM	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	13
Grand Total	3	0	0	0	3	1	33	1	0	35	2	0	3	0	5	0	47	2	0	49	92
Apprch %	100	0	0	0		2.9	94.3	2.9	0		40	0	60	0		0	95.9	4.1	0		
Total %	3.3	0	0	0	3.3	1.1	35.9	1.1	0	38	2.2	0	3.3	0	5.4	0	51.1	2.2	0	53.3	

	AVALON AVENUE Southbound					TWENTYNINE PALMS HIGHWAY/SR-62 Westbound					AVALON AVENUE Northbound					TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	0	6	**1**	0	**7**	0	0	**2**	0	**2**	0	5	**1**	0	6	**15**
08:00 AM	**1**	0	0	0	**1**	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	8
08:15 AM	0	0	0	0	0	0	**7**	0	0	7	0	0	0	0	0	0	4	0	0	4	11
08:30 AM	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	**7**	0	0	**7**	13
Total Volume	2	0	0	0	2	0	21	1	0	22	0	0	2	0	2	0	20	1	0	21	47
% App. Total	100	0	0	0		0	95.5	4.5	0		0	0	100	0		0	95.2	4.8	0		
PHF	.500	.000	.000	.000	.500	.000	.750	.250	.000	.786	.000	.000	.250	.000	.250	.000	.714	.250	.000	.750	.783

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: AVALON AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVAV29AM
Site Code : 307016
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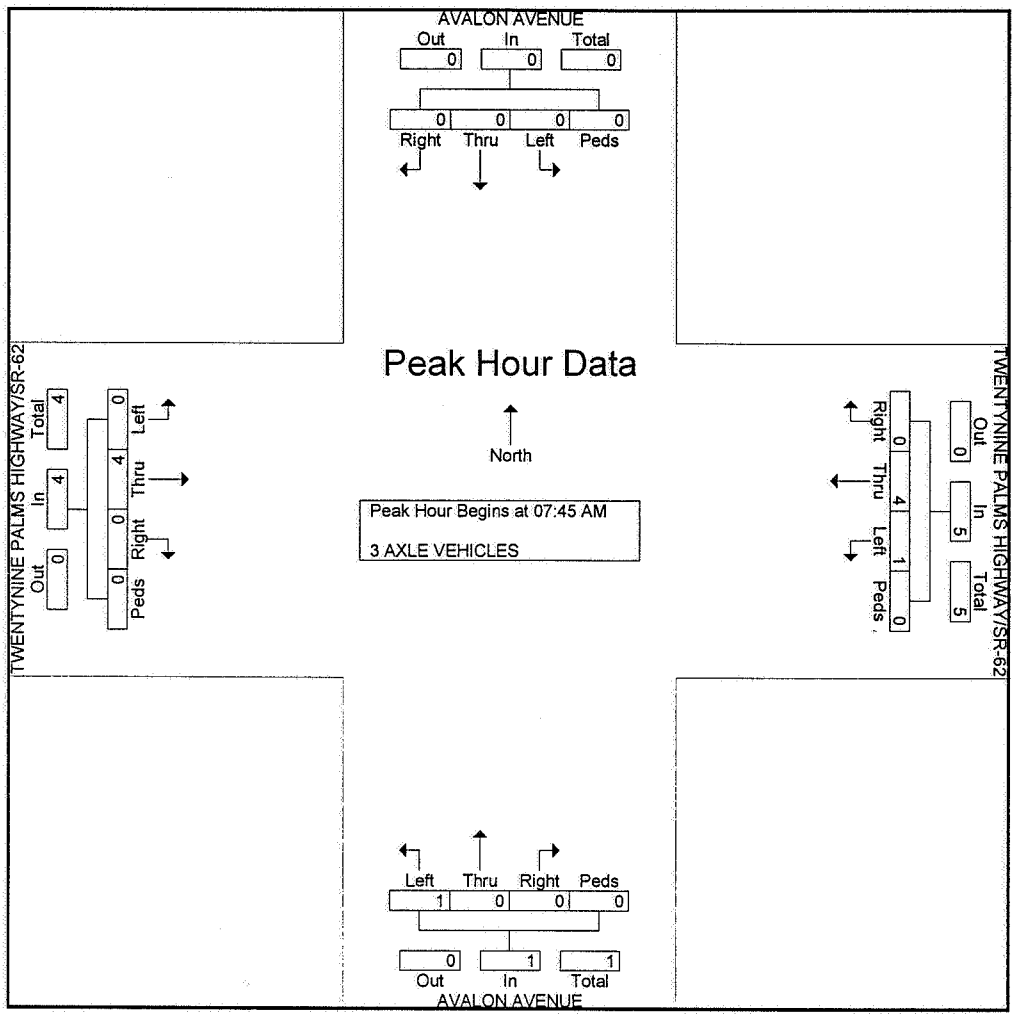

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM					07:45 AM					07:45 AM					07:45 AM				
+0 mins.	0	0	0	0	0	0	**1**	0	0	1	**1**	0	0	0	**1**	0	1	0	0	1
+15 mins.	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	**2**	0	0	**2**
+45 mins.	0	0	0	0	0	**1**	1	0	0	**2**	0	0	0	0	0	0	1	0	0	1
Total Volume	0	0	0	0	0	1	4	0	0	5	1	0	0	0	1	0	4	0	0	4
% App. Total	0	0	0	0		20	80	0	0		100	0	0	0		0	100	0	0	
PHF	.00	.00	.00	.00	.000	.25	1.0	.00	.00	.625	.25	.00	.00	.00	.250	.00	.50	.00	.00	.500
	0	0	0	0		0	00	0	0		0	0	0	0		0	0	0	0	

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: AVALON AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVAV29AM
Site Code : 307016
Start Date : 4/27/2005
Page No : 1

Groups Printed- 3 AXLE VEHICLES

	AVALON AVENUE Southbound					TWENTYNINE PALMS HIGHWAY/SR-62 Westbound					AVALON AVENUE Northbound					TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:15 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3
Total	0	0	0	0	0	1	4	0	0	5	1	0	0	0	1	0	3	0	0	3	9
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
08:30 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Grand Total	0	0	0	0	0	2	8	0	0	10	1	0	0	0	1	0	7	0	0	7	18
Apprch %	0	0	0	0		20	80	0	0		100	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	11.1	44.4	0	0	55.6	5.6	0	0	0	5.6	0	38.9	0	0	38.9	

	AVALON AVENUE Southbound					TWENTYNINE PALMS HIGHWAY/SR-62 Westbound					AVALON AVENUE Northbound					TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	0	**1**	0	0	1	**1**	0	0	0	**1**	0	1	0	0	1	**3**
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	**2**	0	0	**2**	3
08:30 AM	0	0	0	0	0	**1**	1	0	0	**2**	0	0	0	0	0	0	1	0	0	1	3
Total Volume	0	0	0	0	0	1	4	0	0	5	1	0	0	0	1	0	4	0	0	4	10
% App. Total	0	0	0	0		20	80	0	0		100	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.250	1.000	.000	.000	.625	.250	.000	.000	.000	.250	.000	.500	.000	.000	.500	.833

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: AVALON AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVAV29AM
Site Code : 307016
Start Date : 4/27/2005
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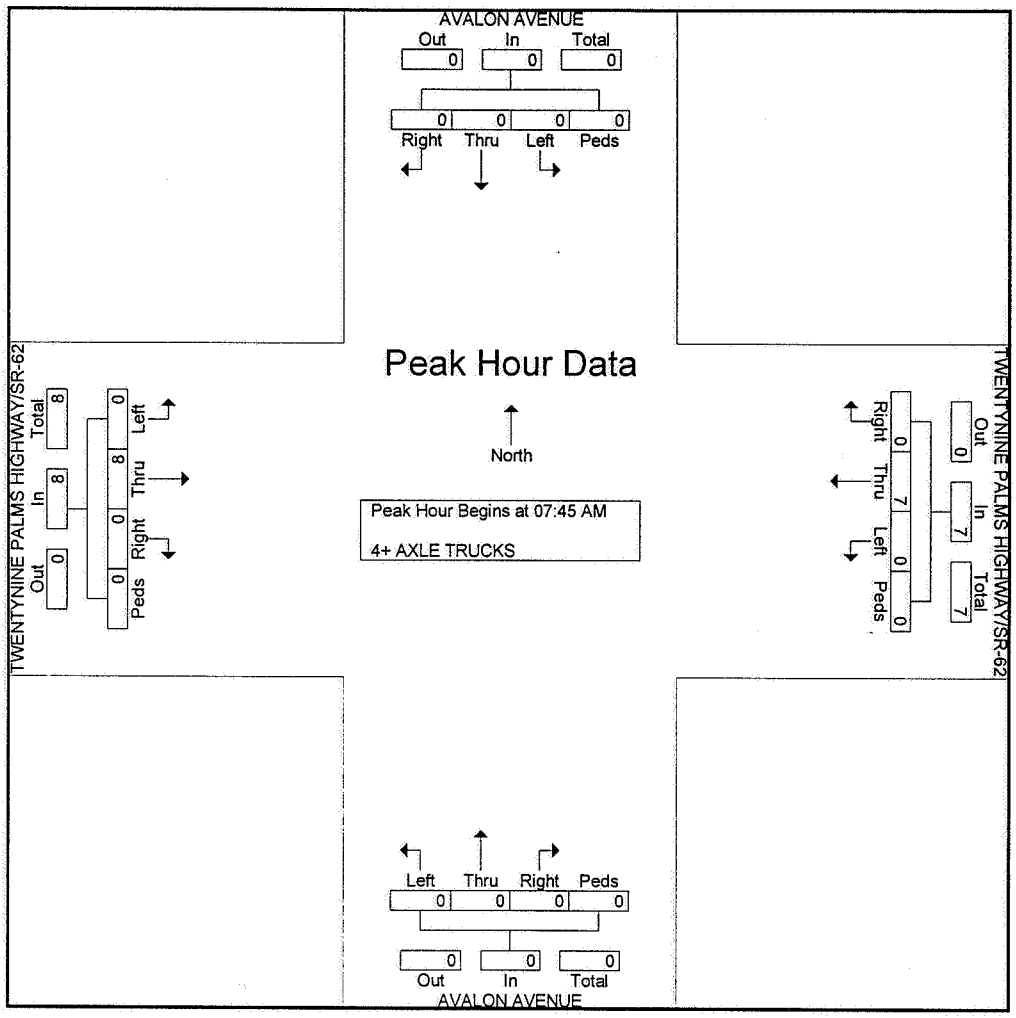


Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM					07:45 AM					07:45 AM					07:45 AM				
+0 mins.	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2
+15 mins.	0	0	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	0	**4**	0	0	**4**
+30 mins.	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2
+45 mins.	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	8	0	0	8
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0	
PHF	.00	.00	.00	.00	.000	.00	.87	.00	.00	.875	.00	.00	.00	.00	.000	.00	.50	.00	.00	.500
	0	0	0	0		0	5	0	0		0	0	0	0		0	0	0	0	

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: AVALON AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : YVAV29AM
Site Code : 307016
Start Date : 4/27/2005
Page No : 1

Groups Printed- 4+ AXLE TRUCKS

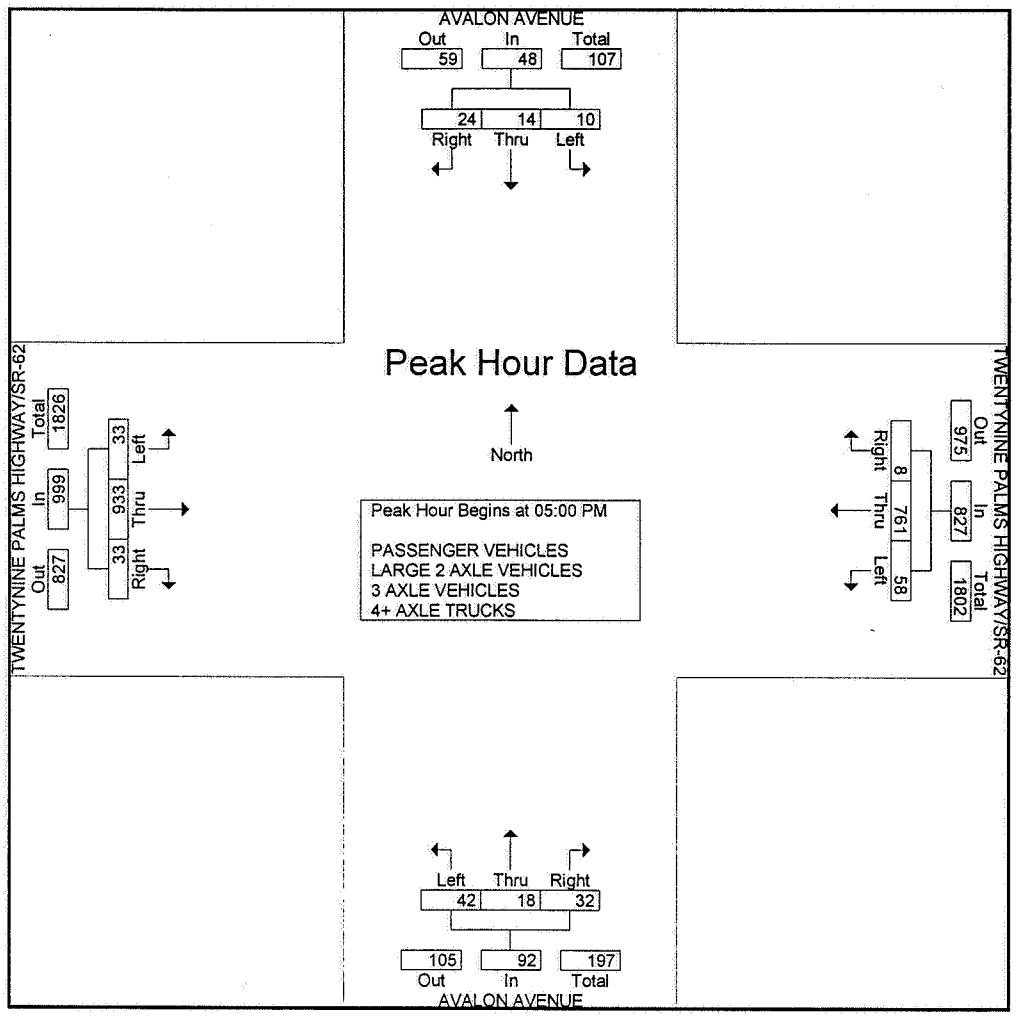
	AVALON AVENUE Southbound					TWENTYNINE PALMS HIGHWAY/SR-62 Westbound					AVALON AVENUE Northbound					TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	5
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Total	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	10	0	0	10	13
08:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
08:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
08:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	9	0	0	9	1	0	0	0	1	0	17	0	0	17	27
Apprch %	0	0	0	0		0	100	0	0		100	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	33.3	0	0	33.3	3.7	0	0	0	3.7	0	63	0	0	63	

	AVALON AVENUE Southbound					TWENTYNINE PALMS HIGHWAY/SR-62 Westbound					AVALON AVENUE Northbound					TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
08:00 AM	0	0	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	0	**4**	0	0	**4**	**6**
08:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
08:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	8	0	0	8	15
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.875	.000	.000	.875	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.625

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: AVALON AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : yvav29pm
Site Code : 307016
Start Date : 4/27/2005
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	3	4	7	14	**21**	**205**	**5**	**231**	**15**	4	**11**	**30**	5	**256**	**11**	**272**
+15 mins.	2	4	3	9	13	194	0	207	11	**6**	9	26	**12**	234	10	256
+30 mins.	**4**	**5**	6	**15**	11	192	2	205	9	4	9	22	10	221	7	238
+45 mins.	1	1	**8**	10	13	170	1	184	7	4	3	14	6	222	5	233
Total Volume	10	14	24	48	58	761	8	827	42	18	32	92	33	933	33	999
% App. Total	20.8	29.2	50		7	92	1		45.7	19.6	34.8		3.3	93.4	3.3	
PHF	.625	.700	.750	.800	.690	.928	.400	.895	.700	.750	.727	.767	.688	.911	.750	.918

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: AVALON AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : yvav29pm
Site Code : 307016
Start Date : 4/27/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES - LARGE 2 AXLE VEHICLES - 3 AXLE VEHICLES - 4+ AXLE TRUCKS

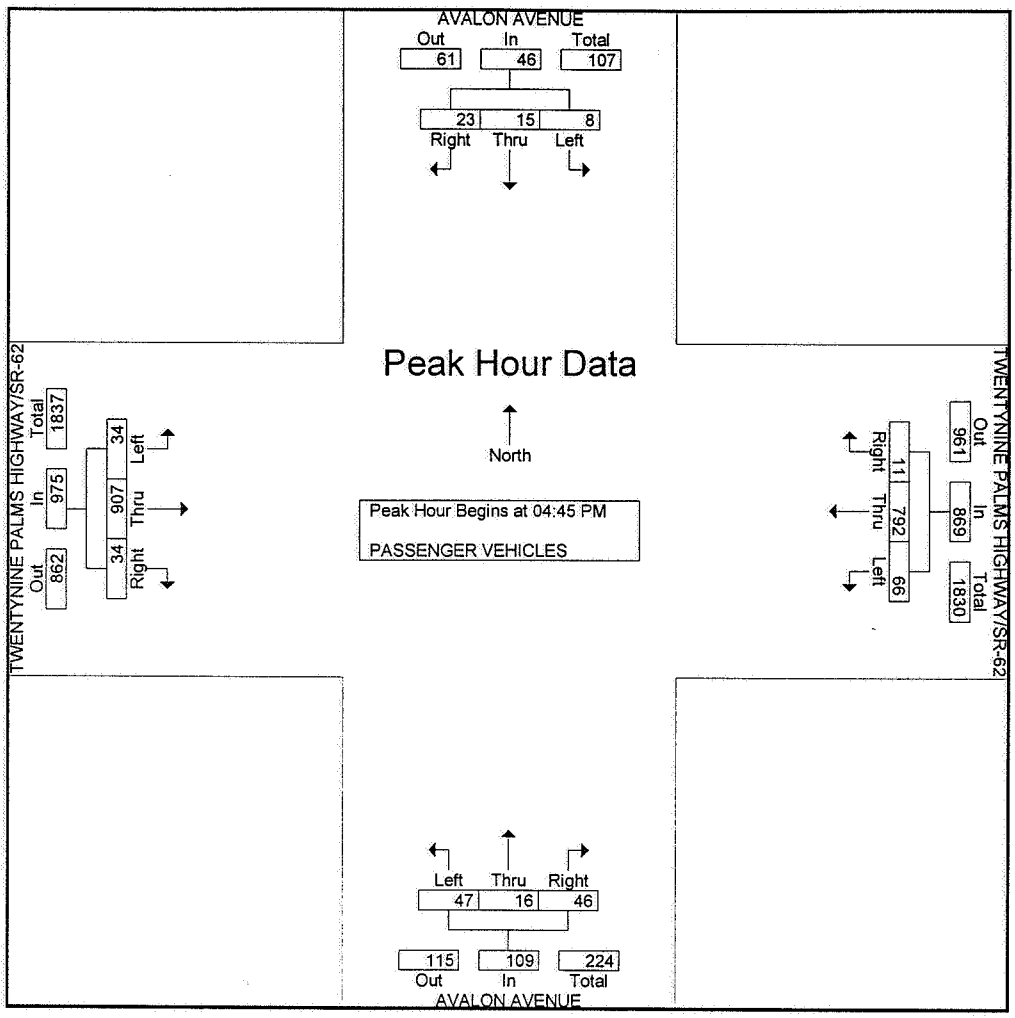
	AVALON AVENUE Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				AVALON AVENUE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	5	3	8	20	196	3	219	7	8	8	23	5	209	6	220	470
04:15 PM	1	4	8	13	12	231	4	247	13	2	8	23	4	206	9	219	502
04:30 PM	2	4	3	9	16	195	7	218	10	7	8	25	5	216	2	223	475
04:45 PM	1	3	7	11	22	217	4	243	12	2	17	31	7	208	7	222	507
Total	4	16	21	41	70	839	18	927	42	19	41	102	21	839	24	884	1954
05:00 PM	3	4	7	14	21	205	5	231	15	4	11	30	5	256	11	272	547
05:15 PM	2	4	3	9	13	194	0	207	11	6	9	26	12	234	10	256	498
05:30 PM	4	5	6	15	11	192	2	205	9	4	9	22	10	221	7	238	480
05:45 PM	1	1	8	10	13	170	1	184	7	4	3	14	6	222	5	233	441
Total	10	14	24	48	58	761	8	827	42	18	32	92	33	933	33	999	1966
Grand Total	14	30	45	89	128	1600	26	1754	84	37	73	194	54	1772	57	1883	3920
Apprch %	15.7	33.7	50.6		7.3	91.2	1.5		43.3	19.1	37.6		2.9	94.1	3		
Total %	0.4	0.8	1.1	2.3	3.3	40.8	0.7	44.7	2.1	0.9	1.9	4.9	1.4	45.2	1.5	48	
PASSENGER VEHICLES	12	29	45	86	127	1557	25	1709	83	37	73	193	54	1738	54	1846	3834
% PASSENGER VEHICLES	85.7	96.7	100	96.6	99.2	97.3	96.2	97.4	98.8	100	100	99.5	100	98.1	94.7	98	48.9
LARGE 2 AXLE VEHICLES	1	1	0	2	1	25	0	26	1	0	0	1	0	24	2	26	55
% LARGE 2 AXLE VEHICLES	7.1	3.3	0	2.2	0.8	1.6	0	1.5	1.2	0	0	0.5	0	1.4	3.5	1.4	0.7
3 AXLE VEHICLES	1	0	0	1	0	4	1	5	0	0	0	0	0	3	0	3	9
% 3 AXLE VEHICLES	7.1	0	0	1.1	0	0.2	3.8	0.3	0	0	0	0	0	0.2	0	0.2	0.1
4+ AXLE TRUCKS	0	0	0	0	0	14	0	14	0	0	0	0	0	7	1	8	22
% 4+ AXLE TRUCKS	0	0	0	0	0	0.9	0	0.8	0	0	0	0	0	0.4	1.8	0.4	0.3

	AVALON AVENUE Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				AVALON AVENUE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	3	**7**	11	**22**	**217**	4	**243**	12	2	**17**	**31**	7	208	7	222	507
05:00 PM	3	4	7	14	21	205	**5**	231	**15**	4	11	30	5	**256**	**11**	**272**	**547**
05:15 PM	2	4	3	9	13	194	0	207	11	**6**	9	26	**12**	234	10	256	498
05:30 PM	**4**	**5**	6	**15**	11	192	2	205	9	4	9	22	10	221	7	238	480
Total Volume	10	16	23	49	67	808	11	886	47	16	46	109	34	919	35	988	2032
% App. Total	20.4	32.7	46.9		7.6	91.2	1.2		43.1	14.7	42.2		3.4	93	3.5		
PHF	.625	.800	.821	.817	.761	.931	.550	.912	.783	.667	.676	.879	.708	.897	.795	.908	.929

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: AVALON AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : yvav29pm
Site Code : 307016
Start Date : 4/27/2005
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	3	**7**	10	**21**	**211**	4	**236**	12	2	**17**	**31**	7	206	7	220
+15 mins.	**3**	3	7	13	21	204	**5**	230	**15**	4	11	30	5	**253**	**11**	**269**
+30 mins.	2	4	3	9	13	191	0	204	11	**6**	9	26	**12**	230	9	251
+45 mins.	3	**5**	6	**14**	11	186	2	199	9	4	9	22	10	218	7	235
Total Volume	8	15	23	46	66	792	11	869	47	16	46	109	34	907	34	975
% App. Total	17.4	32.6	50		7.6	91.1	1.3		43.1	14.7	42.2		3.5	93	3.5	
PHF	.667	.750	.821	.821	.786	.938	.550	.921	.783	.667	.676	.879	.708	.896	.773	.906

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: AVALON AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : yvav29pm
Site Code : 307016
Start Date : 4/27/2005
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Groups Printed- PASSENGER VEHICLES

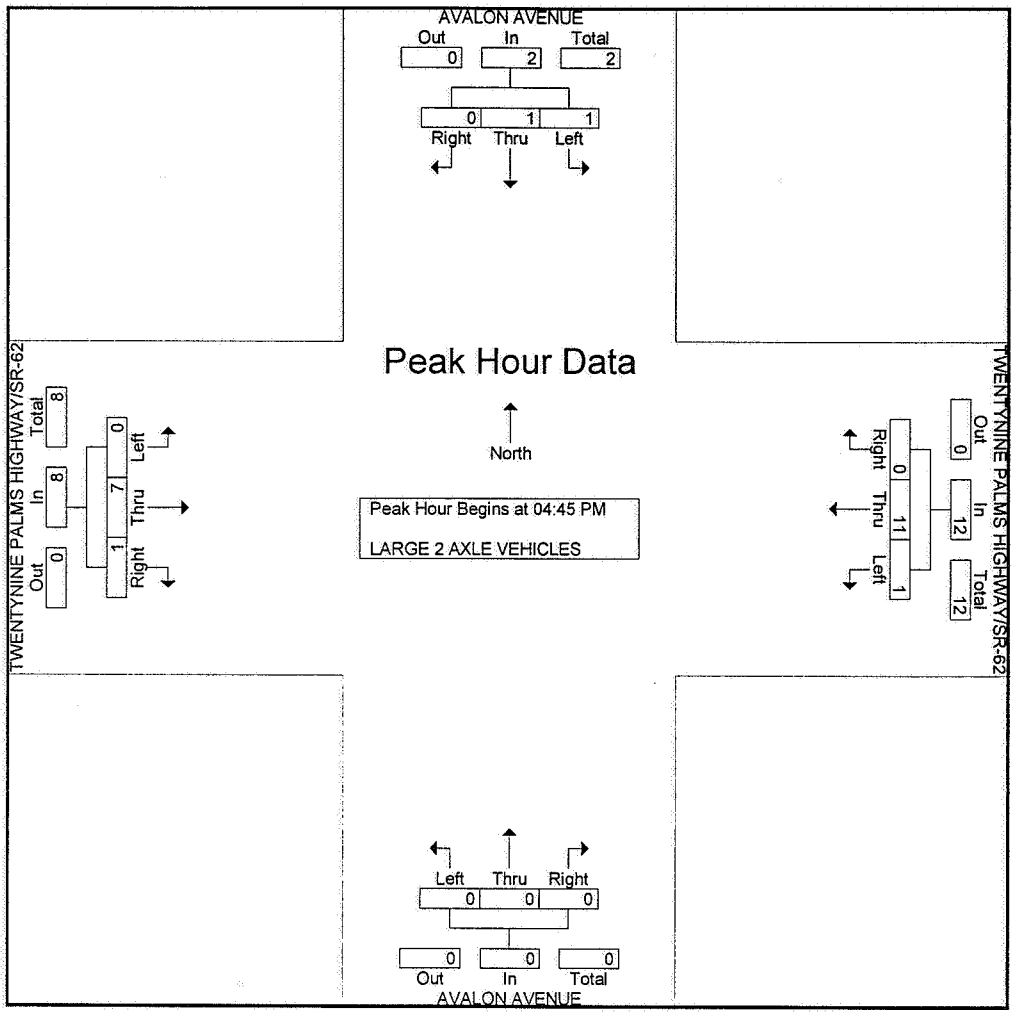
	AVALON AVENUE Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				AVALON AVENUE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	5	3	8	20	188	3	211	6	8	8	22	5	204	5	214	455
04:15 PM	1	4	8	13	12	222	3	237	13	2	8	23	4	202	8	214	487
04:30 PM	2	4	3	9	16	192	7	215	10	7	8	25	5	210	2	217	466
04:45 PM	0	3	7	10	21	211	4	236	12	2	17	31	7	206	7	220	497
Total	3	16	21	40	69	813	17	899	41	19	41	101	21	822	22	865	1905
05:00 PM	3	3	7	13	21	204	5	230	15	4	11	30	5	253	11	269	542
05:15 PM	2	4	3	9	13	191	0	204	11	6	9	26	12	230	9	251	490
05:30 PM	3	5	6	14	11	186	2	199	9	4	9	22	10	218	7	235	470
05:45 PM	1	1	8	10	13	163	1	177	7	4	3	14	6	215	5	226	427
Total	9	13	24	46	58	744	8	810	42	18	32	92	33	916	32	981	1929
Grand Total	12	29	45	86	127	1557	25	1709	83	37	73	193	54	1738	54	1846	3834
Apprch %	14	33.7	52.3		7.4	91.1	1.5		43	19.2	37.8		2.9	94.1	2.9		
Total %	0.3	0.8	1.2	2.2	3.3	40.6	0.7	44.6	2.2	1	1.9	5	1.4	45.3	1.4	48.1	

	AVALON AVENUE Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				AVALON AVENUE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	3	**7**	10	**21**	**211**	4	**236**	12	2	**17**	**31**	7	206	7	220	497
05:00 PM	**3**	3	7	13	21	204	**5**	230	**15**	4	11	30	5	**253**	**11**	**269**	**542**
05:15 PM	2	4	3	9	13	191	0	204	11	**6**	9	26	**12**	230	9	251	490
05:30 PM	3	**5**	6	**14**	11	186	2	199	9	4	9	22	10	218	7	235	470
Total Volume	8	15	23	46	66	792	11	869	47	16	46	109	34	907	34	975	1999
% App. Total	17.4	32.6	50		7.6	91.1	1.3		43.1	14.7	42.2		3.5	93	3.5		
PHF	.667	.750	.821	.821	.786	.938	.550	.921	.783	.667	.676	.879	.708	.896	.773	.906	.922

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: AVALON AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : yvav29pm
Site Code : 307016
Start Date : 4/27/2005
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	**1**	3	0	**4**	0	0	0	0	0	**2**	0	**2**
+15 mins.	0	**1**	0	1	0	1	0	1	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	1	**1**	2
+45 mins.	**1**	0	0	1	0	**4**	0	4	0	0	0	0	0	2	0	2
Total Volume	1	1	0	2	1	11	0	12	0	0	0	0	0	7	1	8
% App. Total	50	50	0		8.3	91.7	0		0	0	0		0	87.5	12.5	
PHF	.250	.250	.000	.500	.250	.688	.000	.750	.000	.000	.000	.000	.000	.875	.250	1.000

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: AVALON AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : yvav29pm
Site Code : 307016
Start Date : 4/27/2005
Page No : 1

Groups Printed- LARGE 2 AXLE VEHICLES

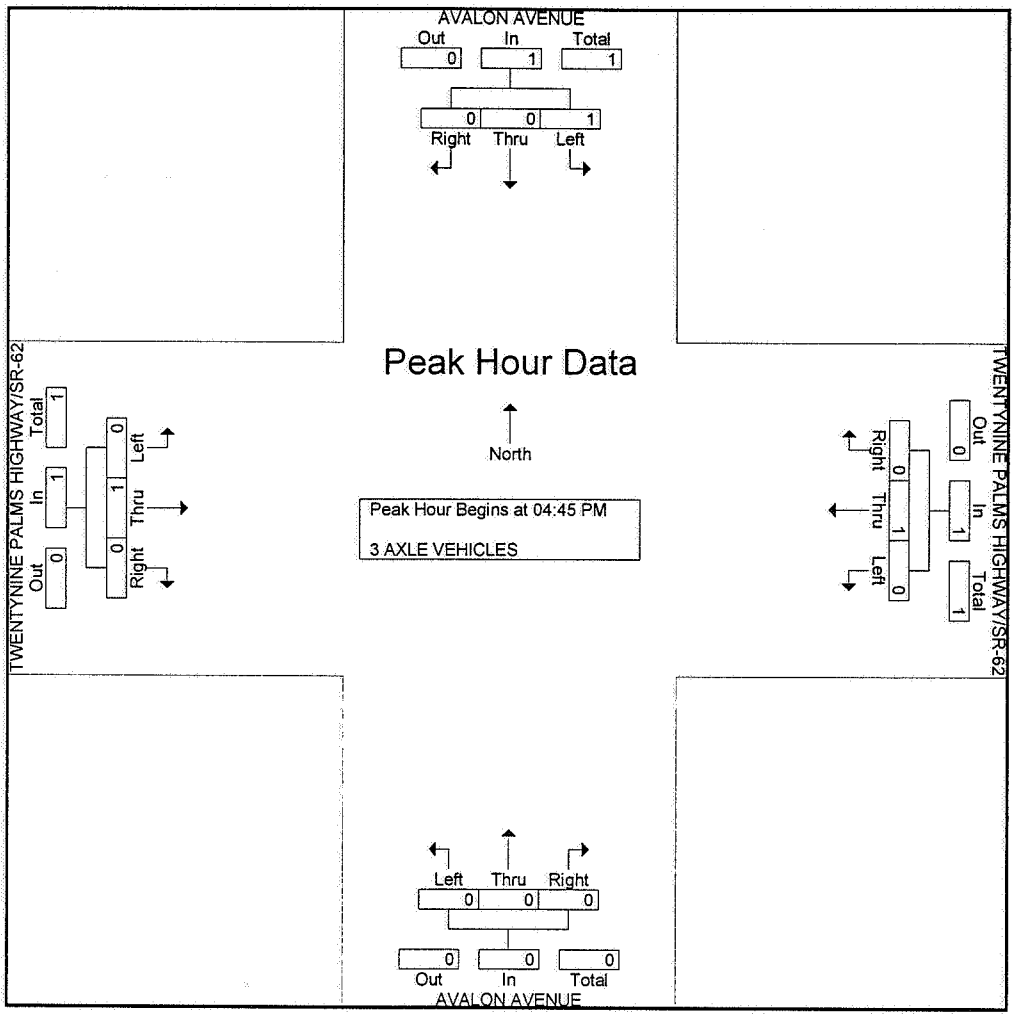
	AVALON AVENUE Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				AVALON AVENUE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	5	0	5	1	0	0	1	0	4	1	5	11
04:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
04:45 PM	0	0	0	0	1	3	0	4	0	0	0	0	0	2	0	2	6
Total	0	0	0	0	1	13	0	14	1	0	0	1	0	15	1	16	31
05:00 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	2	0	2	4
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	1	2	5
05:30 PM	1	0	0	1	0	4	0	4	0	0	0	0	0	2	0	2	7
05:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
Total	1	1	0	2	0	12	0	12	0	0	0	0	0	9	1	10	24
Grand Total	1	1	0	2	1	25	0	26	1	0	0	1	0	24	2	26	55
Apprch %	50	50	0		3.8	96.2	0		100	0	0		0	92.3	7.7		
Total %	1.8	1.8	0	3.6	1.8	45.5	0	47.3	1.8	0	0	1.8	0	43.6	3.6	47.3	

	AVALON AVENUE Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				AVALON AVENUE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	**1**	3	0	**4**	0	0	0	0	0	**2**	0	**2**	6
05:00 PM	0	**1**	0	**1**	0	1	0	1	0	0	0	0	0	2	0	2	4
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	**1**	2	5
05:30 PM	**1**	0	0	1	0	**4**	0	4	0	0	0	0	0	2	0	2	**7**
Total Volume	1	1	0	2	1	11	0	12	0	0	0	0	0	7	1	8	22
% App. Total	50	50	0		8.3	91.7	0		0	0	0		0	87.5	12.5		
PHF	.250	.250	.000	.500	.250	.688	.000	.750	.000	.000	.000	.000	.000	.875	.250	1.000	.786

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: AVALON AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : yvav29pm
Site Code : 307016
Start Date : 4/27/2005
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: AVALON AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : yvav29pm
Site Code : 307016
Start Date : 4/27/2005
Page No : 1

Groups Printed- 3 AXLE VEHICLES

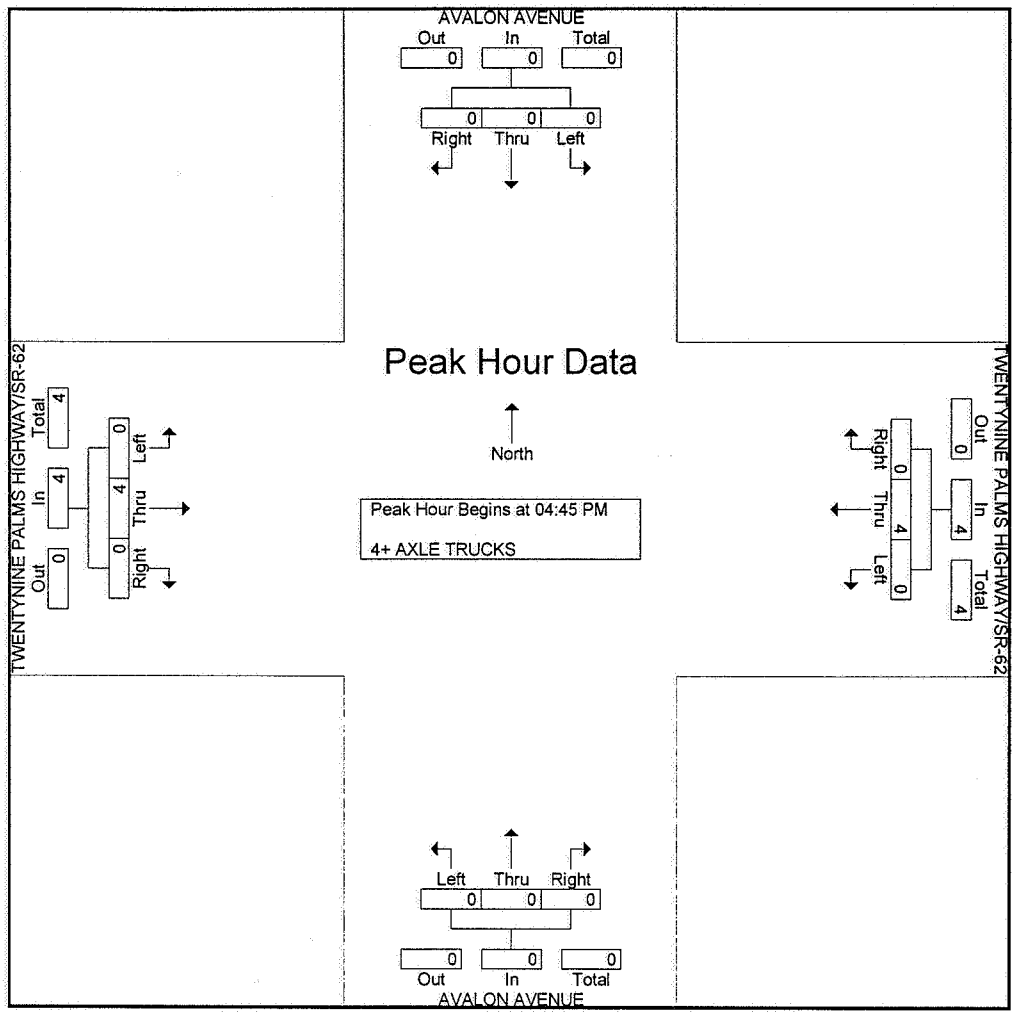
	AVALON AVENUE Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				AVALON AVENUE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	3	1	4	0	0	0	0	0	2	0	2	7
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	1	0	1	1
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	1	0	1	2
Grand Total	1	0	0	1	0	4	1	5	0	0	0	0	0	3	0	3	9
Apprch %	100	0	0		0	80	20		0	0	0		0	100	0		
Total %	11.1	0	0	11.1	0	44.4	11.1	55.6	0	0	0	0	0	33.3	0	33.3	

	AVALON AVENUE Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				AVALON AVENUE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
05:00 PM	0	0	0	0	0	0	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	**1**	0	**1**	1
05:30 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.750

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: AVALON AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : yvav29pm
Site Code : 307016
Start Date : 4/27/2005
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.333	.000	.333	.000	.000	.000	.000	.000	.500	.000	.500

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: AVALON AVENUE
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : yvav29pm
Site Code : 307016
Start Date : 4/27/2005
Page No : 1

Groups Printed- 4+ AXLE TRUCKS

	AVALON AVENUE Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				AVALON AVENUE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	1	1	5
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	10	0	10	0	0	0	0	0	0	1	1	11
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	7	0	7	11
Grand Total	0	0	0	0	0	14	0	14	0	0	0	0	0	7	1	8	22
Apprch %	0	0	0		0	100	0		0	0	0		0	87.5	12.5		
Total %	0	0	0	0	0	63.6	0	63.6	0	0	0	0	0	31.8	4.5	36.4	

	AVALON AVENUE Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				AVALON AVENUE Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0	**3**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	2
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.333	.000	.333	.000	.000	.000	.000	.000	.500	.000	.500	.667

Counts Unlimited, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557

T 909 247 6716
F 909 924 8604
C 909 721 5067

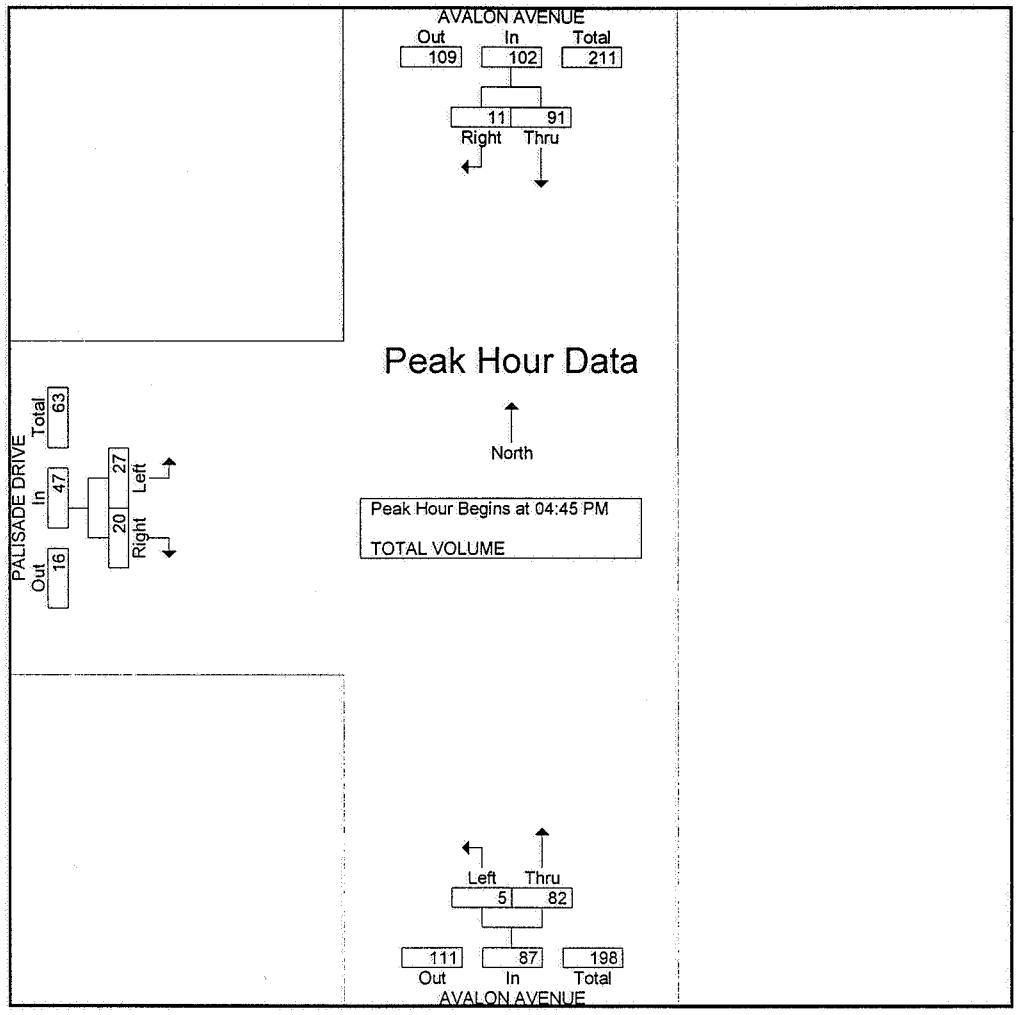
TOWN OF YUCCA VALLEY
AVALON AVENUE / PALISADE DRIVE

Turning Movement Counts
May 2005

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF YUCCA VALLEY
N/S: AVALON AVENUE
E/W: PALISADE DRIVE
WEATHER: SUNNY

File Name : YVAVPAPM
Site Code : 069343
Start Date : 5/12/2005
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:

	04:45 PM			04:45 PM			04:15 PM		
+0 mins.	22	**6**	28	0	22	22	8	2	10
+15 mins.	**28**	1	**29**	1	16	17	4	4	8
+30 mins.	21	2	23	**3**	**23**	**26**	10	5	15
+45 mins.	20	2	22	1	21	22	**13**	**6**	**19**
Total Volume	91	11	102	5	82	87	35	17	52
% App. Total	89.2	10.8		5.7	94.3		67.3	32.7	
PHF	.813	.458	.879	.417	.891	.837	.673	.708	.684

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF YUCCA VALLEY
N/S: AVALON AVENUE
E/W: PALISADE DRIVE
WEATHER: SUNNY

File Name : YVAVPAPM
Site Code : 069343
Start Date : 5/12/2005
Page No : 1

Groups Printed- TOTAL VOLUME

	AVALON AVENUE Southbound			AVALON AVENUE Northbound			PALISADE DRIVE Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:00 PM	24	6	30	1	14	15	4	1	5	50
04:15 PM	23	3	26	0	20	20	8	2	10	56
04:30 PM	12	5	17	1	19	20	4	4	8	45
04:45 PM	22	6	28	0	22	22	10	5	15	65
Total	81	20	101	2	75	77	26	12	38	216
05:00 PM	28	1	29	1	16	17	13	6	19	65
05:15 PM	21	2	23	3	23	26	3	4	7	56
05:30 PM	20	2	22	1	21	22	1	5	6	50
05:45 PM	22	1	23	1	13	14	2	0	2	39
Total	91	6	97	6	73	79	19	15	34	210
Grand Total	172	26	198	8	148	156	45	27	72	426
Apprch %	86.9	13.1		5.1	94.9		62.5	37.5		
Total %	40.4	6.1	46.5	1.9	34.7	36.6	10.6	6.3	16.9	

	AVALON AVENUE Southbound			AVALON AVENUE Northbound			PALISADE DRIVE Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	22	**6**	28	0	22	22	10	5	15	**65**
05:00 PM	**28**	1	**29**	1	16	17	**13**	**6**	**19**	65
05:15 PM	21	2	23	**3**	**23**	**26**	3	4	7	56
05:30 PM	20	2	22	1	21	22	1	5	6	50
Total Volume	91	11	102	5	82	87	27	20	47	236
% App. Total	89.2	10.8		5.7	94.3		57.4	42.6		
PHF	.813	.458	.879	.417	.891	.837	.519	.833	.618	.908

Counts Unlimited, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557

T 909 247 6716
F 909 924 8604
C 909 721 5067

TOWN OF YUCCA VALLEY

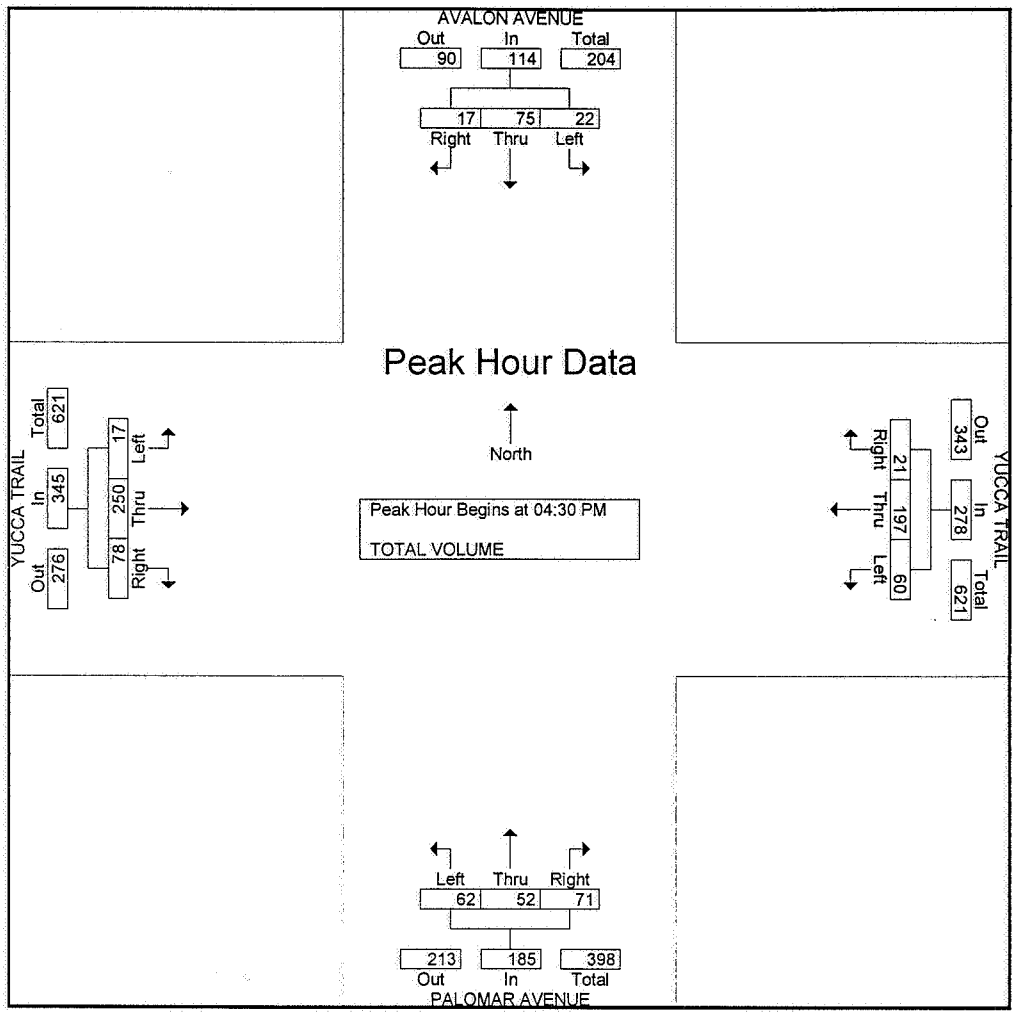
AVALON AVENUE-PALOMAR AVENUE / YUCCA TRAIL

Turning Movement Counts
May 2005

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: AVALON AVENUE/PALOMAR AVENUE
E/W: YUCCA TRAIL
WEATHER: SUNNY

File Name : YVAVPAYUPM
Site Code : 0069316
Start Date : 5/12/2005
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:

	04:45 PM				04:00 PM				04:15 PM				04:15 PM			
+0 mins.	**9**	17	**4**	30	**21**	**72**	**11**	**104**	9	**14**	**25**	48	**6**	57	11	74
+15 mins.	2	**27**	3	**32**	16	44	3	63	**19**	11	19	**49**	3	68	14	85
+30 mins.	6	19	3	28	15	48	5	68	11	9	19	39	5	64	19	88
+45 mins.	6	17	4	27	18	58	5	81	18	14	17	49	1	**73**	**28**	**102**
Total Volume	23	80	14	117	70	222	24	316	57	48	80	185	15	262	72	349
% App. Total	19.7	68.4	12		22.2	70.3	7.6		30.8	25.9	43.2		4.3	75.1	20.6	
PHF	.639	.741	.875	.914	.833	.771	.545	.760	.750	.857	.800	.944	.625	.897	.643	.855

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: AVALON AVENUE/PALOMAR AVENUE
E/W: YUCCA TRAIL
WEATHER: SUNNY

File Name : YVAVPAYUPM
Site Code : 0069316
Start Date : 5/12/2005
Page No : 1

Groups Printed- TOTAL VOLUME

	AVALON AVENUE Southbound				YUCCA TRAIL Westbound				PALOMAR AVENUE Northbound				YUCCA TRAIL Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	7	16	5	28	21	72	11	104	14	4	14	32	3	60	14	77	241
04:15 PM	5	17	4	26	16	44	3	63	9	14	25	48	6	57	11	74	211
04:30 PM	5	12	7	24	15	48	5	68	19	11	19	49	3	68	14	85	226
04:45 PM	9	17	4	30	18	58	5	81	11	9	19	39	5	64	19	88	238
Total	26	62	20	108	70	222	24	316	53	38	77	168	17	249	58	324	916
05:00 PM	2	27	3	32	15	43	5	63	18	14	17	49	1	73	28	102	246
05:15 PM	6	19	3	28	12	48	6	66	14	18	16	48	8	45	17	70	212
05:30 PM	6	17	4	27	8	51	3	62	14	11	12	37	2	50	29	81	207
05:45 PM	10	13	4	27	11	42	0	53	12	14	16	42	6	66	18	90	212
Total	24	76	14	114	46	184	14	244	58	57	61	176	17	234	92	343	877
Grand Total	50	138	34	222	116	406	38	560	111	95	138	344	34	483	150	667	1793
Apprch %	22.5	62.2	15.3		20.7	72.5	6.8		32.3	27.6	40.1		5.1	72.4	22.5		
Total %	2.8	7.7	1.9	12.4	6.5	22.6	2.1	31.2	6.2	5.3	7.7	19.2	1.9	26.9	8.4	37.2	

	AVALON AVENUE Southbound				YUCCA TRAIL Westbound				PALOMAR AVENUE Northbound				YUCCA TRAIL Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	5	12	**7**	24	15	48	5	68	**19**	11	**19**	**49**	3	68	14	85	226
04:45 PM	**9**	17	4	30	**18**	**58**	5	**81**	11	9	19	39	5	64	19	88	238
05:00 PM	2	**27**	3	**32**	15	43	5	63	18	14	17	49	1	**73**	**28**	**102**	**246**
05:15 PM	6	19	3	28	12	48	**6**	66	14	**18**	16	48	**8**	45	17	70	212
Total Volume	22	75	17	114	60	197	21	278	62	52	71	185	17	250	78	345	922
% App. Total	19.3	65.8	14.9		21.6	70.9	7.6		33.5	28.1	38.4		4.9	72.5	22.6		
PHF	.611	.694	.607	.891	.833	.849	.875	.858	.816	.722	.934	.944	.531	.856	.696	.846	.937

Counts Unlimited, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557

T 909 247 6716
F 909 924 8604
C 909 721 5067

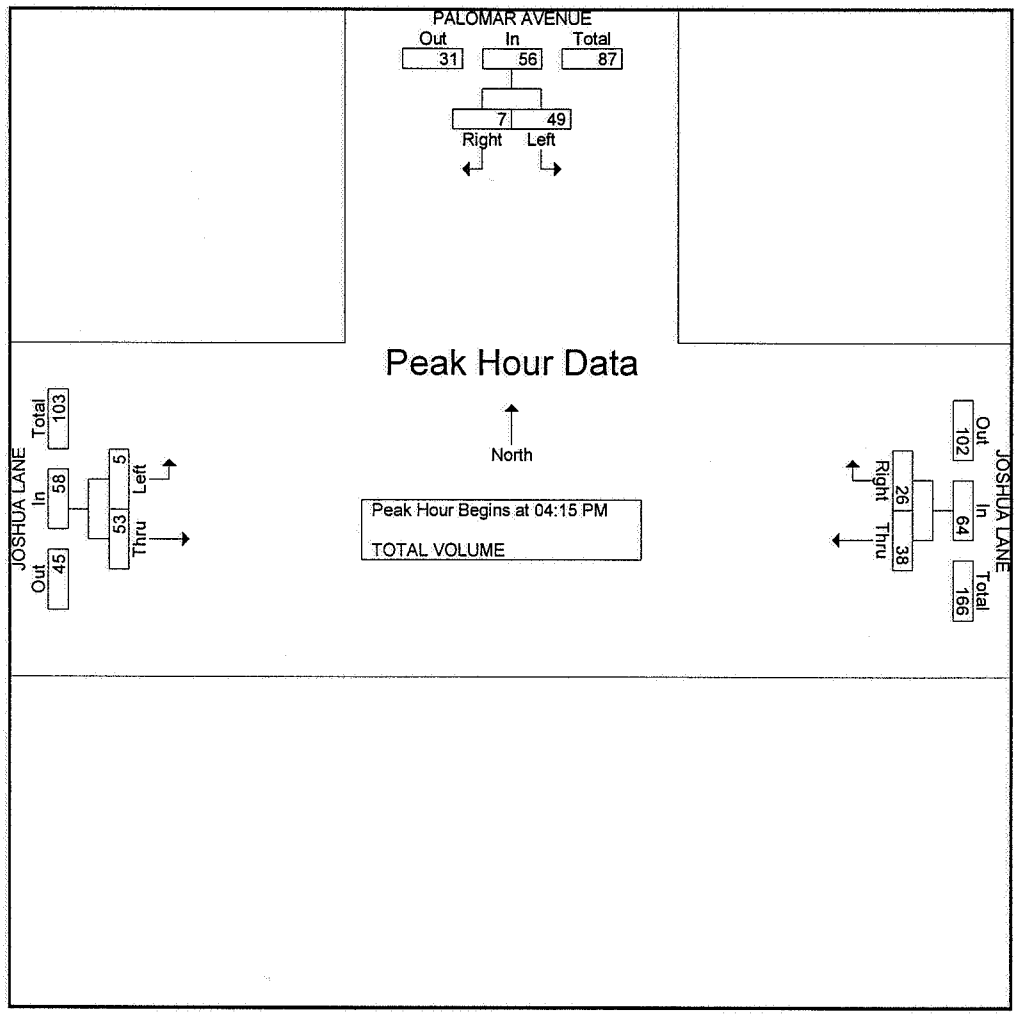
TOWN OF YUCCA VALLEY
PALOMAR AVENUE / JOSHUA LANE

Turning Movement Counts
May 2005

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: PALOMAR AVENUE
E/W: JOSHUA LANE
WEATHER: SUNNY

File Name : YVPAJOPM
Site Code : 069338
Start Date : 5/10/2005
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:

	04:15 PM			04:00 PM			04:30 PM		
+0 mins.	**15**	0	15	6	6	12	2	**21**	**23**
+15 mins.	10	1	11	10	7	17	1	12	13
+30 mins.	13	**3**	**16**	8	**9**	17	1	8	9
+45 mins.	11	3	14	**12**	6	**18**	**4**	12	16
Total Volume	49	7	56	36	28	64	8	53	61
% App. Total	87.5	12.5		56.2	43.8		13.1	86.9	
PHF	.817	.583	.875	.750	.778	.889	.500	.631	.663

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: PALOMAR AVENUE
E/W: JOSHUA LANE
WEATHER: SUNNY

File Name : YVPAJOPM
Site Code : 069338
Start Date : 5/10/2005
Page No : 1

Groups Printed- TOTAL VOLUME

	PALOMAR AVENUE Southbound			JOSHUA LANE Westbound			JOSHUA LANE Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:00 PM	7	4	11	6	6	12	1	8	9	32
04:15 PM	15	0	15	10	7	17	1	12	13	45
04:30 PM	10	1	11	8	9	17	2	21	23	51
04:45 PM	13	3	16	12	6	18	1	12	13	47
Total	45	8	53	36	28	64	5	53	58	175
05:00 PM	11	3	14	8	4	12	1	8	9	35
05:15 PM	11	1	12	9	5	14	4	12	16	42
05:30 PM	4	1	5	3	3	6	1	4	5	16
05:45 PM	6	2	8	5	3	8	3	6	9	25
Total	32	7	39	25	15	40	9	30	39	118
Grand Total	77	15	92	61	43	104	14	83	97	293
Apprch %	83.7	16.3		58.7	41.3		14.4	85.6		
Total %	26.3	5.1	31.4	20.8	14.7	35.5	4.8	28.3	33.1	

	PALOMAR AVENUE Southbound			JOSHUA LANE Westbound			JOSHUA LANE Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. 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	**15**	0	15	10	7	17	1	12	13	45
04:30 PM	10	1	11	8	**9**	17	**2**	**21**	**23**	**51**
04:45 PM	13	**3**	**16**	**12**	6	**18**	1	12	13	47
05:00 PM	11	3	14	8	4	12	1	8	9	35
Total Volume	49	7	56	38	26	64	5	53	58	178
% App. Total	87.5	12.5		59.4	40.6		8.6	91.4		
PHF	.817	.583	.875	.792	.722	.889	.625	.631	.630	.873

Counts Unlimited, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557

T 909 247 6716
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C 909 721 5067

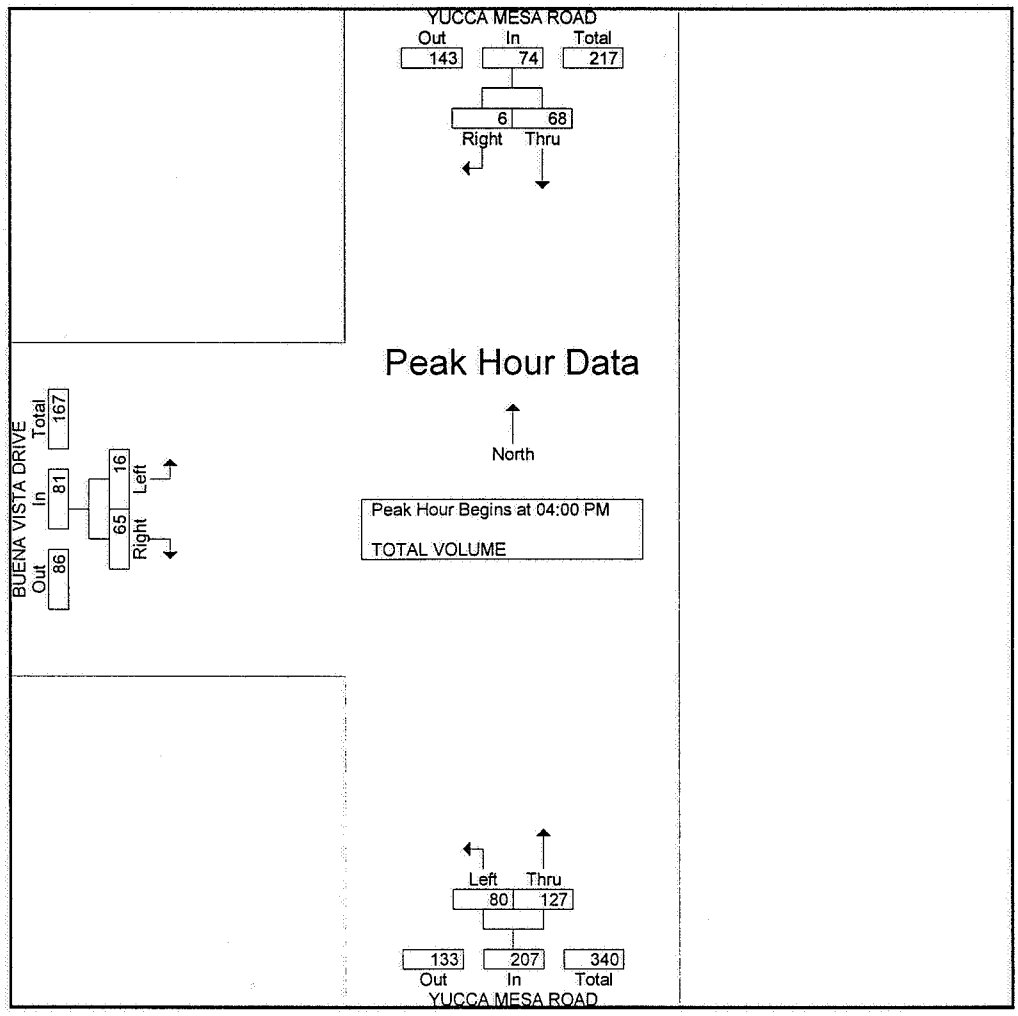
TOWN OF YUCCA VALLEY
YUCCA MESA ROAD / BUENA VISTA DRIVE

Turning Movement Counts
May 2005

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: YUCCA MESA ROAD
E/W: BUENA VISTA DRIVE
WEATHER: SUNNY

File Name : YVYMBVPM
Site Code : 069332
Start Date : 5/10/2005
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			04:00 PM		
+0 mins.	**26**	**3**	**29**	20	36	56	3	**25**	**28**
+15 mins.	16	2	18	15	**42**	57	3	11	14
+30 mins.	14	0	14	**27**	25	52	**7**	18	25
+45 mins.	12	1	13	23	38	**61**	3	11	14
Total Volume	68	6	74	85	141	226	16	65	81
% App. Total	91.9	8.1		37.6	62.4		19.8	80.2	
PHF	.654	.500	.638	.787	.839	.926	.571	.650	.723

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: YUCCA MESA ROAD
E/W: BUENA VISTA DRIVE
WEATHER: SUNNY

File Name : YVYMBVPM
Site Code : 069332
Start Date : 5/10/2005
Page No : 1

Groups Printed- TOTAL VOLUME

	YUCCA MESA ROAD Southbound			YUCCA MESA ROAD Northbound			BUENA VISTA DRIVE Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:00 PM	26	3	29	18	24	42	3	25	28	99
04:15 PM	16	2	18	20	36	56	3	11	14	88
04:30 PM	14	0	14	15	42	57	7	18	25	96
04:45 PM	12	1	13	27	25	52	3	11	14	79
Total	68	6	74	80	127	207	16	65	81	362
05:00 PM	13	1	14	23	38	61	2	17	19	94
05:15 PM	17	0	17	24	18	42	1	12	13	72
05:30 PM	16	1	17	21	40	61	2	16	18	96
05:45 PM	12	2	14	16	26	42	1	13	14	70
Total	58	4	62	84	122	206	6	58	64	332
Grand Total	126	10	136	164	249	413	22	123	145	694
Apprch %	92.6	7.4		39.7	60.3		15.2	84.8		
Total %	18.2	1.4	19.6	23.6	35.9	59.5	3.2	17.7	20.9	

	YUCCA MESA ROAD Southbound			YUCCA MESA ROAD Northbound			BUENA VISTA DRIVE Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. 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	**26**	**3**	**29**	18	24	42	3	**25**	**28**	**99**
04:15 PM	16	2	18	20	36	56	3	11	14	88
04:30 PM	14	0	14	15	**42**	**57**	**7**	18	25	96
04:45 PM	12	1	13	**27**	25	52	3	11	14	79
Total Volume	68	6	74	80	127	207	16	65	81	362
% App. Total	91.9	8.1		38.6	61.4		19.8	80.2		
PHF	.654	.500	.638	.741	.756	.908	.571	.650	.723	.914

Counts Unlimited, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557

T 909 247 6716
F 909 924 8604
C 909 721 5067

TOWN OF YUCCA VALLEY

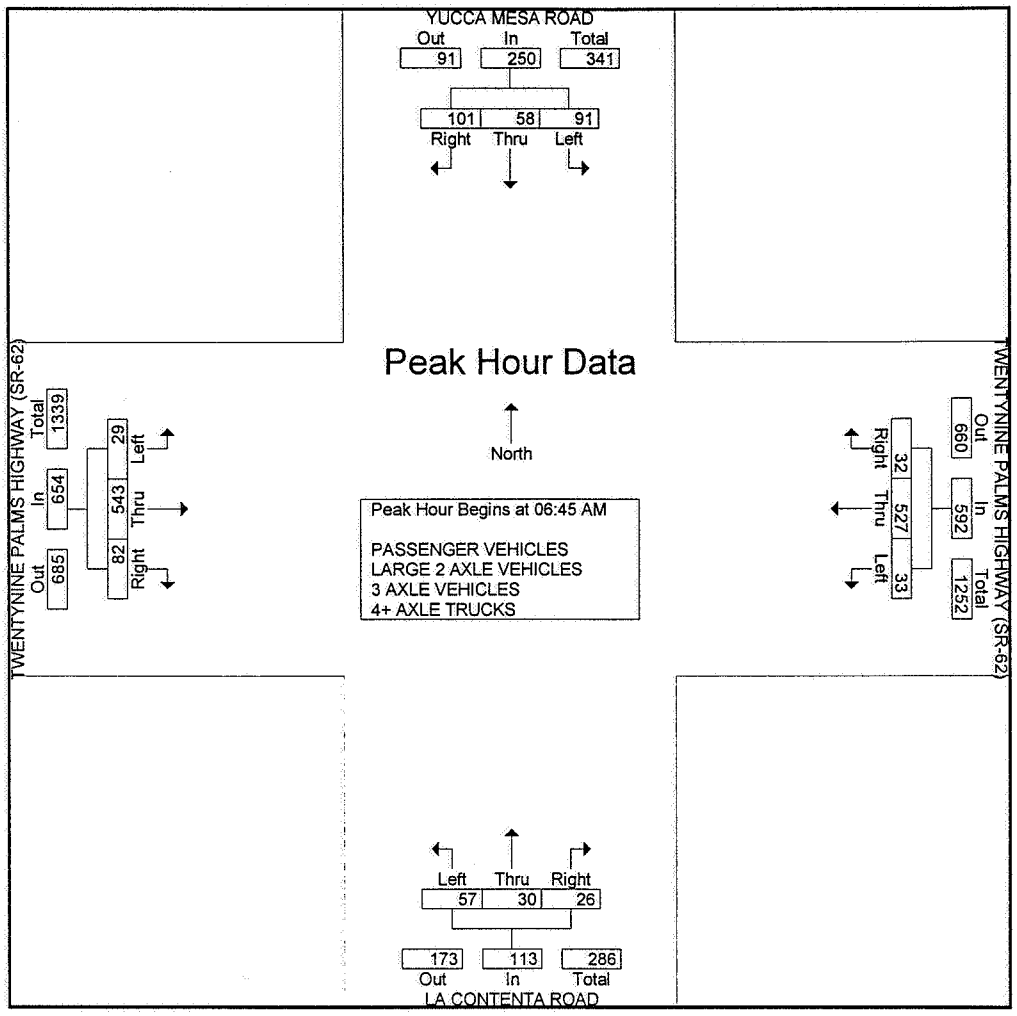
LA CONTENTA ROAD/YUCCA MESA ROAD
TWENTYNINE PALMS HIGHWAY/SR-62

Turning Movement Counts
April 2005

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: YUCCA MESA ROAD/LA CONTENTA ROAD
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVYULC29AM
Site Code : 307044
Start Date : 4/27/2005
Page No : 2



Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:45 AM				07:00 AM				06:30 AM				06:45 AM			
+0 mins.	14	**20**	**30**	64	**16**	125	9	150	6	1	7	14	**9**	139	**40**	**188**
+15 mins.	**31**	16	22	**69**	4	127	6	137	13	8	8	29	8	**144**	35	187
+30 mins.	22	12	26	60	2	153	**11**	166	**29**	**11**	**13**	**53**	7	125	2	134
+45 mins.	24	10	23	57	7	**175**	7	**189**	14	6	3	23	5	135	5	145
Total Volume	91	58	101	250	29	580	33	642	62	26	31	119	29	543	82	654
% App. Total	36.4	23.2	40.4		4.5	90.3	5.1		52.1	21.8	26.1		4.4	83	12.5	
PHF	.734	.725	.842	.906	.453	.829	.750	.849	.534	.591	.596	.561	.806	.943	.513	.870

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: YUCCA MESA ROAD/LA CONTENTA ROAD
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVYULC29AM
Site Code : 307044
Start Date : 4/27/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES - LARGE 2 AXLE VEHICLES - 3 AXLE VEHICLES - 4+ AXLE TRUCKS

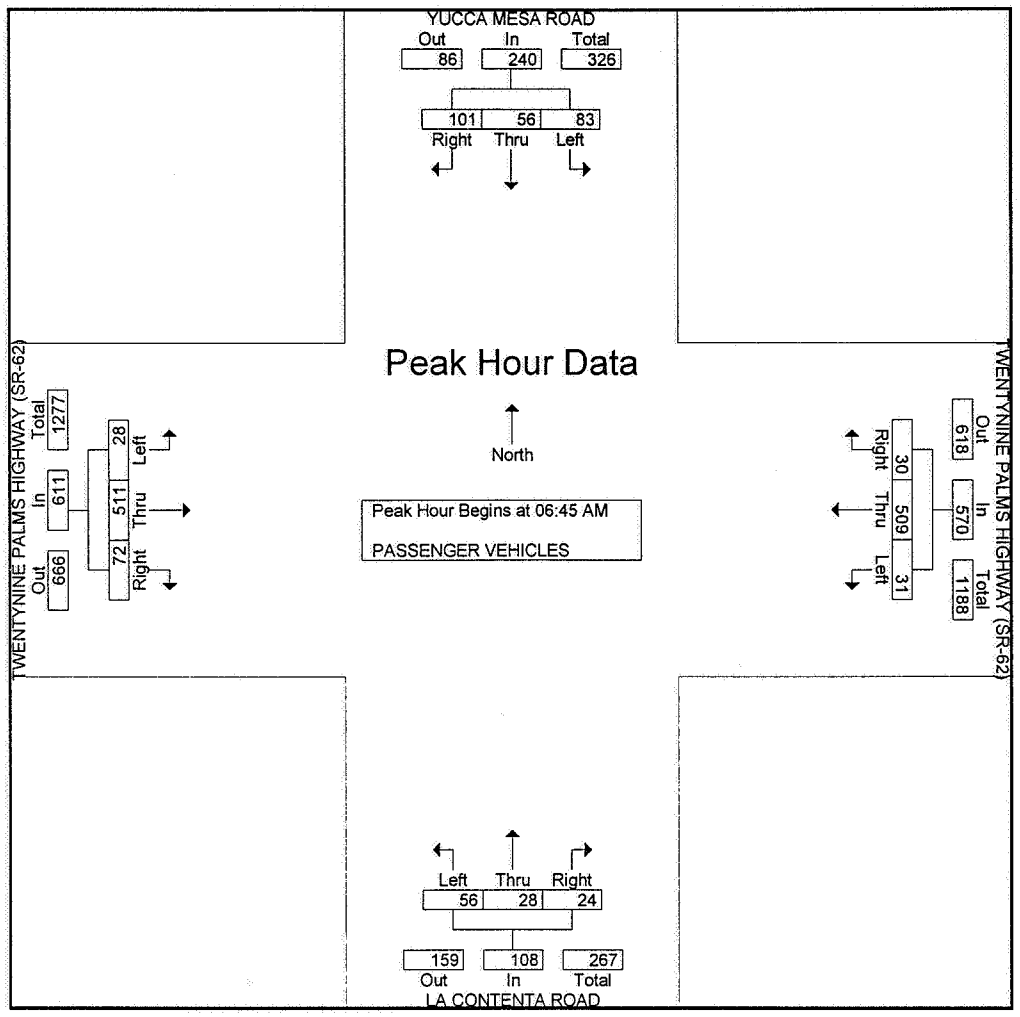
	YUCCA MESA ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				LA CONTENTA ROAD Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:30 AM	20	11	17	48	7	112	8	127	6	1	7	14	2	96	16	114	303
06:45 AM	14	20	30	64	11	122	6	139	13	8	8	29	9	139	40	188	420
Total	34	31	47	112	18	234	14	266	19	9	15	43	11	235	56	302	723
07:00 AM	31	16	22	69	16	125	9	150	29	11	13	53	8	144	35	187	459
07:15 AM	22	12	26	60	4	127	6	137	14	6	3	23	7	125	2	134	354
07:30 AM	24	10	23	57	2	153	11	166	1	5	2	8	5	135	5	145	376
07:45 AM	21	9	21	51	7	175	7	189	4	8	4	16	11	118	3	132	388
Total	98	47	92	237	29	580	33	642	48	30	22	100	31	522	45	598	1577
08:00 AM	12	4	13	29	1	124	9	134	5	8	2	15	11	149	3	163	341
08:15 AM	19	9	24	52	4	142	7	153	8	8	3	19	8	124	6	138	362
Grand Total	163	91	176	430	52	1080	63	1195	80	55	42	177	61	1030	110	1201	3003
Apprch %	37.9	21.2	40.9		4.4	90.4	5.3		45.2	31.1	23.7		5.1	85.8	9.2		
Total %	5.4	3	5.9	14.3	1.7	36	2.1	39.8	2.7	1.8	1.4	5.9	2	34.3	3.7	40	
PASSENGER VEHICLES	151	88	173	412	45	1045	54	1144	69	47	36	152	58	973	98	1129	2837
% PASSENGER VEHICLES	92.6	96.7	98.3	95.8	86.5	96.8	85.7	95.7	86.2	85.5	85.7	85.9	95.1	94.5	89.1	94	47.2
LARGE 2 AXLE VEHICLES	2	2	3	7	6	21	1	28	6	5	4	15	3	33	9	45	95
% LARGE 2 AXLE VEHICLES	1.2	2.2	1.7	1.6	11.5	1.9	1.6	2.3	7.5	9.1	9.5	8.5	4.9	3.2	8.2	3.7	1.6
3 AXLE VEHICLES	5	0	0	5	1	1	0	2	4	3	2	9	0	4	2	6	22
% 3 AXLE VEHICLES	3.1	0	0	1.2	1.9	0.1	0	0.2	5	5.5	4.8	5.1	0	0.4	1.8	0.5	0.4
4+ AXLE TRUCKS	5	1	0	6	0	13	8	21	1	0	0	1	0	20	1	21	49
% 4+ AXLE TRUCKS	3.1	1.1	0	1.4	0	1.2	12.7	1.8	1.2	0	0	0.6	0	1.9	0.9	1.7	0.8

	YUCCA MESA ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				LA CONTENTA ROAD Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:45 AM																	
06:45 AM	14	**20**	**30**	64	11	122	6	139	13	8	8	29	**9**	139	**40**	**188**	420
07:00 AM	**31**	16	22	**69**	**16**	125	9	150	**29**	**11**	**13**	**53**	8	**144**	35	187	**459**
07:15 AM	22	12	26	60	4	127	6	137	14	6	3	23	7	125	2	134	354
07:30 AM	24	10	23	57	2	**153**	**11**	**166**	1	5	2	8	5	135	5	145	376
Total Volume	91	58	101	250	33	527	32	592	57	30	26	113	29	543	82	654	1609
% App. Total	36.4	23.2	40.4		5.6	89	5.4		50.4	26.5	23		4.4	83	12.5		
PHF	.734	.725	.842	.906	.516	.861	.727	.892	.491	.682	.500	.533	.806	.943	.513	.870	.876

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: YUCCA MESA ROAD/LA CONTENTA ROAD
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVYULC29AM
Site Code : 307044
Start Date : 4/27/2005
Page No : 2



Peak Hour Analysis From 06:45 AM to 07:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:45 AM				06:45 AM				06:45 AM				06:45 AM			
+0 mins.	13	**19**	**30**	62	9	117	6	132	13	8	8	29	**9**	**135**	**35**	**179**
+15 mins.	**29**	15	22	**66**	**16**	123	**9**	148	**28**	**11**	**12**	**51**	7	134	31	172
+30 mins.	20	12	26	58	4	122	6	132	14	4	3	21	7	115	1	123
+45 mins.	21	10	23	54	2	**147**	9	**158**	1	5	1	7	5	127	5	137
Total Volume	83	56	101	240	31	509	30	570	56	28	24	108	28	511	72	611
% App. Total	34.6	23.3	42.1		5.4	89.3	5.3		51.9	25.9	22.2		4.6	83.6	11.8	
PHF	.716	.737	.842	.909	.484	.866	.833	.902	.500	.636	.500	.529	.778	.946	.514	.853

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: YUCCA MESA ROAD/LA CONTENTA ROAD
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVYULC29AM
Site Code : 307044
Start Date : 4/27/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES

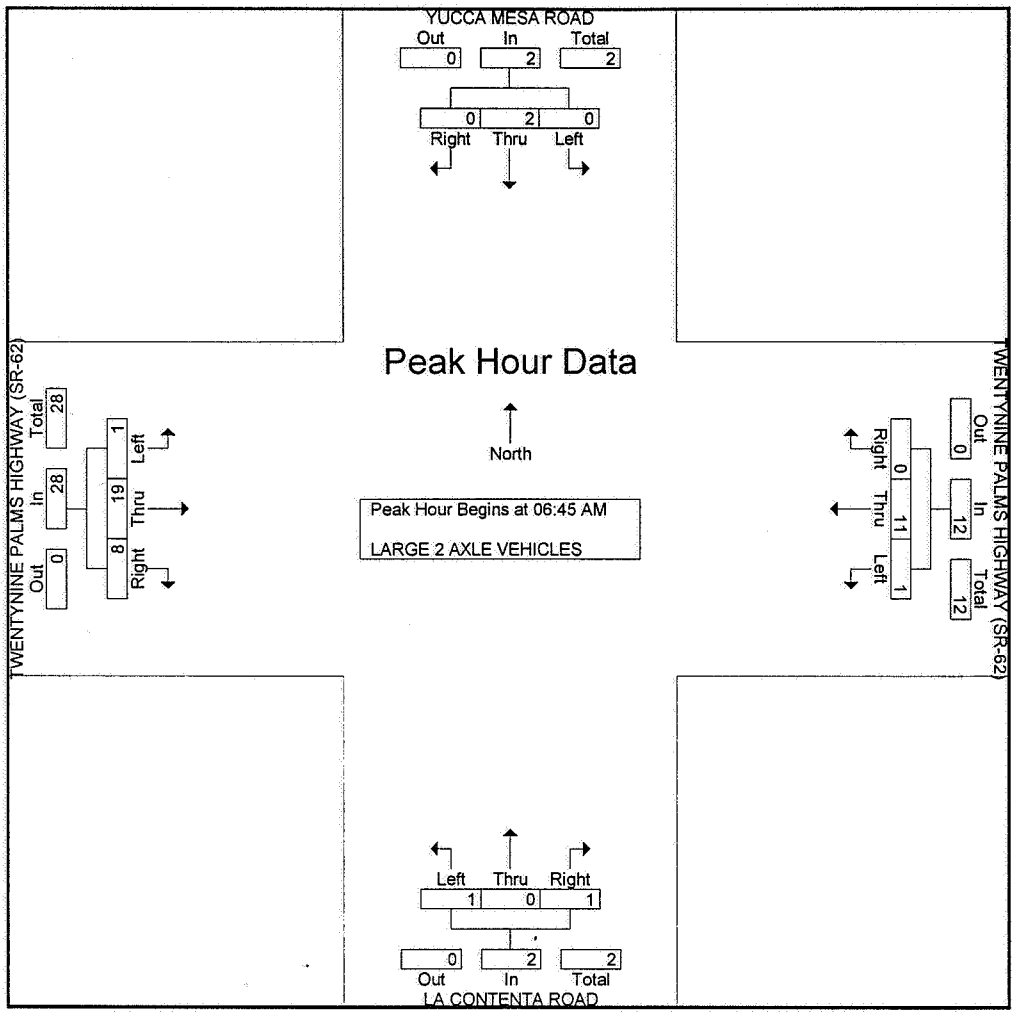
	YUCCA MESA ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				LA CONTENTA ROAD Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:30 AM	19	11	17	47	7	109	5	121	5	1	5	11	2	94	16	112	291
06:45 AM	13	19	30	62	9	117	6	132	13	8	8	29	9	135	35	179	402
Total	32	30	47	109	16	226	11	253	18	9	13	40	11	229	51	291	693
07:00 AM	29	15	22	66	16	123	9	148	28	11	12	51	7	134	31	172	437
07:15 AM	20	12	26	58	4	122	6	132	14	4	3	21	7	115	1	123	334
07:30 AM	21	10	23	54	2	147	9	158	1	5	1	7	5	127	5	137	356
07:45 AM	19	9	20	48	4	168	7	179	3	6	4	13	10	114	3	127	367
Total	89	46	91	226	26	560	31	617	46	26	20	92	29	490	40	559	1494
08:00 AM	11	4	13	28	1	121	5	127	3	7	0	10	10	136	2	148	313
08:15 AM	19	8	22	49	2	138	7	147	2	5	3	10	8	118	5	131	337
Grand Total	151	88	173	412	45	1045	54	1144	69	47	36	152	58	973	98	1129	2837
Apprch %	36.7	21.4	42		3.9	91.3	4.7		45.4	30.9	23.7		5.1	86.2	8.7		
Total %	5.3	3.1	6.1	14.5	1.6	36.8	1.9	40.3	2.4	1.7	1.3	5.4	2	34.3	3.5	39.8	

	YUCCA MESA ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				LA CONTENTA ROAD Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 07:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:45 AM																	
06:45 AM	13	**19**	**30**	62	9	117	6	132	13	8	8	29	**9**	**135**	**35**	**179**	402
07:00 AM	**29**	15	22	**66**	**16**	123	**9**	148	**28**	**11**	**12**	**51**	7	134	31	172	**437**
07:15 AM	20	12	26	58	4	122	6	132	14	4	3	21	7	115	1	123	334
07:30 AM	21	10	23	54	2	**147**	9	**158**	1	5	1	7	5	127	5	137	356
Total Volume	83	56	101	240	31	509	30	570	56	28	24	108	28	511	72	611	1529
% App. Total	34.6	23.3	42.1		5.4	89.3	5.3		51.9	25.9	22.2		4.6	83.6	11.8		
PHF	.716	.737	.842	.909	.484	.866	.833	.902	.500	.636	.500	.529	.778	.946	.514	.853	.875

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: YUCCA MESA ROAD/LA CONTENTA ROAD
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVYULC29AM
Site Code : 307044
Start Date : 4/27/2005



Peak Hour Analysis From 06:45 AM to 07:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:45 AM				06:45 AM				06:45 AM				06:45 AM			
+0 mins.	0	**1**	0	**1**	**1**	**4**	0	**5**	0	0	0	0	0	1	3	4
+15 mins.	0	1	0	1	0	0	0	0	**1**	0	0	**1**	**1**	**8**	**4**	**13**
+30 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	5	1	6
+45 mins.	0	0	0	0	0	3	0	3	0	0	**1**	1	0	5	0	5
Total Volume	0	2	0	2	1	11	0	12	1	0	1	2	1	19	8	28
% App. Total	0	100	0		8.3	91.7	0		50	0	50		3.6	67.9	28.6	
PHF	.000	.500	.000	.500	.250	.688	.000	.600	.250	.000	.250	.500	.250	.594	.500	.538

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: YUCCA MESA ROAD/LA CONTENTA ROAD
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVYULC29AM
Site Code : 307044
Start Date : 4/27/2005
Page No : 1

Groups Printed- LARGE 2 AXLE VEHICLES

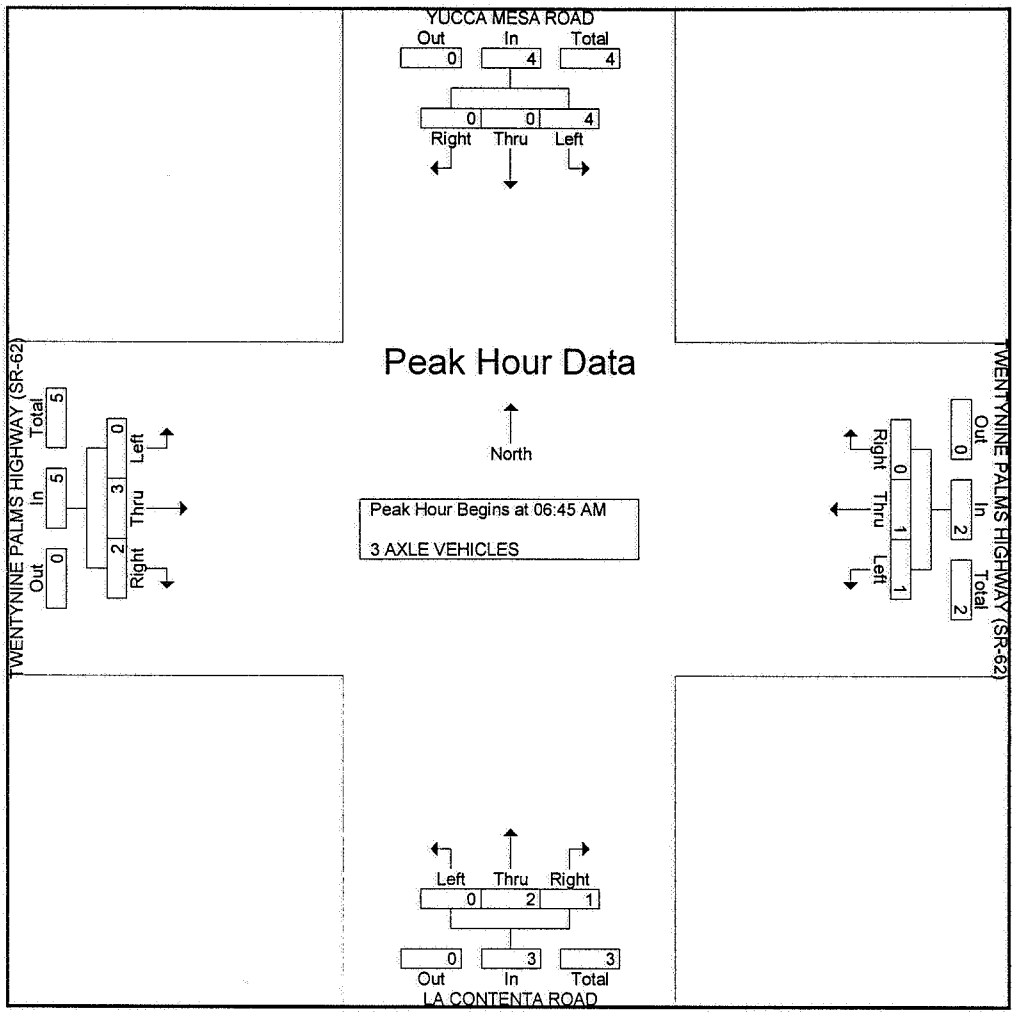
	YUCCA MESA ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				LA CONTENTA ROAD Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:30 AM	0	0	0	0	0	2	1	3	0	0	1	1	0	1	0	1	5
06:45 AM	0	1	0	1	1	4	0	5	0	0	0	0	0	1	3	4	10
Total	0	1	0	1	1	6	1	8	0	0	1	1	0	2	3	5	15
07:00 AM	0	1	0	1	0	0	0	0	1	0	0	1	1	8	4	13	15
07:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	5	1	6	10
07:30 AM	0	0	0	0	0	3	0	3	0	0	1	1	0	5	0	5	9
07:45 AM	1	0	1	2	3	5	0	8	1	2	0	3	1	2	0	3	16
Total	1	1	1	3	3	12	0	15	2	2	1	5	2	20	5	27	50
08:00 AM	1	0	0	1	0	2	0	2	1	1	2	4	1	8	0	9	16
08:15 AM	0	0	2	2	2	1	0	3	3	2	0	5	0	3	1	4	14
Grand Total	2	2	3	7	6	21	1	28	6	5	4	15	3	33	9	45	95
Apprch %	28.6	28.6	42.9		21.4	75	3.6		40	33.3	26.7		6.7	73.3	20		
Total %	2.1	2.1	3.2	7.4	6.3	22.1	1.1	29.5	6.3	5.3	4.2	15.8	3.2	34.7	9.5	47.4	

	YUCCA MESA ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				LA CONTENTA ROAD Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 07:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:45 AM																	
06:45 AM	0	**1**	0	**1**	**1**	**4**	0	**5**	0	0	0	0	0	1	3	4	10
07:00 AM	0	1	0	1	0	0	0	0	**1**	0	0	**1**	**1**	**8**	**4**	**13**	**15**
07:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	5	1	6	10
07:30 AM	0	0	0	0	0	3	0	3	0	0	**1**	1	0	5	0	5	9
Total Volume	0	2	0	2	1	11	0	12	1	0	1	2	1	19	8	28	44
% App. Total	0	100	0		8.3	91.7	0		50	0	50		3.6	67.9	28.6		
PHF	.000	.500	.000	.500	.250	.688	.000	.600	.250	.000	.250	.500	.250	.594	.500	.538	.733

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: YUCCA MESA ROAD/LA CONTENTA ROAD
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVYULC29AM
Site Code : 307044
Start Date : 4/27/2005



Peak Hour Analysis From 06:45 AM to 07:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:45 AM				06:45 AM				06:45 AM				06:45 AM			
+0 mins.	1	0	0	1	**1**	0	0	**1**	0	0	0	0	0	1	**2**	**3**
+15 mins.	1	0	0	1	0	0	0	0	0	0	**1**	1	0	0	0	0
+30 mins.	**2**	0	0	**2**	0	0	0	0	0	**2**	0	**2**	0	**2**	0	2
+45 mins.	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0
Total Volume	4	0	0	4	1	1	0	2	0	2	1	3	0	3	2	5
% App. Total	100	0	0		50	50	0		0	66.7	33.3		0	60	40	
PHF	.500	.000	.000	.500	.250	.250	.000	.500	.000	.250	.250	.375	.000	.375	.250	.417

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: YUCCA MESA ROAD/LA CONTENTA ROAD
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVYULC29AM
Site Code : 307044
Start Date : 4/27/2005
Page No : 1

Groups Printed- 3 AXLE VEHICLES

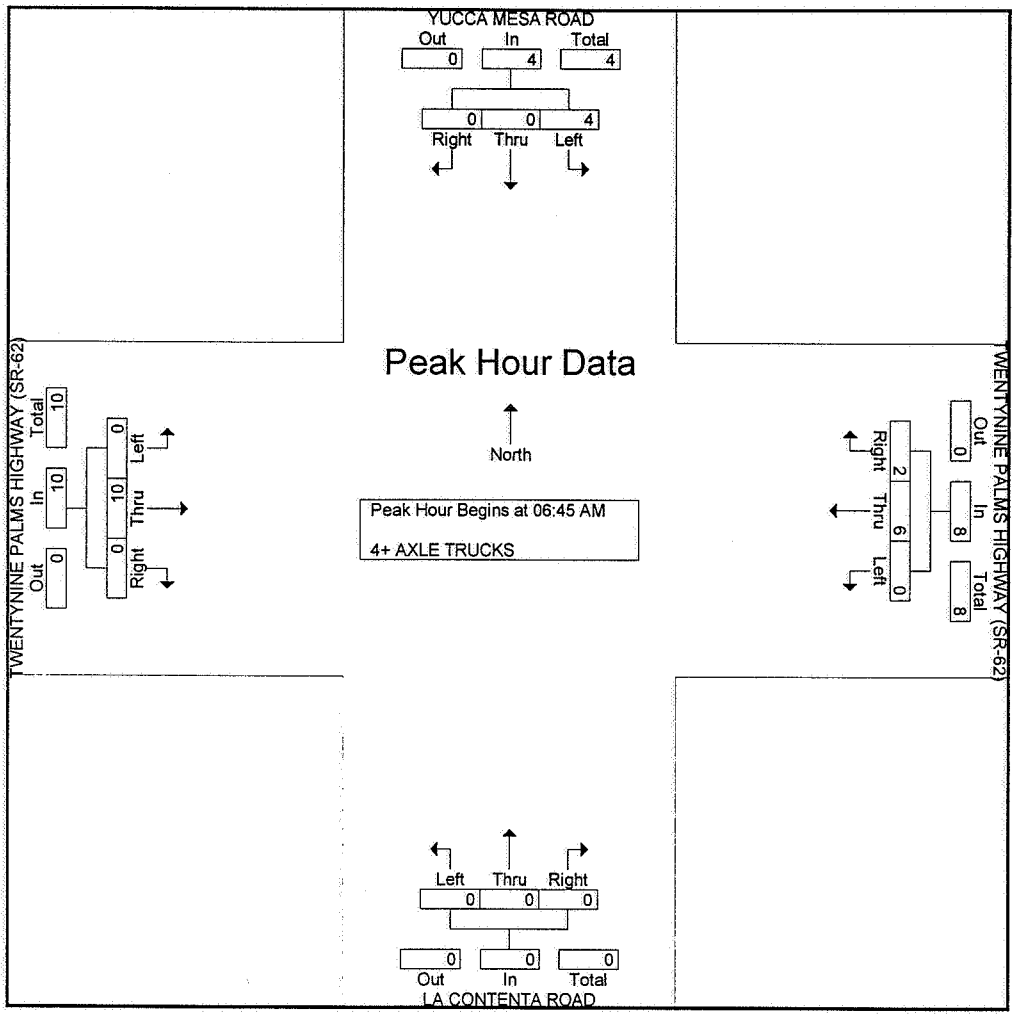
	YUCCA MESA ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				LA CONTENTA ROAD Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:30 AM	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2
06:45 AM	1	0	0	1	1	0	0	1	0	0	0	0	0	1	2	3	5
Total	1	0	0	1	1	0	0	1	1	0	1	2	0	1	2	3	7
07:00 AM	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
07:15 AM	2	0	0	2	0	0	0	0	0	2	0	2	0	2	0	2	6
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	4	0	0	4	0	1	0	1	0	2	1	3	0	2	0	2	10
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	2	1	0	3	0	1	0	1	4
Grand Total	5	0	0	5	1	1	0	2	4	3	2	9	0	4	2	6	22
Apprch %	100	0	0		50	50	0		44.4	33.3	22.2		0	66.7	33.3		
Total %	22.7	0	0	22.7	4.5	4.5	0	9.1	18.2	13.6	9.1	40.9	0	18.2	9.1	27.3	

	YUCCA MESA ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				LA CONTENTA ROAD Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 07:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:45 AM																	
06:45 AM	1	0	0	1	**1**	0	0	**1**	0	0	0	0	0	1	**2**	**3**	5
07:00 AM	1	0	0	1	0	0	0	0	0	0	**1**	1	0	0	0	0	2
07:15 AM	**2**	0	0	**2**	0	0	0	0	0	**2**	0	**2**	0	**2**	0	2	**6**
07:30 AM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	1
Total Volume	4	0	0	4	1	1	0	2	0	2	1	3	0	3	2	5	14
% App. Total	100	0	0		50	50	0		0	66.7	33.3		0	60	40		
PHF	.500	.000	.000	.500	.250	.250	.000	.500	.000	.250	.250	.375	.000	.375	.250	.417	.583

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: YUCCA MESA ROAD/LA CONTENTA ROAD
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVYULC29AM
Site Code : 307044
Start Date : 4/27/2005
Page No : 2



Peak Hour Analysis From 06:45 AM to 07:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:45 AM				06:45 AM				06:45 AM				06:45 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+15 mins.	1	0	0	1	0	**2**	0	2	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**3**	0	**3**
+45 mins.	**3**	0	0	**3**	0	2	**2**	**4**	0	0	0	0	0	3	0	3
Total Volume	4	0	0	4	0	6	2	8	0	0	0	0	0	10	0	10
% App. Total	100	0	0		0	75	25		0	0	0		0	100	0	
PHF	.333	.000	.000	.333	.000	.750	.250	.500	.000	.000	.000	.000	.000	.833	.000	.833

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: YUCCA MESA ROAD/LA CONTENTA ROAD
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVYULC29AM
Site Code : 307044
Start Date : 4/27/2005
Page No : 1

Groups Printed- 4+ AXLE TRUCKS

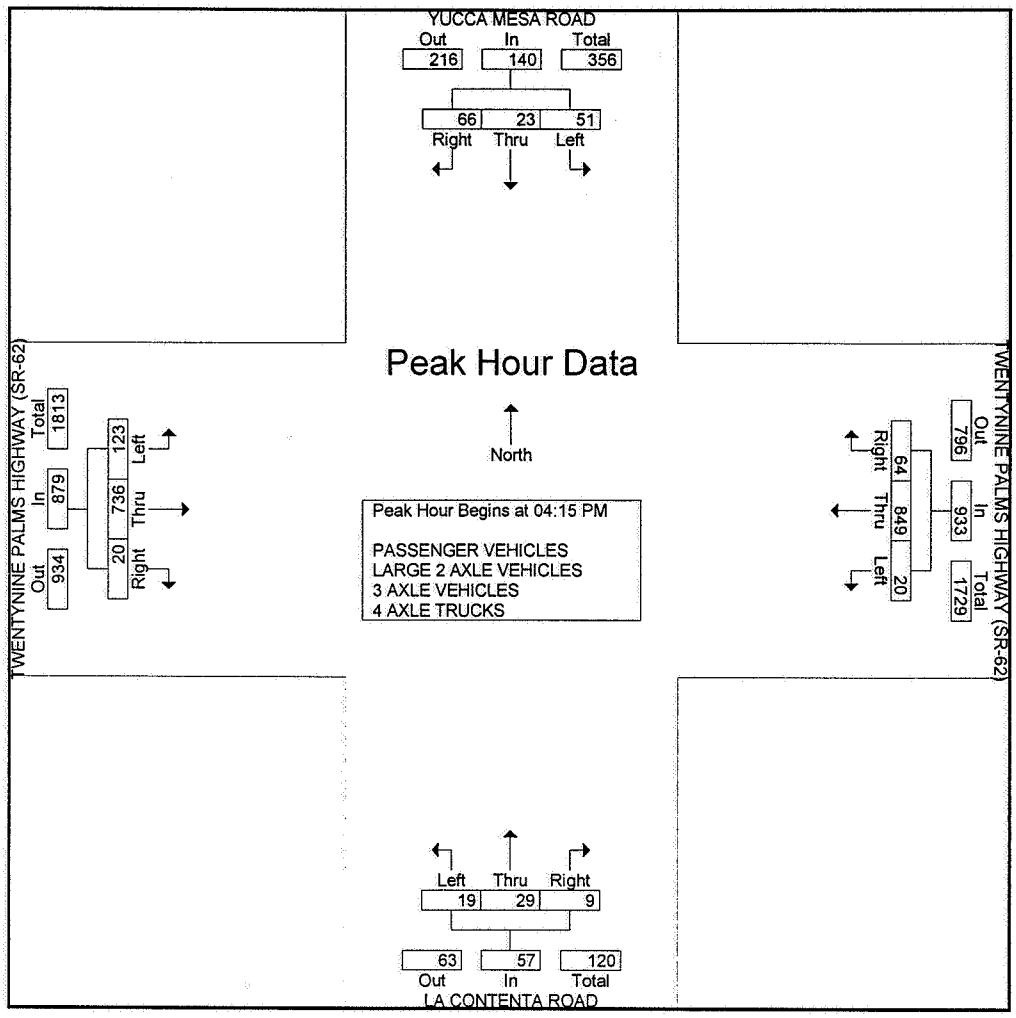
	YUCCA MESA ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				LA CONTENTA ROAD Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:30 AM	1	0	0	1	0	1	2	3	0	0	0	0	0	1	0	1	5
06:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	1	0	0	1	0	2	2	4	0	0	0	0	0	3	0	3	8
07:00 AM	1	0	0	1	0	2	0	2	0	0	0	0	0	2	0	2	5
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
07:30 AM	3	0	0	3	0	2	2	4	0	0	0	0	0	3	0	3	10
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total	4	0	0	4	0	7	2	9	0	0	0	0	0	10	0	10	23
08:00 AM	0	0	0	0	0	1	4	5	0	0	0	0	0	5	1	6	11
08:15 AM	0	1	0	1	0	3	0	3	1	0	0	1	0	2	0	2	7
Grand Total	5	1	0	6	0	13	8	21	1	0	0	1	0	20	1	21	49
Apprch %	83.3	16.7	0		0	61.9	38.1		100	0	0		0	95.2	4.8		
Total %	10.2	2	0	12.2	0	26.5	16.3	42.9	2	0	0	2	0	40.8	2	42.9	

	YUCCA MESA ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				LA CONTENTA ROAD Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 07:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:45 AM																	
06:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:00 AM	1	0	0	1	0	**2**	0	2	0	0	0	0	0	2	0	2	5
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**3**	0	**3**	4
07:30 AM	**3**	0	0	**3**	0	2	**2**	**4**	0	0	0	0	0	3	0	3	**10**
Total Volume	4	0	0	4	0	6	2	8	0	0	0	0	0	10	0	10	22
% App. Total	100	0	0		0	75	25		0	0	0		0	100	0		
PHF	.333	.000	.000	.333	.000	.750	.250	.500	.000	.000	.000	.000	.000	.833	.000	.833	.550

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: YUCCA MESA ROAD/LA CONTENTA ROAD
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVYULC29PM
Site Code : 307044
Start Date : 4/27/2005
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				04:00 PM				04:45 PM			
+0 mins.	12	7	19	38	**8**	**227**	13	**248**	5	**10**	0	15	29	165	8	202
+15 mins.	**14**	**8**	**22**	**44**	3	202	13	218	**8**	9	3	**20**	34	**230**	4	**268**
+30 mins.	12	2	15	29	3	219	16	238	2	9	**4**	15	**42**	190	8	240
+45 mins.	11	3	15	29	6	201	**22**	229	5	5	1	11	33	197	**10**	240
Total Volume	49	20	71	140	20	849	64	933	20	33	8	61	138	782	30	950
% App. Total	35	14.3	50.7		2.1	91	6.9		32.8	54.1	13.1		14.5	82.3	3.2	
PHF	.875	.625	.807	.795	.625	.935	.727	.941	.625	.825	.500	.763	.821	.850	.750	.886

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: YUCCA MESA ROAD/LA CONTENTA ROAD
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVYULC29PM
Site Code : 307044
Start Date : 4/27/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES - LARGE 2 AXLE VEHICLES - 3 AXLE VEHICLES - 4 AXLE TRUCKS

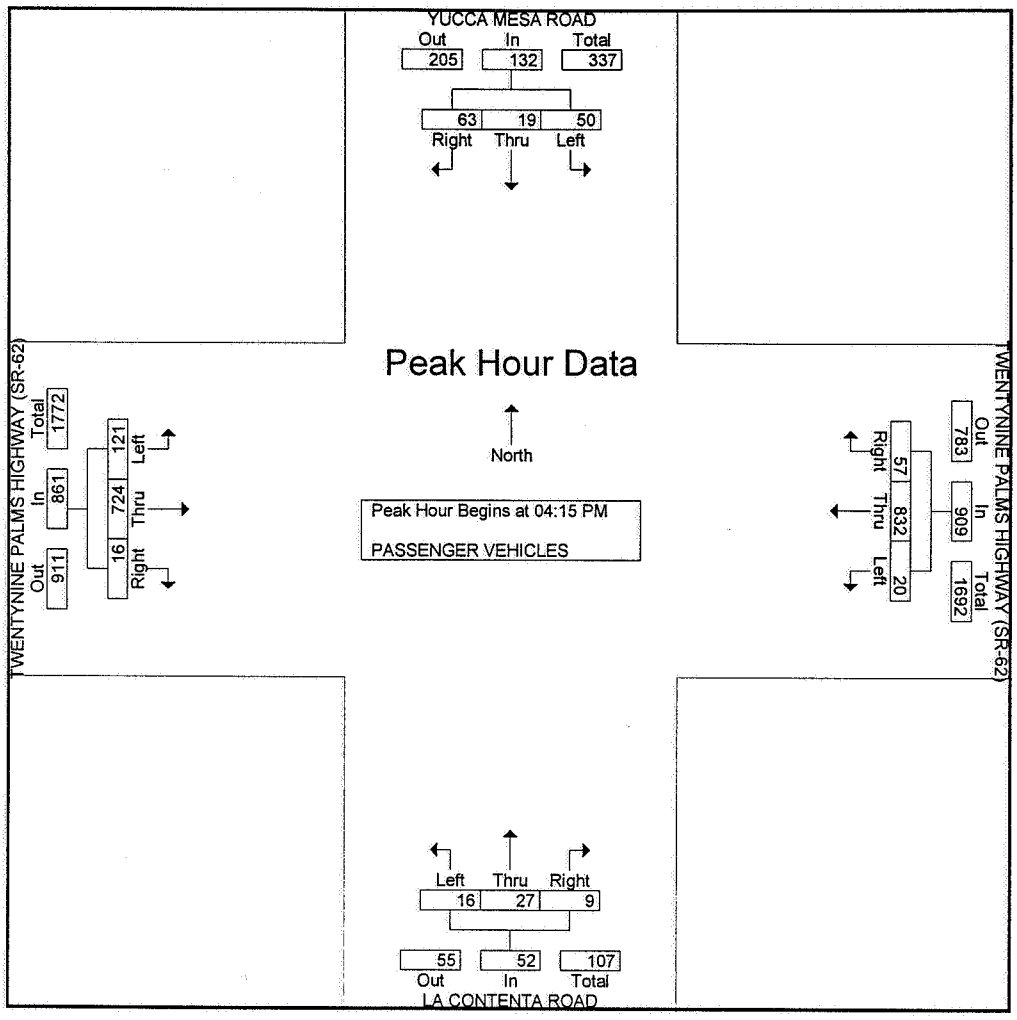
	YUCCA MESA ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				LA CONTENTA ROAD Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	12	7	19	38	6	201	11	218	5	10	0	15	26	177	5	208	479
04:15 PM	14	8	22	44	8	227	13	248	8	9	3	20	26	172	6	204	516
04:30 PM	12	2	15	29	3	202	13	218	2	9	4	15	34	169	2	205	467
04:45 PM	11	3	15	29	3	219	16	238	5	5	1	11	29	165	8	202	480
Total	49	20	71	140	20	849	53	922	20	33	8	61	115	683	21	819	1942
05:00 PM	14	10	14	38	6	201	22	229	4	6	1	11	34	230	4	268	546
05:15 PM	13	7	16	36	4	164	16	184	6	9	2	17	42	190	8	240	477
05:30 PM	15	2	19	36	4	178	15	197	2	0	1	3	33	197	10	240	476
05:45 PM	11	3	7	21	7	163	14	184	4	3	2	9	25	168	4	197	411
Total	53	22	56	131	21	706	67	794	16	18	6	40	134	785	26	945	1910
Grand Total	102	42	127	271	41	1555	120	1716	36	51	14	101	249	1468	47	1764	3852
Apprch %	37.6	15.5	46.9		2.4	90.6	7		35.6	50.5	13.9		14.1	83.2	2.7		
Total %	2.6	1.1	3.3	7	1.1	40.4	3.1	44.5	0.9	1.3	0.4	2.6	6.5	38.1	1.2	45.8	
PASSENGER VEHICLES	99	35	124	258	39	1516	110	1665	32	47	14	93	245	1438	41	1724	3740
% PASSENGER VEHICLES	97.1	83.3	97.6	95.2	95.1	97.5	91.7	97	88.9	92.2	100	92.1	98.4	98	87.2	97.7	48.5
LARGE 2 AXLE VEHICLES	3	5	3	11	2	21	6	29	2	4	0	6	4	19	4	27	73
% LARGE 2 AXLE VEHICLES	2.9	11.9	2.4	4.1	4.9	1.4	5	1.7	5.6	7.8	0	5.9	1.6	1.3	8.5	1.5	0.9
3 AXLE VEHICLES	0	1	0	1	0	3	2	5	2	0	0	2	0	2	2	4	12
% 3 AXLE VEHICLES	0	2.4	0	0.4	0	0.2	1.7	0.3	5.6	0	0	2	0	0.1	4.3	0.2	0.2
4 AXLE TRUCKS	0	1	0	1	0	15	2	17	0	0	0	0	0	9	0	9	27
% 4 AXLE TRUCKS	0	2.4	0	0.4	0	1	1.7	1	0	0	0	0	0	0.6	0	0.5	0.4

	YUCCA MESA ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				LA CONTENTA ROAD Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**14**	8	**22**	**44**	**8**	**227**	13	**248**	**8**	**9**	3	**20**	26	172	6	204	516
04:30 PM	12	2	15	29	3	202	13	218	2	9	**4**	15	**34**	169	2	205	467
04:45 PM	11	3	15	29	3	219	16	238	5	5	1	11	29	165	**8**	202	480
05:00 PM	14	**10**	14	38	6	201	**22**	229	4	6	1	11	34	**230**	4	**268**	**546**
Total Volume	51	23	66	140	20	849	64	933	19	29	9	57	123	736	20	879	2009
% App. Total	36.4	16.4	47.1		2.1	91	6.9		33.3	50.9	15.8		14	83.7	2.3		
PHF	.911	.575	.750	.795	.625	.935	.727	.941	.594	.806	.563	.713	.904	.800	.625	.820	.920

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: YUCCA MESA ROAD/LA CONTENTA ROAD
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVYULC29PM
Site Code : 307044
Start Date : 4/27/2005
Page No : 2



COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: YUCCA MESA ROAD/LA CONTENTA ROAD
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVYULC29PM
Site Code : 307044
Start Date : 4/27/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES

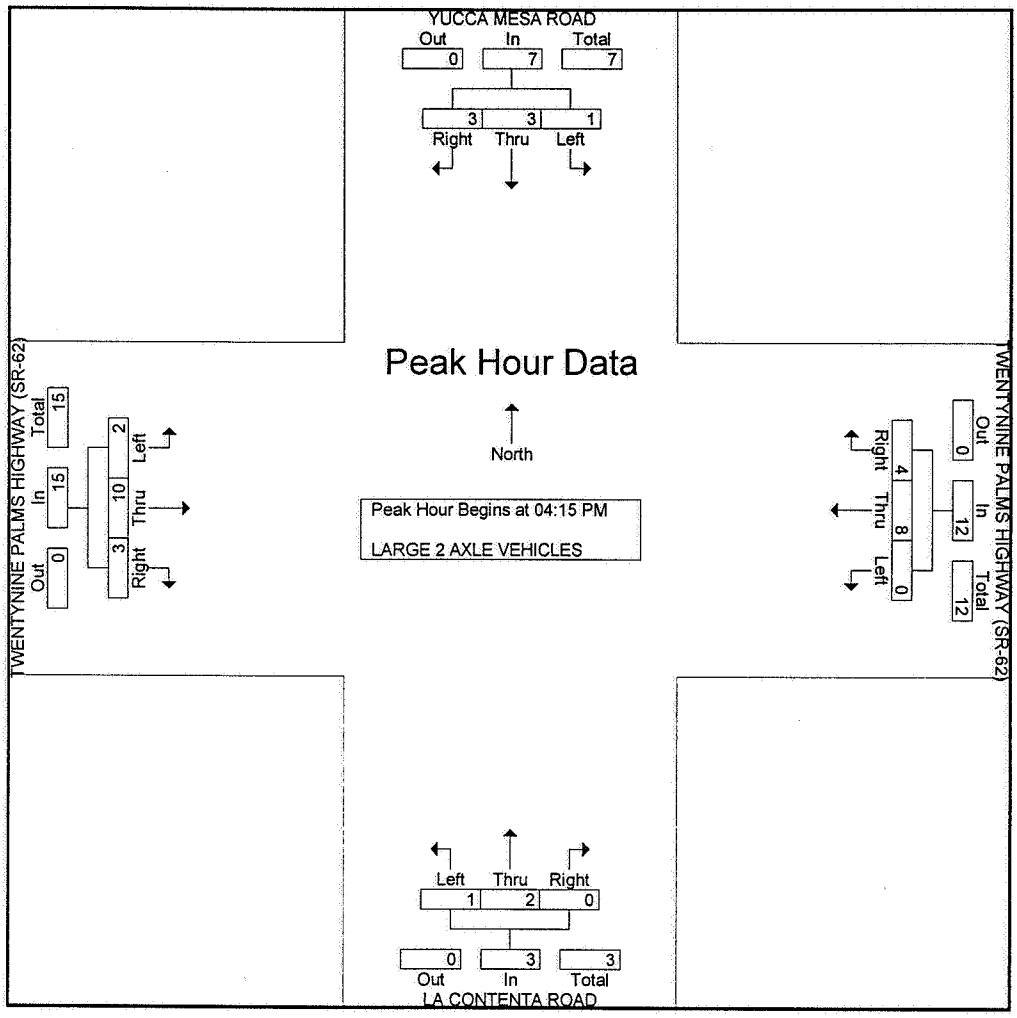
	YUCCA MESA ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				LA CONTENTA ROAD Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	12	4	19	35	5	195	11	211	4	9	0	13	26	172	5	203	462
04:15 PM	14	5	22	41	8	220	12	240	5	8	3	16	25	169	5	199	496
04:30 PM	12	2	14	28	3	200	13	216	2	9	4	15	34	166	1	201	460
04:45 PM	11	3	14	28	3	213	13	229	5	4	1	10	29	163	7	199	466
Total	49	14	69	132	19	828	49	896	16	30	8	54	114	670	18	802	1884
05:00 PM	13	9	13	35	6	199	19	224	4	6	1	11	33	226	3	262	532
05:15 PM	12	7	16	35	4	160	16	180	6	9	2	17	42	187	8	237	469
05:30 PM	15	2	19	36	3	172	14	189	2	0	1	3	32	195	9	236	464
05:45 PM	10	3	7	20	7	157	12	176	4	2	2	8	24	160	3	187	391
Total	50	21	55	126	20	688	61	769	16	17	6	39	131	768	23	922	1856
Grand Total	99	35	124	258	39	1516	110	1665	32	47	14	93	245	1438	41	1724	3740
Apprch %	38.4	13.6	48.1		2.3	91.1	6.6		34.4	50.5	15.1		14.2	83.4	2.4		
Total %	2.6	0.9	3.3	6.9	1	40.5	2.9	44.5	0.9	1.3	0.4	2.5	6.6	38.4	1.1	46.1	

	YUCCA MESA ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				LA CONTENTA ROAD Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**14**	5	**22**	**41**	**8**	**220**	12	**240**	**5**	8	3	**16**	25	169	5	199	496
04:30 PM	12	2	14	28	3	200	13	216	2	**9**	**4**	15	**34**	166	1	201	460
04:45 PM	11	3	14	28	3	213	13	229	5	4	1	10	29	163	**7**	199	466
05:00 PM	13	**9**	13	35	6	199	**19**	224	4	6	1	11	33	**226**	3	**262**	**532**
Total Volume	50	19	63	132	20	832	57	909	16	27	9	52	121	724	16	861	1954
% App. Total	37.9	14.4	47.7		2.2	91.5	6.3		30.8	51.9	17.3		14.1	84.1	1.9		
PHF	.893	.528	.716	.805	.625	.945	.750	.947	.800	.750	.563	.813	.890	.801	.571	.822	.918

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: YUCCA MESA ROAD/LA CONTENTA ROAD
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVYULC29PM
Site Code : 307044
Start Date : 4/27/2005
Page No : 2



COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: YUCCA MESA ROAD/LA CONTENTA ROAD
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVYULC29PM
Site Code : 307044
Start Date : 4/27/2005
Page No : 1

Groups Printed- LARGE 2 AXLE VEHICLES

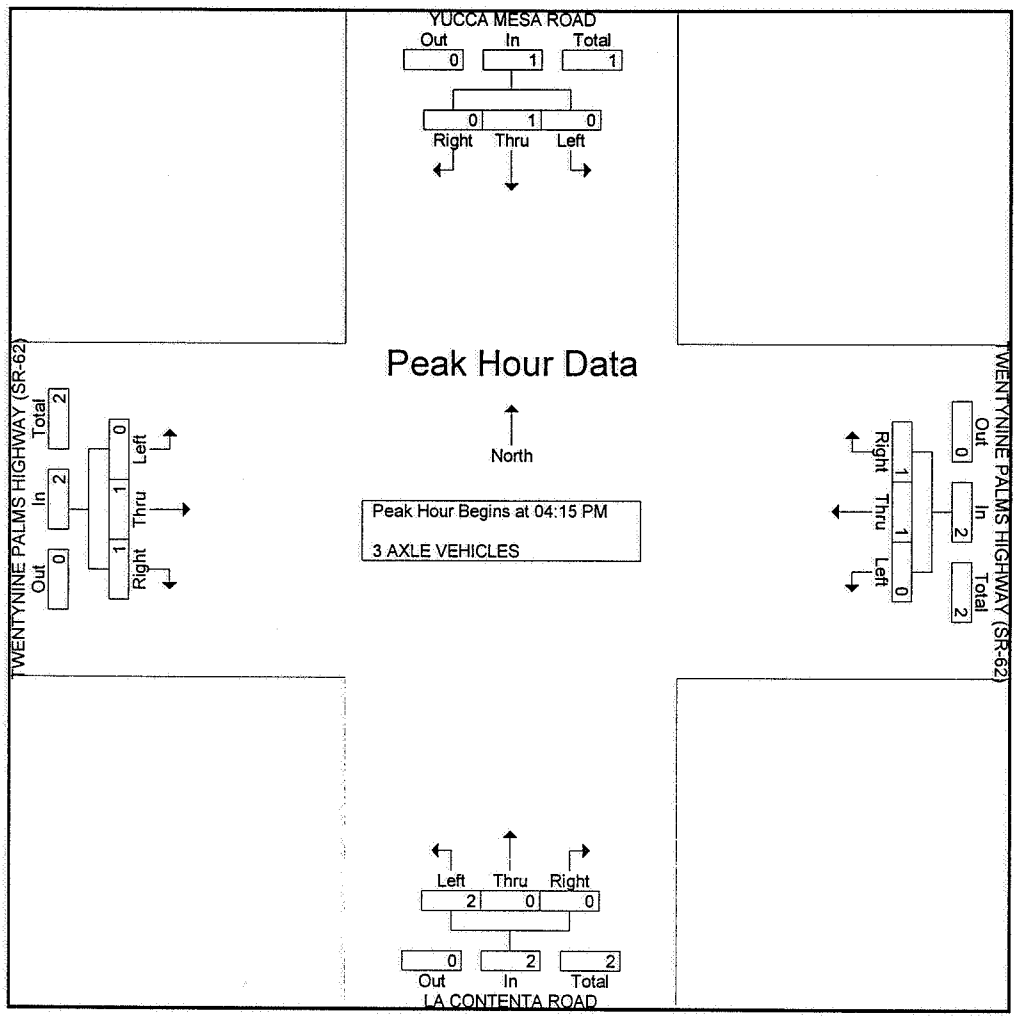
	YUCCA MESA ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				LA CONTENTA ROAD Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	2	0	2	1	2	0	3	1	1	0	2	0	2	0	2	9
04:15 PM	0	2	0	2	0	2	0	2	1	1	0	2	1	3	1	5	11
04:30 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	3	1	4	6
04:45 PM	0	0	1	1	0	3	3	6	0	1	0	1	0	1	0	1	9
Total	0	4	2	6	1	8	3	12	2	3	0	5	1	9	2	12	35
05:00 PM	1	1	1	3	0	2	1	3	0	0	0	0	1	3	1	5	11
05:15 PM	1	0	0	1	0	4	0	4	0	0	0	0	0	2	0	2	7
05:30 PM	0	0	0	0	1	4	0	5	0	0	0	0	1	1	1	3	8
05:45 PM	1	0	0	1	0	3	2	5	0	1	0	1	1	4	0	5	12
Total	3	1	1	5	1	13	3	17	0	1	0	1	3	10	2	15	38
Grand Total	3	5	3	11	2	21	6	29	2	4	0	6	4	19	4	27	73
Apprch %	27.3	45.5	27.3		6.9	72.4	20.7		33.3	66.7	0		14.8	70.4	14.8		
Total %	4.1	6.8	4.1	15.1	2.7	28.8	8.2	39.7	2.7	5.5	0	8.2	5.5	26	5.5	37	

	YUCCA MESA ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				LA CONTENTA ROAD Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	**2**	0	2	0	2	0	2	**1**	**1**	0	**2**	**1**	**3**	**1**	**5**	**11**
04:30 PM	0	0	**1**	1	0	1	0	1	0	0	0	0	0	3	1	4	6
04:45 PM	0	0	1	1	0	**3**	**3**	**6**	0	1	0	1	0	1	0	1	9
05:00 PM	**1**	1	1	**3**	0	2	1	3	0	0	0	0	1	3	1	5	11
Total Volume	1	3	3	7	0	8	4	12	1	2	0	3	2	10	3	15	37
% App. Total	14.3	42.9	42.9		0	66.7	33.3		33.3	66.7	0		13.3	66.7	20		
PHF	.250	.375	.750	.583	.000	.667	.333	.500	.250	.500	.000	.375	.500	.833	.750	.750	.841

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: YUCCA MESA ROAD/LA CONTENTA ROAD
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVYULC29PM
Site Code : 307044
Start Date : 4/27/2005
Page No : 2



COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: YUCCA MESA ROAD/LA CONTENTA ROAD
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVYULC29PM
Site Code : 307044
Start Date : 4/27/2005
Page No : 1

Groups Printed- 3 AXLE VEHICLES

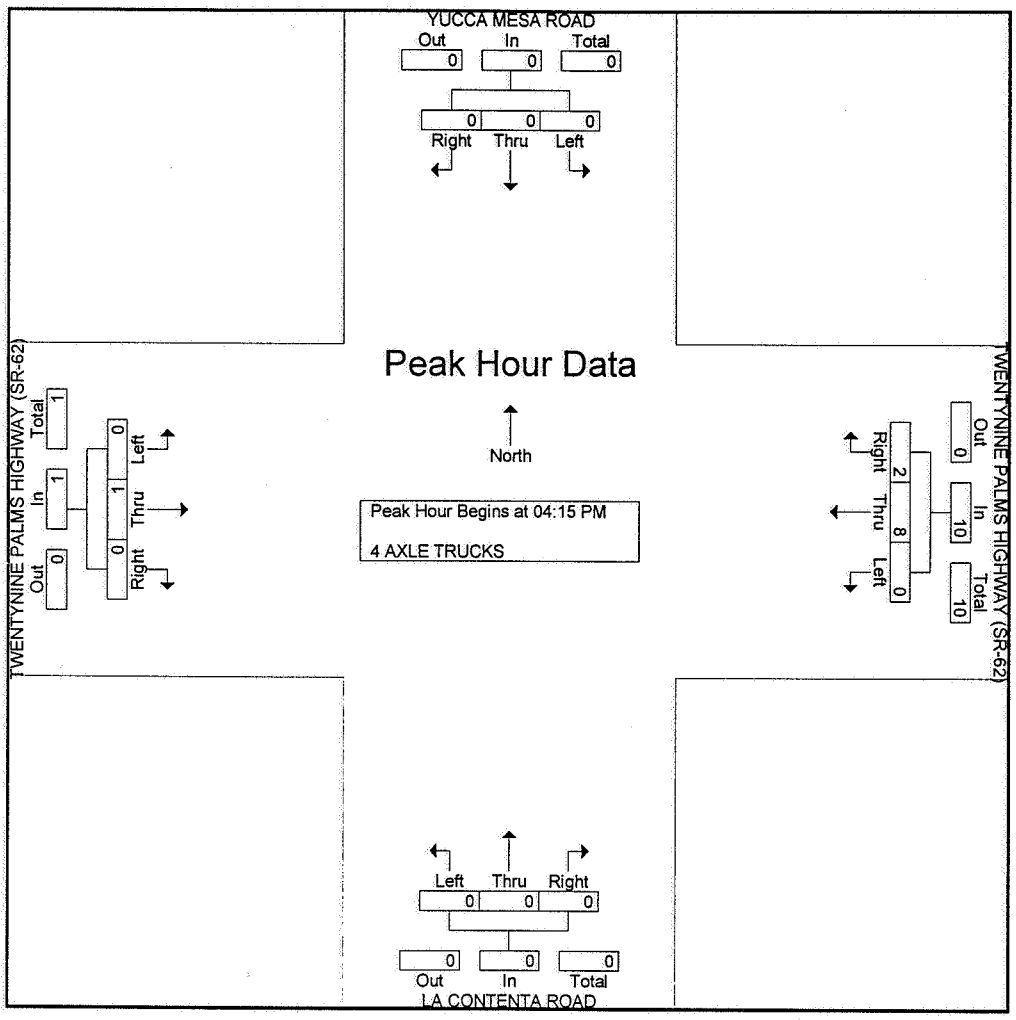
	YUCCA MESA ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				LA CONTENTA ROAD Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:15 PM	0	1	0	1	0	1	0	1	2	0	0	2	0	0	0	0	4
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	1	1	2	2
Total	0	1	0	1	0	2	0	2	2	0	0	2	0	2	1	3	8
05:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
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	1	2	3	0	0	0	0	0	0	1	1	4
Grand Total	0	1	0	1	0	3	2	5	2	0	0	2	0	2	2	4	12
Apprch %	0	100	0		0	60	40		100	0	0		0	50	50		
Total %	0	8.3	0	8.3	0	25	16.7	41.7	16.7	0	0	16.7	0	16.7	16.7	33.3	

	YUCCA MESA ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				LA CONTENTA ROAD Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	**1**	0	**1**	0	**1**	0	**1**	**2**	0	0	**2**	0	0	0	0	**4**
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	**1**	**1**	**2**	2
05:00 PM	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	1	1	2	2	0	0	2	0	1	1	2	7
% App. Total	0	100	0		0	50	50		100	0	0		0	50	50		
PHF	.000	.250	.000	.250	.000	.250	.250	.500	.250	.000	.000	.250	.000	.250	.250	.250	.438

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: YUCCA MESA ROAD/LA CONTENTA ROAD
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVYULC29PM
Site Code : 307044
Start Date : 4/27/2005
Page No : 2



COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: YUCCA MESA ROAD/LA CONTENTA ROAD
E/W: TWENTYNINE PALMS HIGHWAY (SR-62)
WEATHER: SUNNY

File Name : YVYULC29PM
Site Code : 307044
Start Date : 4/27/2005
Page No : 1

Groups Printed- 4 AXLE TRUCKS

	YUCCA MESA ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				LA CONTENTA ROAD Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	1	0	1	0	3	0	3	0	0	0	0	0	2	0	2	6
04:15 PM	0	0	0	0	0	4	1	5	0	0	0	0	0	0	0	0	5
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
Total	0	1	0	1	0	11	1	12	0	0	0	0	0	2	0	2	15
05:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
Total	0	0	0	0	0	4	1	5	0	0	0	0	0	7	0	7	12
Grand Total	0	1	0	1	0	15	2	17	0	0	0	0	0	9	0	9	27
Apprch %	0	100	0		0	88.2	11.8		0	0	0		0	100	0		
Total %	0	3.7	0	3.7	0	55.6	7.4	63	0	0	0	0	0	33.3	0	33.3	

	YUCCA MESA ROAD Southbound				TWENTYNINE PALMS HIGHWAY (SR-62) Westbound				LA CONTENTA ROAD Northbound				TWENTYNINE PALMS HIGHWAY (SR-62) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	**4**	**1**	**5**	0	0	0	0	0	0	0	0	**5**
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	**1**	0	**1**	2
Total Volume	0	0	0	0	0	8	2	10	0	0	0	0	0	1	0	1	11
% App. Total	0	0	0		0	80	20		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.500	.500	.000	.000	.000	.000	.000	.250	.000	.250	.550

Counts Unlimited, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557

T 909 **247 6716**
F 909 **924 8604**
C 909 **721 5067**

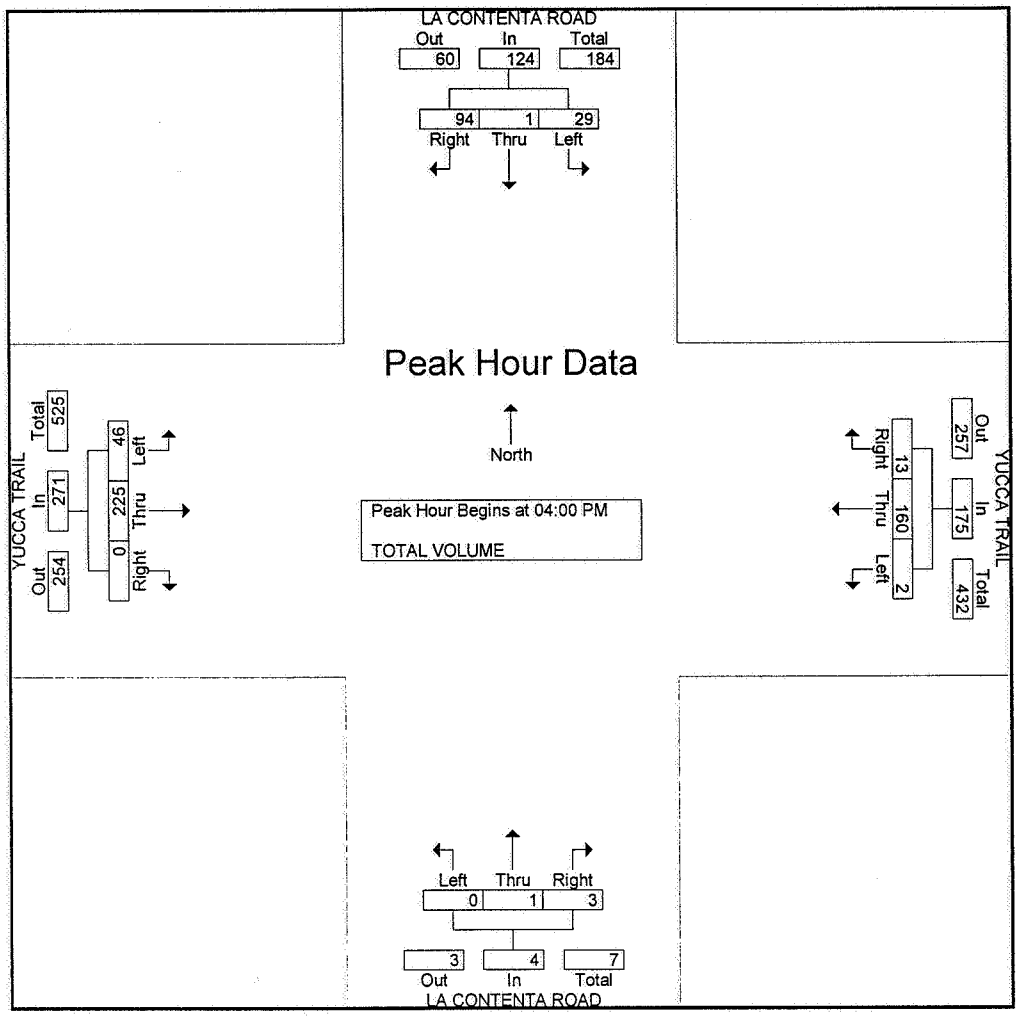
TOWN OF YUCCA VALLEY
LA CONTENTA ROAD / YUCCA TRAIL

Turning Movement Counts
May 2005

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: LA CONTENTA ROAD
E/W: YUCCA TRAIL
WEATHER: SUNNY

File Name : YVLCYUPM
Site Code : 069332
Start Date : 5/12/2005
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				04:30 PM				04:15 PM			
+0 mins.	10	0	**48**	**58**	0	38	2	40	0	0	1	1	5	66	0	71
+15 mins.	5	0	20	25	**1**	35	2	38	0	**1**	**2**	**3**	**14**	54	0	68
+30 mins.	3	0	9	12	0	**47**	**8**	**55**	0	0	0	0	13	61	0	74
+45 mins.	**11**	**1**	17	29	1	40	1	42	0	1	0	1	5	**71**	0	**76**
Total Volume	29	1	94	124	2	160	13	175	0	2	3	5	37	252	0	289
% App. Total	23.4	0.8	75.8		1.1	91.4	7.4		0	40	60		12.8	87.2	0	
PHF	.659	.250	.490	.534	.500	.851	.406	.795	.000	.500	.375	.417	.661	.887	.000	.951

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

TOWN OF YUCCA VALLEY
N/S: LA CONTENTA ROAD
E/W: YUCCA TRAIL
WEATHER: SUNNY

File Name : YVLCYUPM
Site Code : 069332
Start Date : 5/12/2005
Page No : 1

Groups Printed- TOTAL VOLUME

	LA CONTENTA ROAD Southbound				YUCCA TRAIL Westbound				LA CONTENTA ROAD Northbound				YUCCA TRAIL Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	10	0	48	58	0	38	2	40	0	0	0	0	14	44	0	58	156
04:15 PM	5	0	20	25	1	35	2	38	0	0	0	0	5	66	0	71	134
04:30 PM	3	0	9	12	0	47	8	55	0	0	1	1	14	54	0	68	136
04:45 PM	11	1	17	29	1	40	1	42	0	1	2	3	13	61	0	74	148
Total	29	1	94	124	2	160	13	175	0	1	3	4	46	225	0	271	574
05:00 PM	9	1	6	16	0	39	0	39	0	0	0	0	5	71	0	76	131
05:15 PM	4	0	8	12	1	35	2	38	0	1	0	1	1	44	0	45	96
05:30 PM	2	0	9	11	0	39	3	42	0	0	0	0	7	47	0	54	107
05:45 PM	4	0	6	10	1	32	9	42	0	0	0	0	5	67	0	72	124
Total	19	1	29	49	2	145	14	161	0	1	0	1	18	229	0	247	458
Grand Total	48	2	123	173	4	305	27	336	0	2	3	5	64	454	0	518	1032
Apprch %	27.7	1.2	71.1		1.2	90.8	8		0	40	60		12.4	87.6	0		
Total %	4.7	0.2	11.9	16.8	0.4	29.6	2.6	32.6	0	0.2	0.3	0.5	6.2	44	0	50.2	

	LA CONTENTA ROAD Southbound				YUCCA TRAIL Westbound				LA CONTENTA ROAD Northbound				YUCCA TRAIL Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	10	0	**48**	**58**	0	38	2	40	0	0	0	0	**14**	44	0	58	**156**
04:15 PM	5	0	20	25	**1**	35	2	38	0	0	0	0	5	**66**	0	71	134
04:30 PM	3	0	9	12	0	**47**	**8**	**55**	0	0	1	1	14	54	0	68	136
04:45 PM	**11**	**1**	17	29	1	40	1	42	0	**1**	**2**	**3**	13	61	0	**74**	148
Total Volume	29	1	94	124	2	160	13	175	0	1	3	4	46	225	0	271	574
% App. Total	23.4	0.8	75.8		1.1	91.4	7.4		0	25	75		17	83	0		
PHF	.659	.250	.490	.534	.500	.851	.406	.795	.000	.250	.375	.333	.821	.852	.000	.916	.920

Counts Unlimited, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557

T 909 247 6716
F 909 924 8604
C 909 721 5067

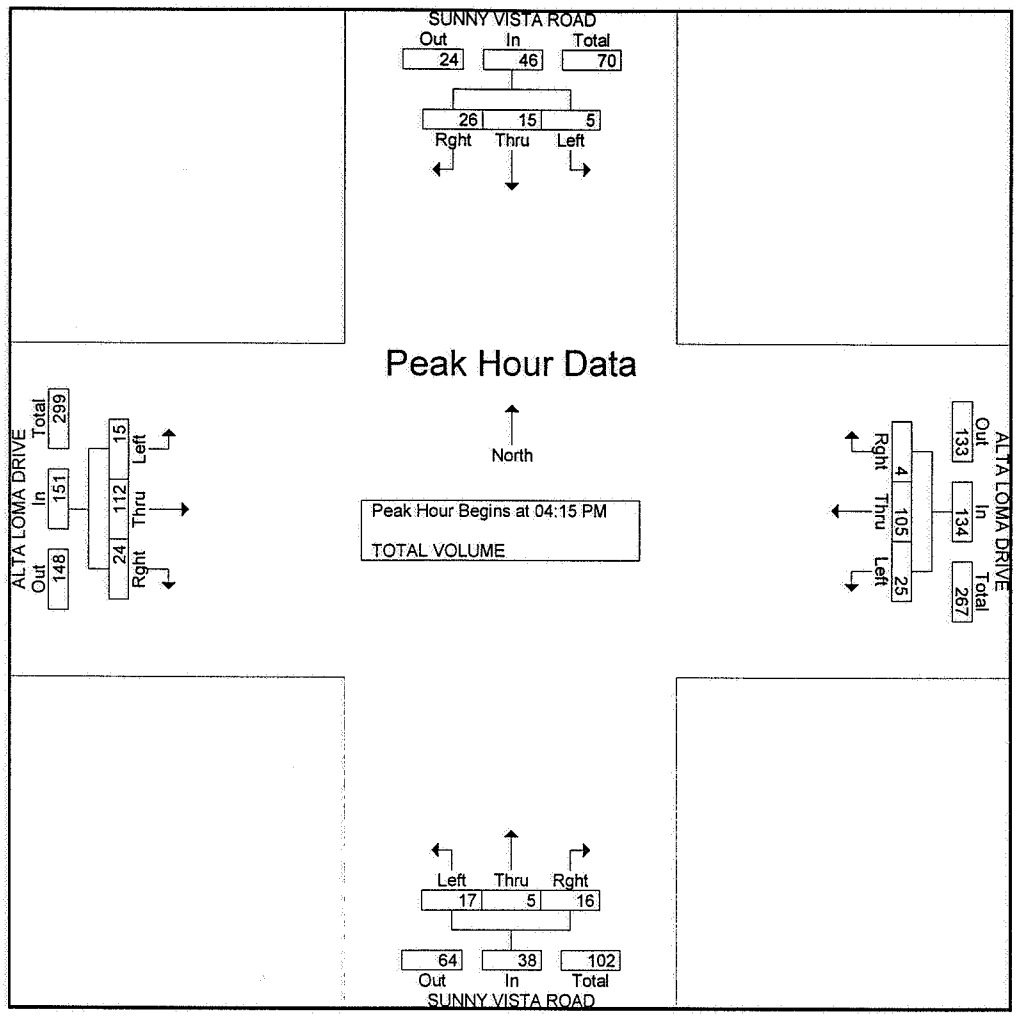
COUNTY OF SAN BERNARDINO
SUNNY VISTA ROAD / ALTA LOMA DRIVE

Turning Movement Counts
May 2005

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

COUNTY OF SAN BERNARDINO
N/S: SUNNY VISTA ROAD
E/W: ALTA LOMA DRIVE
WEATHER: SUNNY

File Name : SBSVALPM
Site Code : 0069332
Start Date : 5/18/2005
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:

	04:30 PM				04:15 PM				04:30 PM				05:00 PM			
+0 mins.	**2**	4	6	12	6	26	**3**	35	6	1	**8**	15	5	**35**	7	**47**
+15 mins.	0	4	7	11	6	**31**	0	**37**	3	1	3	7	4	29	**8**	41
+30 mins.	0	**5**	6	11	5	23	1	29	2	2	1	5	**10**	32	5	47
+45 mins.	0	3	**13**	**16**	**8**	25	0	33	**7**	**3**	6	**16**	6	26	8	40
Total Volume	2	16	32	50	25	105	4	134	18	7	18	43	25	122	28	175
% App. Total	4	32	64		18.7	78.4	3		41.9	16.3	41.9		14.3	69.7	16	
PHF	.250	.800	.615	.781	.781	.847	.333	.905	.643	.583	.563	.672	.625	.871	.875	.931

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

COUNTY OF SAN BERNARDINO
N/S: SUNNY VISTA ROAD
E/W: ALTA LOMA DRIVE
WEATHER: SUNNY

File Name : SBSVALPM
Site Code : 0069332
Start Date : 5/18/2005
Page No : 1

Groups Printed- TOTAL VOLUME

	SUNNY VISTA ROAD Southbound				ALTA LOMA DRIVE Westbound				SUNNY VISTA ROAD Northbound				ALTA LOMA DRIVE Eastbound				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	1	4	7	12	2	20	0	22	3	0	3	6	1	31	4	36	76
04:15 PM	3	2	7	12	6	26	3	35	6	1	4	11	5	35	8	48	106
04:30 PM	2	4	6	12	6	31	0	37	6	1	8	15	2	20	5	27	91
04:45 PM	0	4	7	11	5	23	1	29	3	1	3	7	3	22	4	29	76
Total	6	14	27	47	19	100	4	123	18	3	18	39	11	108	21	140	349
05:00 PM	0	5	6	11	8	25	0	33	2	2	1	5	5	35	7	47	96
05:15 PM	0	3	13	16	7	16	0	23	7	3	6	16	4	29	8	41	96
05:30 PM	0	3	7	10	3	13	0	16	2	2	4	8	10	32	5	47	81
05:45 PM	0	4	3	7	3	23	0	26	3	2	4	9	6	26	8	40	82
Total	0	15	29	44	21	77	0	98	14	9	15	38	25	122	28	175	355
Grand Total	6	29	56	91	40	177	4	221	32	12	33	77	36	230	49	315	704
Apprch %	6.6	31.9	61.5		18.1	80.1	1.8		41.6	15.6	42.9		11.4	73	15.6		
Total %	0.9	4.1	8	12.9	5.7	25.1	0.6	31.4	4.5	1.7	4.7	10.9	5.1	32.7	7	44.7	

	SUNNY VISTA ROAD Southbound				ALTA LOMA DRIVE Westbound				SUNNY VISTA ROAD Northbound				ALTA LOMA DRIVE Eastbound				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. 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	**3**	2	**7**	**12**	6	26	**3**	35	**6**	1	4	11	**5**	**35**	**8**	**48**	**106**
04:30 PM	2	4	6	12	6	**31**	0	**37**	6	1	**8**	**15**	2	20	5	27	91
04:45 PM	0	4	7	11	5	23	1	29	3	1	3	7	3	22	4	29	76
05:00 PM	0	**5**	6	11	**8**	25	0	33	2	**2**	1	5	5	35	7	47	96
Total Volume	5	15	26	46	25	105	4	134	17	5	16	38	15	112	24	151	369
% App. Total	10.9	32.6	56.5		18.7	78.4	3		44.7	13.2	42.1		9.9	74.2	15.9		
PHF	.417	.750	.929	.958	.781	.847	.333	.905	.708	.625	.500	.633	.750	.800	.750	.786	.870

Counts Unlimited, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557

T 909 247 6716
F 909 924 8604
C 909 721 5067

COUNTY OF SAN BERNARDINO

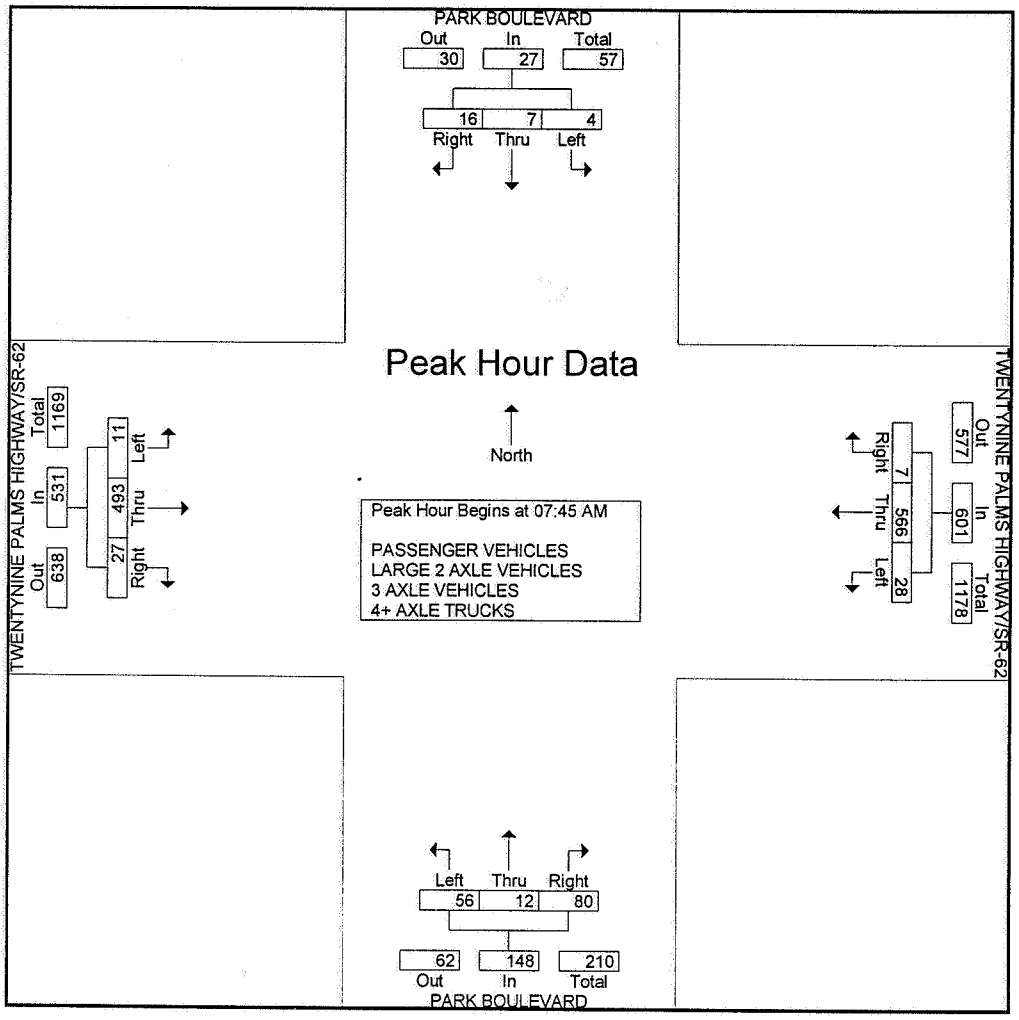
PARK BOULEVARD
TWENTYNINE PALMS HIGHWAY/SR-62

Turning Movement Counts
April 2005

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

COUNTY OF SAN BERNARDINO
N/S: PARK BOULEVARD
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : sbpa29am
Site Code : 307032
Start Date : 4/28/2005
Page No : 2



Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:45 AM				07:00 AM				07:15 AM			
+0 mins.	**2**	**1**	5	8	**10**	131	**3**	144	10	**3**	25	38	1	131	**8**	140
+15 mins.	2	0	**7**	**9**	6	122	3	131	**14**	2	23	39	2	134	4	140
+30 mins.	0	0	3	3	8	**164**	1	**173**	14	1	20	35	**3**	**142**	7	**152**
+45 mins.	2	1	4	7	4	149	0	153	12	2	**26**	**40**	1	123	3	127
Total Volume	6	2	19	27	28	566	7	601	50	8	94	152	7	530	22	559
% App. Total	22.2	7.4	70.4		4.7	94.2	1.2		32.9	5.3	61.8		1.3	94.8	3.9	
PHF	.750	.500	.679	.750	.700	.863	.583	.868	.893	.667	.904	.950	.583	.933	.688	.919

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

COUNTY OF SAN BERNARDINO
N/S: PARK BOULEVARD
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : sbpa29am
Site Code : 307032
Start Date : 4/28/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES - LARGE 2 AXLE VEHICLES - 3 AXLE VEHICLES - 4+ AXLE TRUCKS

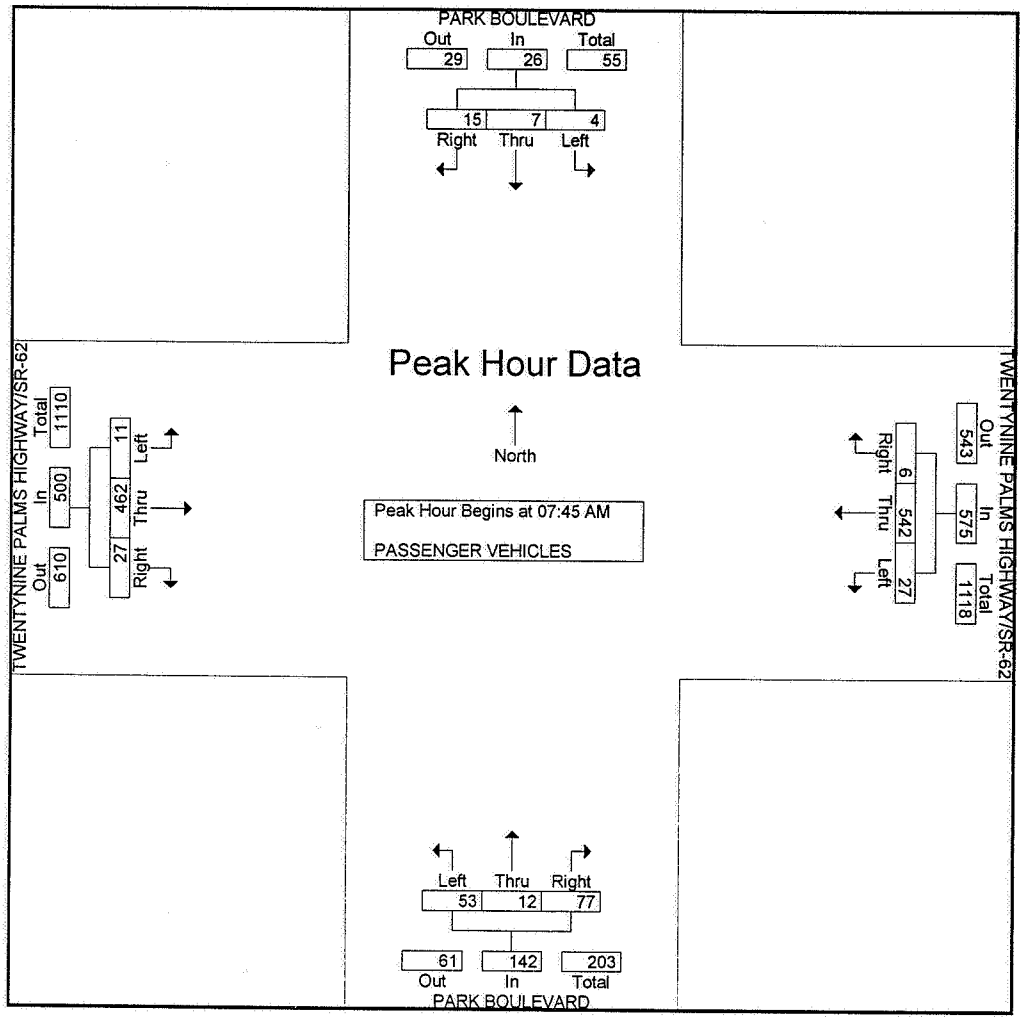
	PARK BOULEVARD Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				PARK BOULEVARD Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:45 AM	2	1	1	4	6	123	1	130	9	1	21	31	3	149	2	154	319
Total	2	1	1	4	6	123	1	130	9	1	21	31	3	149	2	154	319
07:00 AM	2	1	5	8	7	92	2	101	10	3	25	38	1	121	1	123	270
07:15 AM	2	0	7	9	5	148	0	153	14	2	23	39	1	131	8	140	341
07:30 AM	0	0	3	3	6	125	1	132	14	1	20	35	2	134	4	140	310
07:45 AM	2	1	4	7	10	131	3	144	12	2	26	40	3	142	7	152	343
Total	6	2	19	27	28	496	6	530	50	8	94	152	7	528	20	555	1264
08:00 AM	0	1	5	6	6	122	3	131	16	2	16	34	1	123	3	127	298
08:15 AM	1	2	5	8	8	164	1	173	13	1	21	35	4	112	5	121	337
08:30 AM	1	3	2	6	4	149	0	153	15	7	17	39	3	116	12	131	329
Grand Total	10	9	32	51	52	1054	11	1117	103	19	169	291	18	1028	42	1088	2547
Apprch %	19.6	17.6	62.7		4.7	94.4	1		35.4	6.5	58.1		1.7	94.5	3.9		
Total %	0.4	0.4	1.3	2	2	41.4	0.4	43.9	4	0.7	6.6	11.4	0.7	40.4	1.6	42.7	
PASSENGER VEHICLES	10	9	28	47	51	1013	10	1074	100	18	164	282	18	974	41	1033	2436
% PASSENGER VEHICLES	100	100	87.5	92.2	98.1	96.1	90.9	96.2	97.1	94.7	97	96.9	100	94.7	97.6	94.9	47.8
LARGE 2 AXLE VEHICLES	0	0	3	3	0	22	1	23	2	1	5	8	0	26	1	27	61
% LARGE 2 AXLE VEHICLES	0	0	9.4	5.9	0	2.1	9.1	2.1	1.9	5.3	3	2.7	0	2.5	2.4	2.5	1.2
3 AXLE VEHICLES	0	0	1	1	1	2	0	3	1	0	0	1	0	8	0	8	13
% 3 AXLE VEHICLES	0	0	3.1	2	1.9	0.2	0	0.3	1	0	0	0.3	0	0.8	0	0.7	0.3
4+ AXLE TRUCKS	0	0	0	0	0	17	0	17	0	0	0	0	0	20	0	20	37
% 4+ AXLE TRUCKS	0	0	0	0	0	1.6	0	1.5	0	0	0	0	0	1.9	0	1.8	0.7

	PARK BOULEVARD Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				PARK BOULEVARD Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**2**	1	4	7	**10**	131	**3**	144	12	2	**26**	**40**	3	**142**	7	**152**	**343**
08:00 AM	0	1	**5**	6	6	122	3	131	**16**	2	16	34	1	123	3	127	298
08:15 AM	1	2	5	**8**	8	**164**	1	**173**	13	1	21	35	**4**	112	5	121	337
08:30 AM	1	**3**	2	6	4	149	0	153	15	**7**	17	39	3	116	**12**	131	329
Total Volume	4	7	16	27	28	566	7	601	56	12	80	148	11	493	27	531	1307
% App. Total	14.8	25.9	59.3		4.7	94.2	1.2		37.8	8.1	54.1		2.1	92.8	5.1		
PHF	.500	.583	.800	.844	.700	.863	.583	.868	.875	.429	.769	.925	.688	.868	.563	.873	.953

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

COUNTY OF SAN BERNARDINO
N/S: PARK BOULEVARD
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : sbpa29am
Site Code : 307032
Start Date : 4/28/2005
Page No : 2



COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

COUNTY OF SAN BERNARDINO
N/S: PARK BOULEVARD
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : sbpa29am
Site Code : 307032
Start Date : 4/28/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES

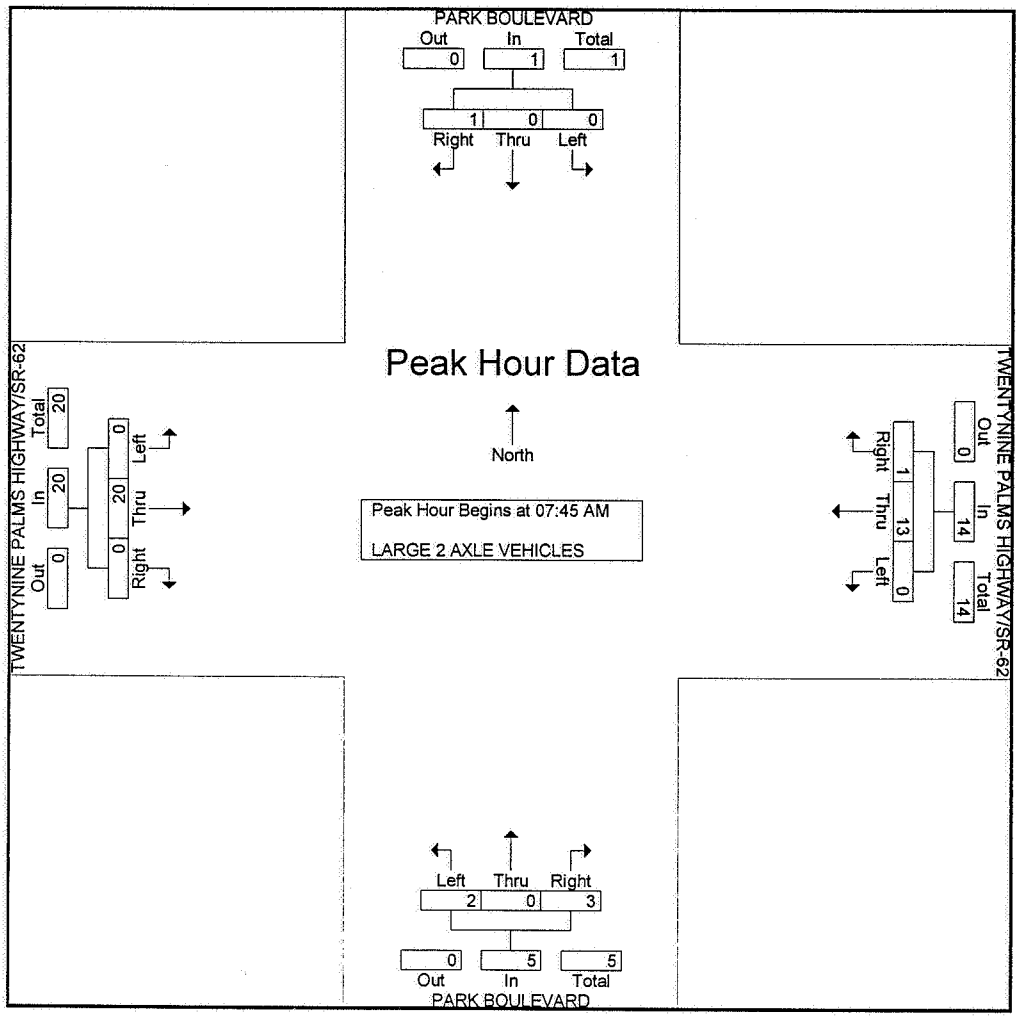
	PARK BOULEVARD Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				PARK BOULEVARD Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:45 AM	2	1	1	4	6	120	1	127	9	1	20	30	3	142	2	147	308
Total	2	1	1	4	6	120	1	127	9	1	20	30	3	142	2	147	308
07:00 AM	2	1	2	5	7	87	2	96	10	3	25	38	1	116	0	117	256
07:15 AM	2	0	7	9	5	143	0	148	14	2	22	38	1	128	8	137	332
07:30 AM	0	0	3	3	6	121	1	128	14	0	20	34	2	126	4	132	297
07:45 AM	2	1	3	6	10	130	3	143	12	2	25	39	3	137	7	147	335
Total	6	2	15	23	28	481	6	515	50	7	92	149	7	507	19	533	1220
08:00 AM	0	1	5	6	6	116	3	125	14	2	16	32	1	114	3	118	281
08:15 AM	1	2	5	8	7	156	0	163	13	1	19	33	4	102	5	111	315
08:30 AM	1	3	2	6	4	140	0	144	14	7	17	38	3	109	12	124	312
Grand Total	10	9	28	47	51	1013	10	1074	100	18	164	282	18	974	41	1033	2436
Apprch %	21.3	19.1	59.6		4.7	94.3	0.9		35.5	6.4	58.2		1.7	94.3	4		
Total %	0.4	0.4	1.1	1.9	2.1	41.6	0.4	44.1	4.1	0.7	6.7	11.6	0.7	40	1.7	42.4	

	PARK BOULEVARD Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				PARK BOULEVARD Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**2**	1	3	6	**10**	130	**3**	143	12	2	**25**	**39**	3	**137**	7	**147**	**335**
08:00 AM	0	1	**5**	6	6	116	3	125	**14**	2	16	32	1	114	3	118	281
08:15 AM	1	2	5	**8**	7	**156**	0	**163**	13	1	19	33	**4**	102	5	111	315
08:30 AM	1	**3**	2	6	4	140	0	144	14	**7**	17	38	3	109	**12**	124	312
Total Volume	4	7	15	26	27	542	6	575	53	12	77	142	11	462	27	500	1243
% App. Total	15.4	26.9	57.7		4.7	94.3	1		37.3	8.5	54.2		2.2	92.4	5.4		
PHF	.500	.583	.750	.813	.675	.869	.500	.882	.946	.429	.770	.910	.688	.843	.563	.850	.928

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

COUNTY OF SAN BERNARDINO
N/S: PARK BOULEVARD
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : sbpa29am
Site Code : 307032
Start Date : 4/28/2005
Page No : 2



COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

COUNTY OF SAN BERNARDINO
N/S: PARK BOULEVARD
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : sbpa29am
Site Code : 307032
Start Date : 4/28/2005
Page No : 1

Groups Printed- LARGE 2 AXLE VEHICLES

	PARK BOULEVARD Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				PARK BOULEVARD Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:45 AM	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	3
Total	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	3
07:00 AM	0	0	2	2	0	4	0	4	0	0	0	0	0	3	1	4	10
07:15 AM	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	3
07:30 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	3	0	3	5
07:45 AM	0	0	1	1	0	1	0	1	0	0	1	1	0	3	0	3	6
Total	0	0	3	3	0	8	0	8	0	1	2	3	0	9	1	10	24
08:00 AM	0	0	0	0	0	2	0	2	2	0	0	2	0	5	0	5	9
08:15 AM	0	0	0	0	0	4	1	5	0	0	2	2	0	7	0	7	14
08:30 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
Grand Total	0	0	3	3	0	22	1	23	2	1	5	8	0	26	1	27	61
Apprch %	0	0	100		0	95.7	4.3		25	12.5	62.5		0	96.3	3.7		
Total %	0	0	4.9	4.9	0	36.1	1.6	37.7	3.3	1.6	8.2	13.1	0	42.6	1.6	44.3	

	PARK BOULEVARD Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				PARK BOULEVARD Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	**1**	**1**	0	1	0	1	0	0	1	1	0	3	0	3	6
08:00 AM	0	0	0	0	0	2	0	2	**2**	0	0	**2**	0	5	0	5	9
08:15 AM	0	0	0	0	0	4	**1**	5	0	0	**2**	2	0	**7**	0	**7**	**14**
08:30 AM	0	0	0	0	0	**6**	0	**6**	0	0	0	0	0	5	0	5	11
Total Volume	0	0	1	1	0	13	1	14	2	0	3	5	0	20	0	20	40
% App. Total	0	0	100		0	92.9	7.1		40	0	60		0	100	0		
PHF	.000	.000	.250	.250	.000	.542	.250	.583	.250	.000	.375	.625	.000	.714	.000	.714	.714

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

COUNTY OF SAN BERNARDINO
N/S: PARK BOULEVARD
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : sbpa29am
Site Code : 307032
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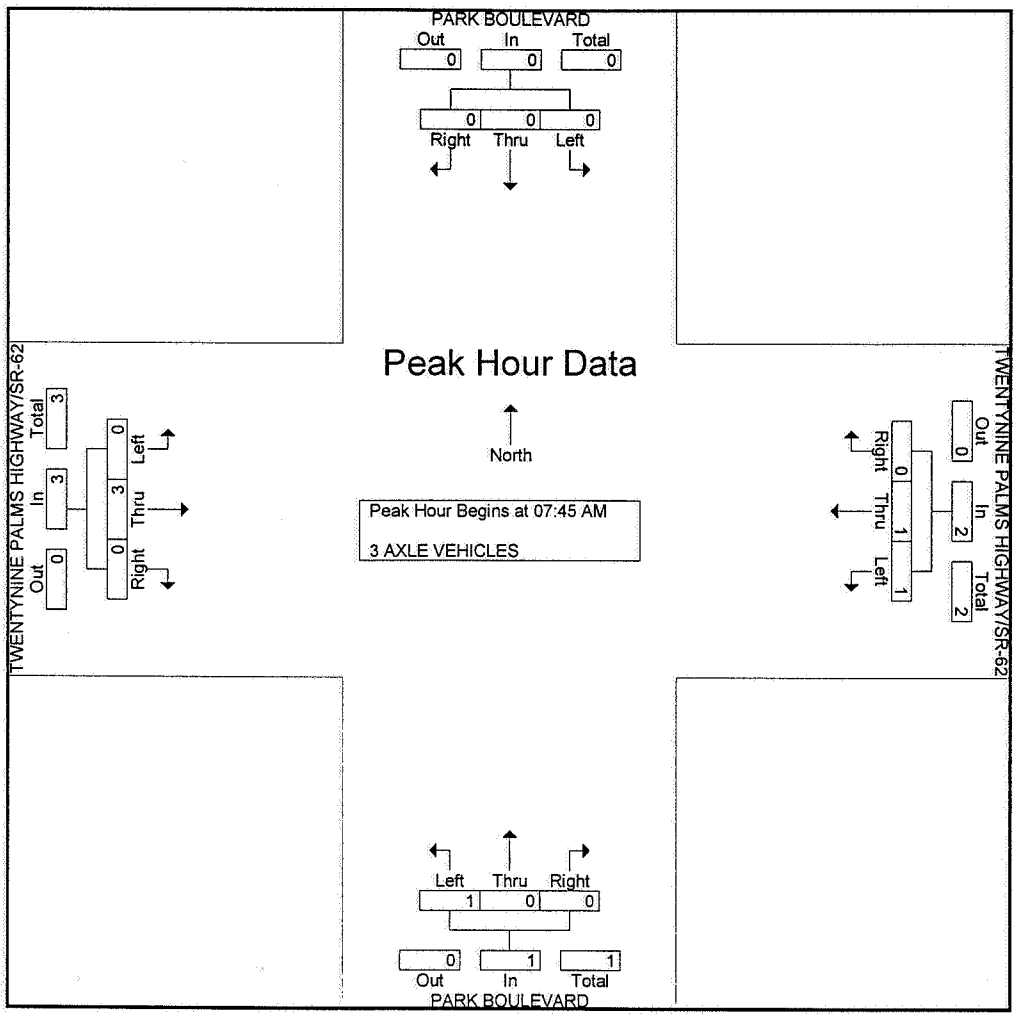

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

COUNTY OF SAN BERNARDINO
N/S: PARK BOULEVARD
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : sbpa29am
Site Code : 307032
Start Date : 4/28/2005
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Groups Printed- 3 AXLE VEHICLES

	PARK BOULEVARD Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				PARK BOULEVARD Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:45 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	0	0	0	0	0	0	0
07:00 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	2	0	2	4
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	1	0	1	0	0	0	0	0	5	0	5	7
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0	3	4
08:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Grand Total	0	0	1	1	1	2	0	3	1	0	0	1	0	8	0	8	13
Apprch %	0	0	100		33.3	66.7	0		100	0	0		0	100	0		
Total %	0	0	7.7	7.7	7.7	15.4	0	23.1	7.7	0	0	7.7	0	61.5	0	61.5	

	PARK BOULEVARD Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				PARK BOULEVARD Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
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	**1**	0	**1**	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	**1**	0	0	1	0	0	0	0	0	**3**	0	**3**	**4**
08:30 AM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	1
Total Volume	0	0	0	0	1	1	0	2	1	0	0	1	0	3	0	3	6
% App. Total	0	0	0		50	50	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.500	.250	.000	.000	.250	.000	.250	.000	.250	.375

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

COUNTY OF SAN BERNARDINO
N/S: PARK BOULEVARD
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : sbpa29am
Site Code : 307032
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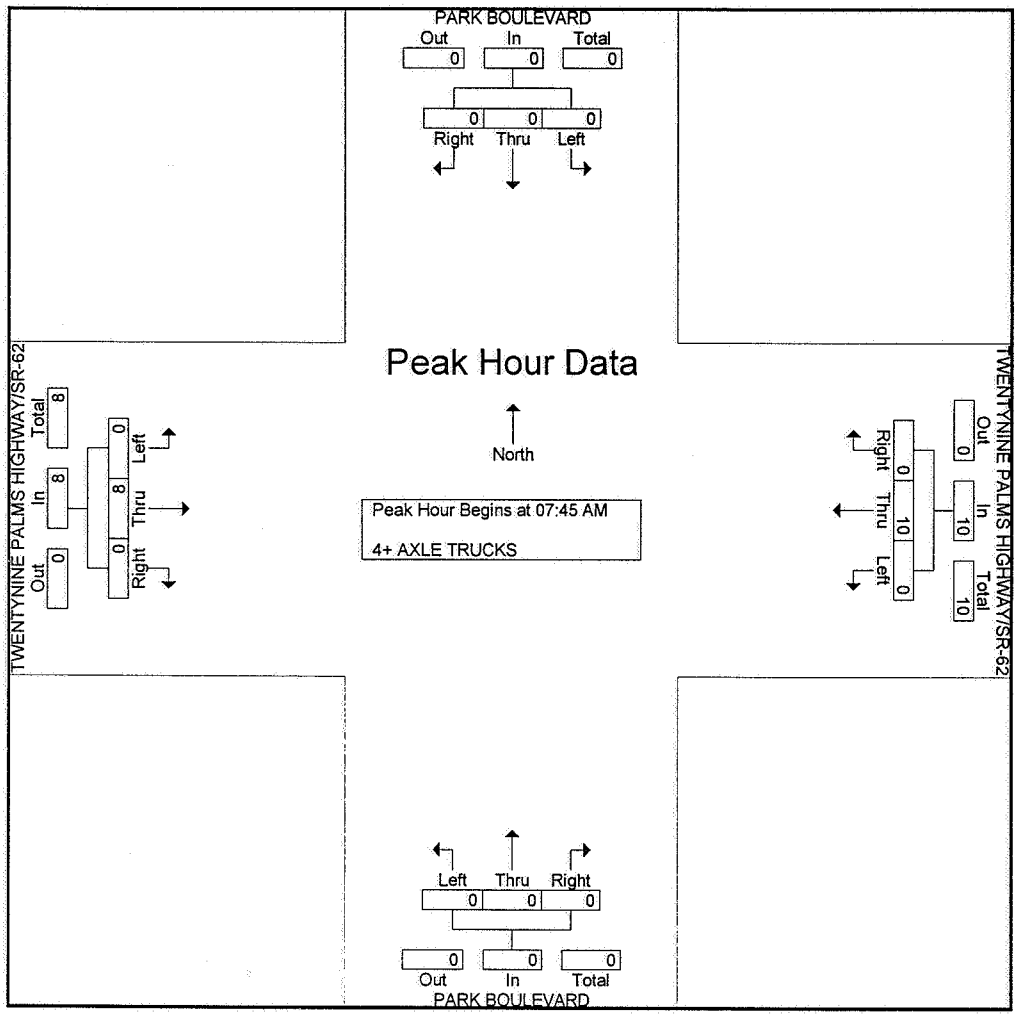

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

COUNTY OF SAN BERNARDINO
N/S: PARK BOULEVARD
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : sbpa29am
Site Code : 307032
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Groups Printed- 4+ AXLE TRUCKS

	PARK BOULEVARD Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				PARK BOULEVARD Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	7	0	7	8
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	7	0	7	8
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	3	0	3	0	0	0	0	0	2	0	2	5
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	6	0	6	0	0	0	0	0	7	0	7	13
08:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
08:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
08:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
Grand Total	0	0	0	0	0	17	0	17	0	0	0	0	0	20	0	20	37
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	45.9	0	45.9	0	0	0	0	0	54.1	0	54.1	

	PARK BOULEVARD Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				PARK BOULEVARD Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	**4**	0	**4**	**7**
08:15 AM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	0	0	0	4
08:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
Total Volume	0	0	0	0	0	10	0	10	0	0	0	0	0	8	0	8	18
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.500	.000	.500	.643

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

COUNTY OF SAN BERNARDINO
N/S: PARK BOULEVARD
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : SBPA29PM
Site Code : 307016
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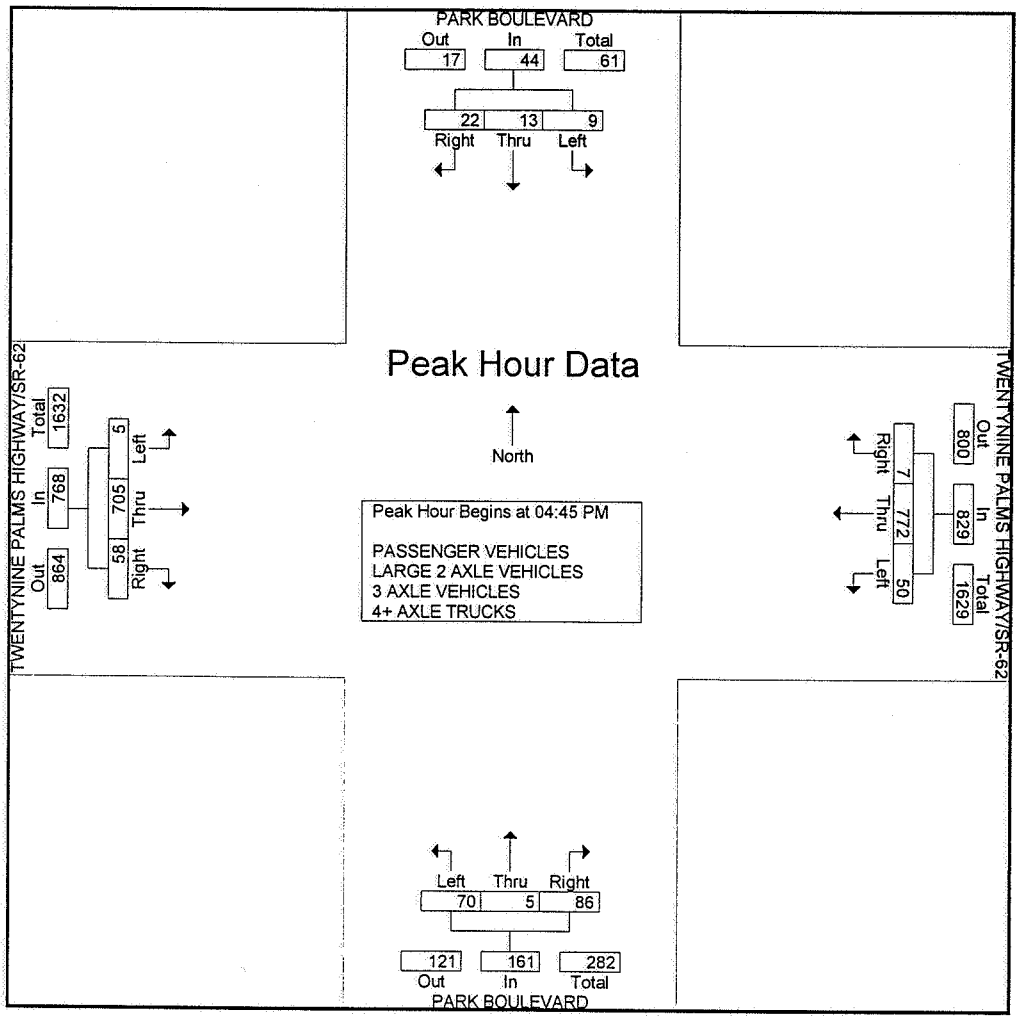

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:30 PM				05:00 PM			
+0 mins.	0	4	7	11	**22**	**211**	1	**234**	19	**4**	14	37	**3**	174	13	190
+15 mins.	1	**5**	**8**	14	9	200	3	212	**31**	2	20	**53**	0	167	**15**	182
+30 mins.	**5**	2	8	**15**	12	209	2	223	10	1	21	32	1	**207**	8	**216**
+45 mins.	2	2	3	7	14	206	**5**	225	16	1	**23**	40	2	175	13	190
Total Volume	8	13	26	47	57	826	11	894	76	8	78	162	6	723	49	778
% App. Total	17	27.7	55.3		6.4	92.4	1.2		46.9	4.9	48.1		0.8	92.9	6.3	
PHF	.400	.650	.813	.783	.648	.979	.550	.955	.613	.500	.848	.764	.500	.873	.817	.900

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

COUNTY OF SAN BERNARDINO
N/S: PARK BOULEVARD
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : SBPA29PM
Site Code : 307016
Start Date : 4/28/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES - LARGE 2 AXLE VEHICLES - 3 AXLE VEHICLES - 4+ AXLE TRUCKS

	PARK BOULEVARD Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				PARK BOULEVARD Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	2	4	4	10	22	211	1	234	14	0	9	23	1	179	15	195	462
04:15 PM	3	1	2	6	9	200	3	212	10	1	12	23	4	139	20	163	404
04:30 PM	0	4	7	11	12	209	2	223	19	4	14	37	3	164	14	181	452
04:45 PM	1	5	8	14	14	206	5	225	31	2	20	53	1	157	22	180	472
Total	6	14	21	41	57	826	11	894	74	7	55	136	9	639	71	719	1790
05:00 PM	5	2	8	15	15	191	0	206	10	1	21	32	3	174	13	190	443
05:15 PM	2	2	3	7	10	184	2	196	16	1	23	40	0	167	15	182	425
05:30 PM	1	4	3	8	11	191	0	202	13	1	22	36	1	207	8	216	462
05:45 PM	2	1	3	6	13	144	3	160	12	3	20	35	2	175	13	190	391
Total	10	9	17	36	49	710	5	764	51	6	86	143	6	723	49	778	1721
Grand Total	16	23	38	77	106	1536	16	1658	125	13	141	279	15	1362	120	1497	3511
Apprch %	20.8	29.9	49.4		6.4	92.6	1		44.8	4.7	50.5		1	91	8		
Total %	0.5	0.7	1.1	2.2	3	43.7	0.5	47.2	3.6	0.4	4	7.9	0.4	38.8	3.4	42.6	
PASSENGER VEHICLES	16	23	37	76	104	1488	16	1608	116	11	139	266	14	1325	116	1455	3405
% PASSENGER VEHICLES	100	100	97.4	98.7	98.1	96.9	100	97	92.8	84.6	98.6	95.3	93.3	97.3	96.7	97.2	48.5
LARGE 2 AXLE VEHICLES	0	0	1	1	2	29	0	31	7	1	1	9	1	28	3	32	73
% LARGE 2 AXLE VEHICLES	0	0	2.6	1.3	1.9	1.9	0	1.9	5.6	7.7	0.7	3.2	6.7	2.1	2.5	2.1	1
3 AXLE VEHICLES	0	0	0	0	0	9	0	9	1	1	1	3	0	5	1	6	18
% 3 AXLE VEHICLES	0	0	0	0	0	0.6	0	0.5	0.8	7.7	0.7	1.1	0	0.4	0.8	0.4	0.3
4+ AXLE TRUCKS	0	0	0	0	0	10	0	10	1	0	0	1	0	4	0	4	15
% 4+ AXLE TRUCKS	0	0	0	0	0	0.7	0	0.6	0.8	0	0	0.4	0	0.3	0	0.3	0.2

	PARK BOULEVARD Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				PARK BOULEVARD Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	**5**	**8**	14	14	**206**	**5**	**225**	**31**	**2**	20	**53**	1	157	**22**	180	**472**
05:00 PM	**5**	2	8	**15**	**15**	191	0	206	10	1	21	32	**3**	174	13	190	443
05:15 PM	2	2	3	7	10	184	2	196	16	1	**23**	40	0	167	15	182	425
05:30 PM	1	4	3	8	11	191	0	202	13	1	22	36	1	**207**	8	**216**	462
Total Volume	9	13	22	44	50	772	7	829	70	5	86	161	5	705	58	768	1802
% App. Total	20.5	29.5	50		6	93.1	0.8		43.5	3.1	53.4		0.7	91.8	7.6		
PHF	.450	.650	.688	.733	.833	.937	.350	.921	.565	.625	.935	.759	.417	.851	.659	.889	.954

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

COUNTY OF SAN BERNARDINO
N/S: PARK BOULEVARD
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : SBPA29PM
Site Code : 307016
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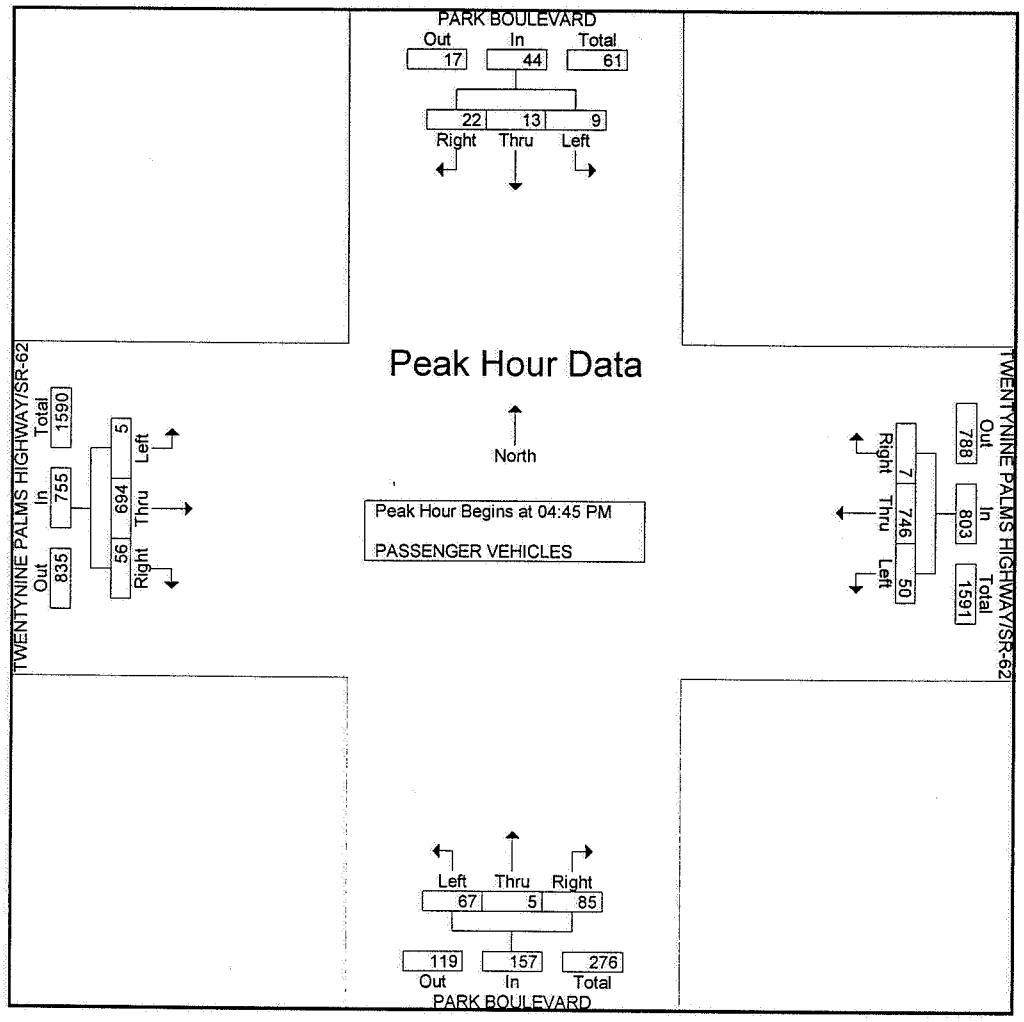

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	1	**5**	**8**	14	14	**202**	**5**	**221**	**30**	**2**	20	**52**	1	155	**21**	177
+15 mins.	**5**	2	8	**15**	**15**	186	0	201	10	1	20	31	**3**	169	12	184
+30 mins.	2	2	3	7	10	174	2	186	14	1	**23**	38	0	164	15	179
+45 mins.	1	4	3	8	11	184	0	195	13	1	22	36	1	**206**	8	**215**
Total Volume	9	13	22	44	50	746	7	803	67	5	85	157	5	694	56	755
% App. Total	20.5	29.5	50		6.2	92.9	0.9		42.7	3.2	54.1		0.7	91.9	7.4	
PHF	.450	.650	.688	.733	.833	.923	.350	.908	.558	.625	.924	.755	.417	.842	.667	.878

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951-247-6716

COUNTY OF SAN BERNARDINO
N/S: PARK BOULEVARD
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WEATHER: SUNNY

File Name : SBPA29PM
Site Code : 307016
Start Date : 4/28/2005
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Groups Printed- PASSENGER VEHICLES

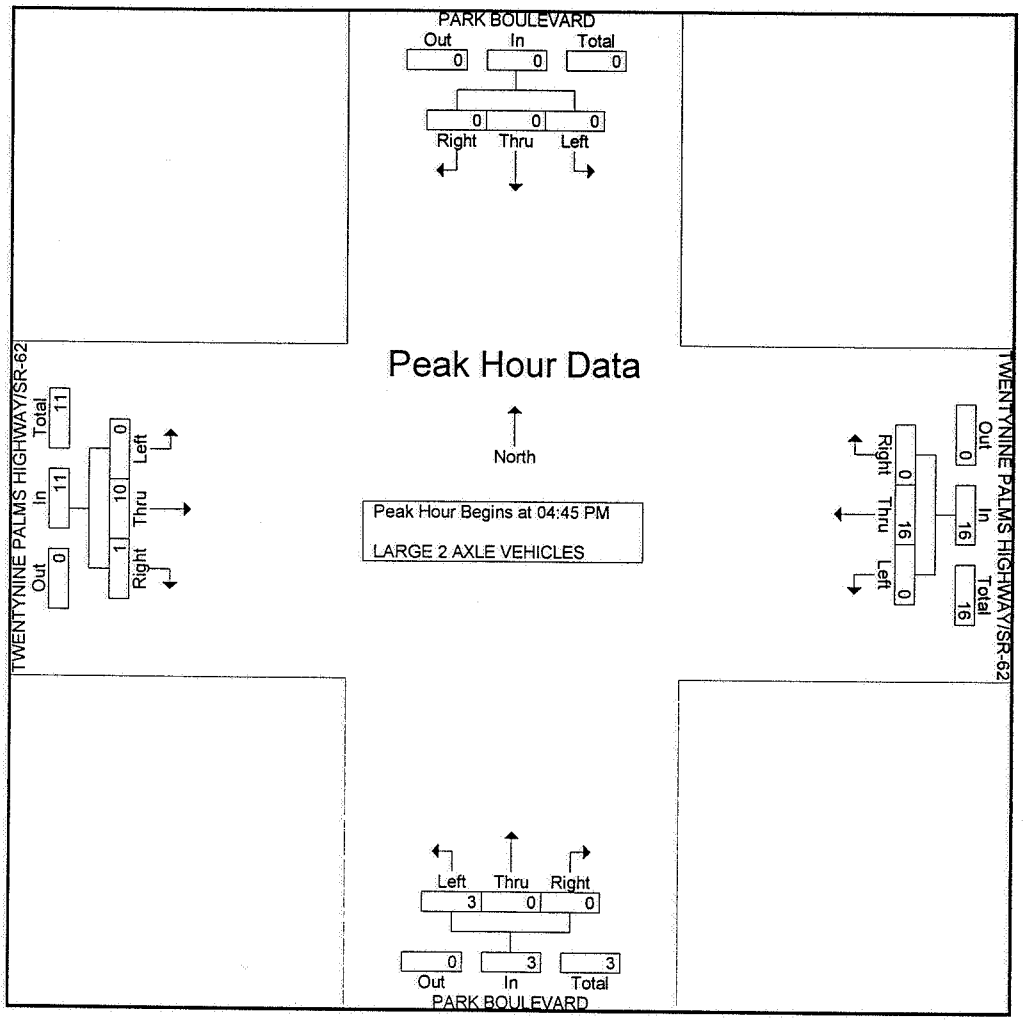
	PARK BOULEVARD Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				PARK BOULEVARD Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	2	4	4	10	22	203	1	226	14	0	9	23	1	167	14	182	441
04:15 PM	3	1	2	6	8	194	3	205	8	0	12	20	4	137	19	160	391
04:30 PM	0	4	6	10	11	203	2	216	16	3	14	33	2	158	14	174	433
04:45 PM	1	5	8	14	14	202	5	221	30	2	20	52	1	155	21	177	464
Total	6	14	20	40	55	802	11	868	68	5	55	128	8	617	68	693	1729
05:00 PM	5	2	8	15	15	186	0	201	10	1	20	31	3	169	12	184	431
05:15 PM	2	2	3	7	10	174	2	186	14	1	23	38	0	164	15	179	410
05:30 PM	1	4	3	8	11	184	0	195	13	1	22	36	1	206	8	215	454
05:45 PM	2	1	3	6	13	142	3	158	11	3	19	33	2	169	13	184	381
Total	10	9	17	36	49	686	5	740	48	6	84	138	6	708	48	762	1676
Grand Total	16	23	37	76	104	1488	16	1608	116	11	139	266	14	1325	116	1455	3405
Apprch %	21.1	30.3	48.7		6.5	92.5	1		43.6	4.1	52.3		1	91.1	8		
Total %	0.5	0.7	1.1	2.2	3.1	43.7	0.5	47.2	3.4	0.3	4.1	7.8	0.4	38.9	3.4	42.7	

	PARK BOULEVARD Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				PARK BOULEVARD Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	**5**	**8**	14	14	**202**	**5**	**221**	**30**	**2**	20	**52**	1	155	**21**	177	**464**
05:00 PM	**5**	2	8	**15**	**15**	186	0	201	10	1	20	31	**3**	169	12	184	431
05:15 PM	2	2	3	7	10	174	2	186	14	1	**23**	38	0	164	15	179	410
05:30 PM	1	4	3	8	11	184	0	195	13	1	22	36	1	**206**	8	**215**	454
Total Volume	9	13	22	44	50	746	7	803	67	5	85	157	5	694	56	755	1759
% App. Total	20.5	29.5	50		6.2	92.9	0.9		42.7	3.2	54.1		0.7	91.9	7.4		
PHF	.450	.650	.688	.733	.833	.923	.350	.908	.558	.625	.924	.755	.417	.842	.667	.878	.948

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

COUNTY OF SAN BERNARDINO
N/S: PARK BOULEVARD
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : SBPA29PM
Site Code : 307016
Start Date : 4/28/2005
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	3	0	3	1	0	0	1	0	2	0	2
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**5**	**1**	**6**
+30 mins.	0	0	0	0	0	**7**	0	**7**	**2**	0	0	**2**	0	3	0	3
+45 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	16	0	16	3	0	0	3	0	10	1	11
% App. Total	0	0	0		0	100	0		100	0	0		0	90.9	9.1	
PHF	.000	.000	.000	.000	.000	.571	.000	.571	.375	.000	.000	.375	.000	.500	.250	.458

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

COUNTY OF SAN BERNARDINO
N/S: PARK BOULEVARD
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : SBPA29PM
Site Code : 307016
Start Date : 4/28/2005
Page No : 1

Groups Printed- LARGE 2 AXLE VEHICLES

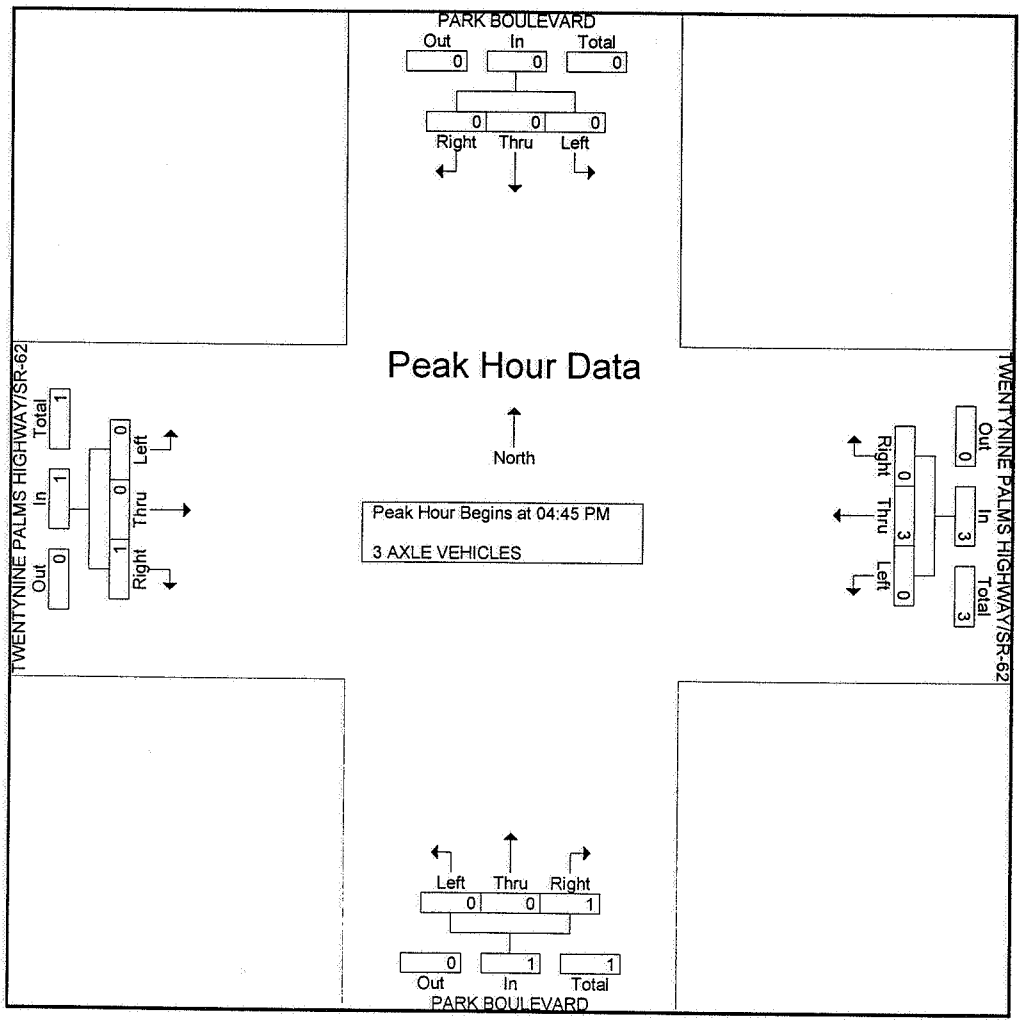
	PARK BOULEVARD Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				PARK BOULEVARD Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	6	1	7	10
04:15 PM	0	0	0	0	1	5	0	6	2	0	0	2	0	2	1	3	11
04:30 PM	0	0	1	1	1	4	0	5	1	1	0	2	1	5	0	6	14
04:45 PM	0	0	0	0	0	3	0	3	1	0	0	1	0	2	0	2	6
Total	0	0	1	1	2	15	0	17	4	1	0	5	1	15	2	18	41
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	1	6	8
05:15 PM	0	0	0	0	0	7	0	7	2	0	0	2	0	3	0	3	12
05:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
05:45 PM	0	0	0	0	0	1	0	1	1	0	1	2	0	5	0	5	8
Total	0	0	0	0	0	14	0	14	3	0	1	4	0	13	1	14	32
Grand Total	0	0	1	1	2	29	0	31	7	1	1	9	1	28	3	32	73
Apprch %	0	0	100		6.5	93.5	0		77.8	11.1	11.1		3.1	87.5	9.4		
Total %	0	0	1.4	1.4	2.7	39.7	0	42.5	9.6	1.4	1.4	12.3	1.4	38.4	4.1	43.8	

	PARK BOULEVARD Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				PARK BOULEVARD Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	3	0	3	1	0	0	1	0	2	0	2	6
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	**5**	**1**	**6**	8
05:15 PM	0	0	0	0	0	**7**	0	**7**	**2**	0	0	**2**	0	3	0	3	**12**
05:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
Total Volume	0	0	0	0	0	16	0	16	3	0	0	3	0	10	1	11	30
% App. Total	0	0	0		0	100	0		100	0	0		0	90.9	9.1		
PHF	.000	.000	.000	.000	.000	.571	.000	.571	.375	.000	.000	.375	.000	.500	.250	.458	.625

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

COUNTY OF SAN BERNARDINO
N/S: PARK BOULEVARD
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : SBPA29PM
Site Code : 307016
Start Date : 4/28/2005
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
+15 mins.	0	0	0	0	0	1	0	1	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	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	0	0	1	1	0	0	1	1
% App. Total	0	0	0		0	100	0		0	0	100		0	0	100	
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.250	.250	.000	.000	.250	.250

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

COUNTY OF SAN BERNARDINO
N/S: PARK BOULEVARD
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : SBPA29PM
Site Code : 307016
Start Date : 4/28/2005
Page No : 1

Groups Printed- 3 AXLE VEHICLES

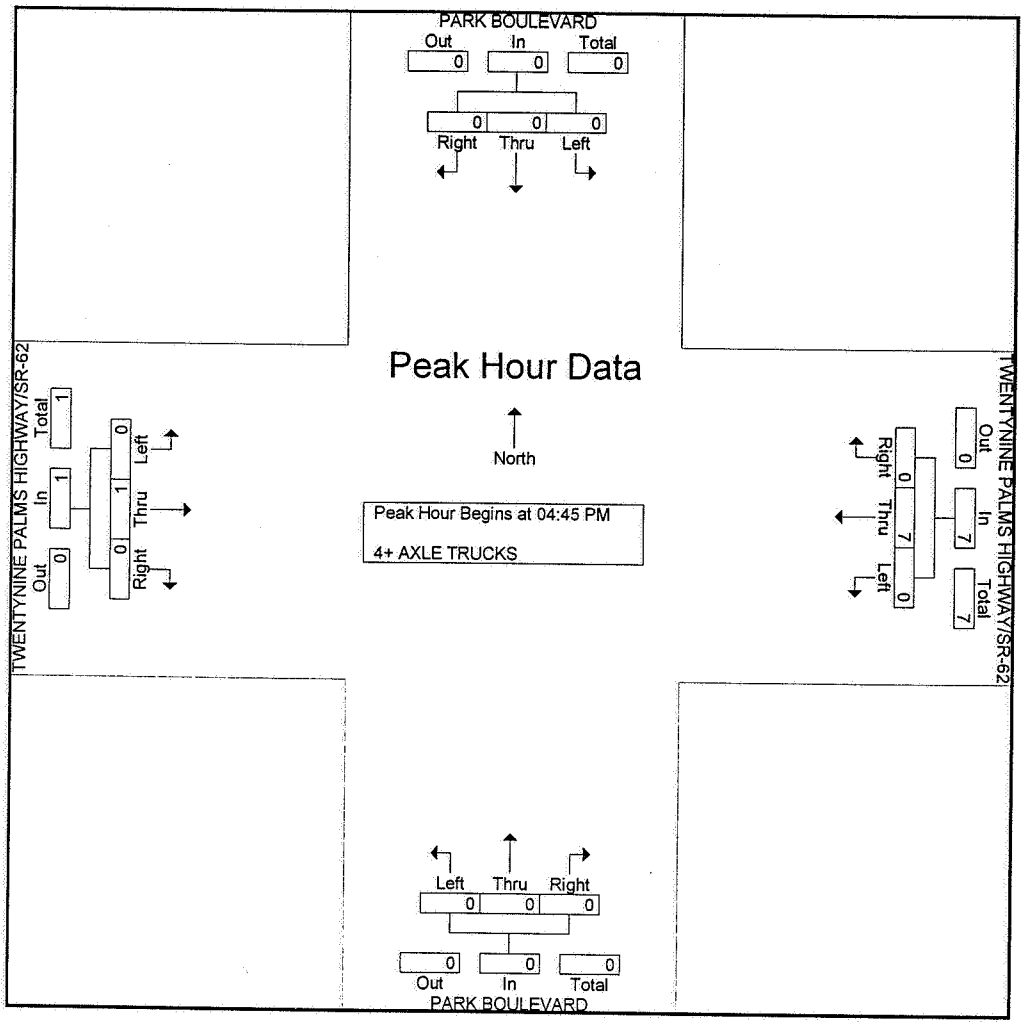
	PARK BOULEVARD Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				PARK BOULEVARD Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	9
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
Total	0	0	0	0	0	6	0	6	1	1	0	2	0	5	1	6	14
05:00 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	3	0	3	0	0	1	1	0	0	0	0	4
Grand Total	0	0	0	0	0	9	0	9	1	1	1	3	0	5	1	6	18
Apprch %	0	0	0		0	100	0		33.3	33.3	33.3		0	83.3	16.7		
Total %	0	0	0	0	0	50	0	50	5.6	5.6	5.6	16.7	0	27.8	5.6	33.3	

	PARK BOULEVARD Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				PARK BOULEVARD Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	**1**	**1**	**2**
05:00 PM	0	0	0	0	0	1	0	1	0	0	**1**	**1**	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	3	0	3	0	0	1	1	0	0	1	1	5
% App. Total	0	0	0		0	100	0		0	0	100		0	0	100		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.250	.250	.000	.000	.250	.250	.625

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

COUNTY OF SAN BERNARDINO
N/S: PARK BOULEVARD
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : SBPA29PM
Site Code : 307016
Start Date : 4/28/2005
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**1**	0	**1**
Total Volume	0	0	0	0	0	7	0	7	0	0	0	0	0	1	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000	.000	.250	.000	.250

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

COUNTY OF SAN BERNARDINO
N/S: PARK BOULEVARD
E/W: TWENTYNINE PALMS HIGHWAY/SR-62
WEATHER: SUNNY

File Name : SBPA29PM
Site Code : 307016
Start Date : 4/28/2005
Page No : 1

Groups Printed- 4+ AXLE TRUCKS

	PARK BOULEVARD Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				PARK BOULEVARD Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1	3
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	3	0	3	1	0	0	1	0	2	0	2	6
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	7	0	7	0	0	0	0	0	2	0	2	9
Grand Total	0	0	0	0	0	10	0	10	1	0	0	1	0	4	0	4	15
Apprch %	0	0	0		0	100	0		100	0	0		0	100	0		
Total %	0	0	0	0	0	66.7	0	66.7	6.7	0	0	6.7	0	26.7	0	26.7	

	PARK BOULEVARD Southbound				TWENTYNINE PALMS HIGHWAY/SR-62 Westbound				PARK BOULEVARD Northbound				TWENTYNINE PALMS HIGHWAY/SR-62 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
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	2	0	2	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0	**3**
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	**1**	0	**1**	3
Total Volume	0	0	0	0	0	7	0	7	0	0	0	0	0	1	0	1	8
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000	.000	.250	.000	.250	.667

Counts Unlimited, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557

T 909 247 6716
F 909 924 8604
C 909 721 5067

TOWN OF YUCCA VALLEY

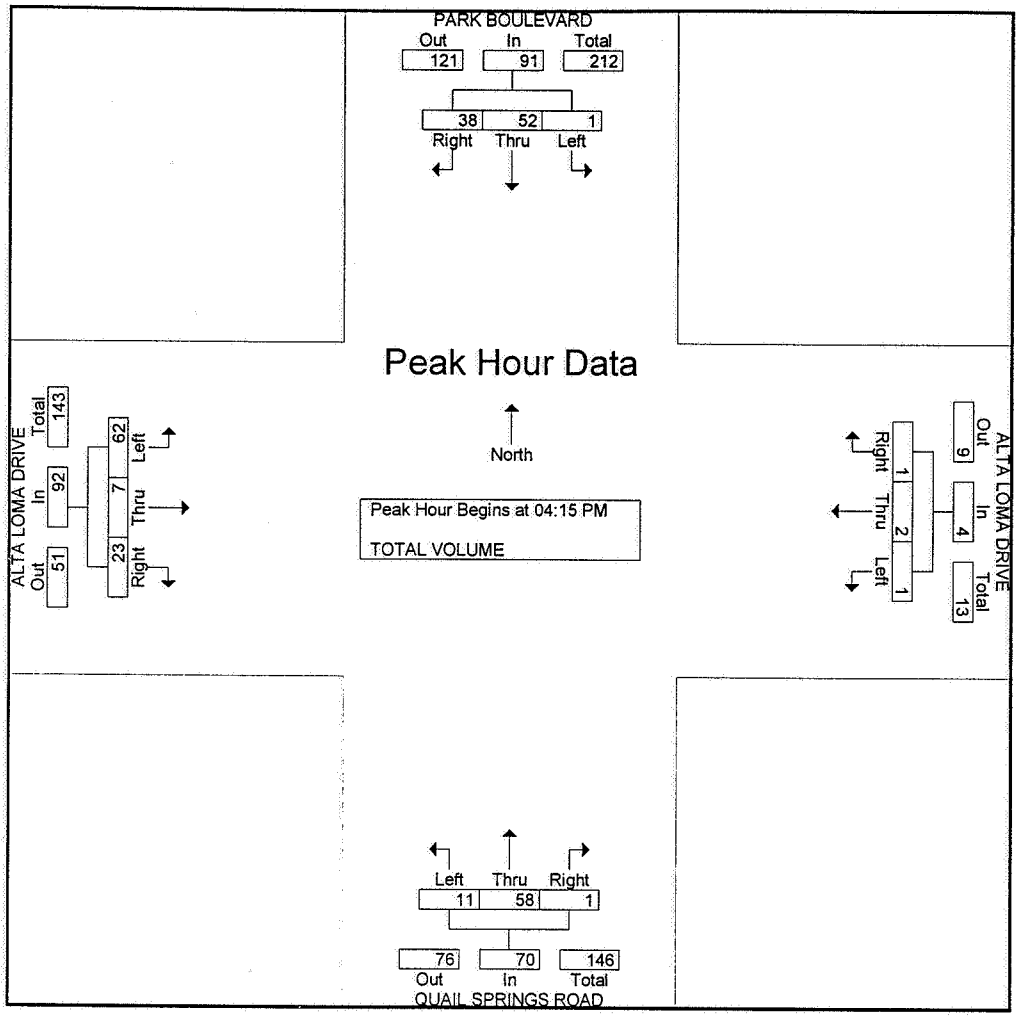
PARK BOULEVARD-QUAIL SPRINGS ROAD / ALTA LOMA DRIVE

Turning Movement Counts
May 2005

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

COOUNTY OF SAN BERNARDINO
N/S: PARK BOULEVARD/QUAIL SPRINGS ROAD
E/W: ALTA LOMA DRIVE
WEATHER: SUNNY

File Name : YVPAQUALPM
Site Code : 069357
Start Date : 5/12/2005
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				05:00 PM				04:15 PM			
+0 mins.	0	11	**12**	23	**2**	0	0	**2**	2	**19**	0	**21**	**21**	1	5	**27**
+15 mins.	**1**	**18**	7	**26**	0	**2**	0	2	1	16	0	17	18	1	5	24
+30 mins.	0	15	10	25	0	0	0	0	**4**	17	0	21	11	**3**	**7**	21
+45 mins.	0	10	9	19	0	0	**1**	1	3	14	0	17	12	2	6	20
Total Volume	1	54	38	93	2	2	1	5	10	66	0	76	62	7	23	92
% App. Total	1.1	58.1	40.9		40	40	20		13.2	86.8	0		67.4	7.6	25	
PHF	.250	.750	.792	.894	.250	.250	.250	.625	.625	.868	.000	.905	.738	.583	.821	.852

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

COOUNTY OF SAN BERNARDINO
N/S: PARK BOULEVARD/QUAIL SPRINGS ROAD
E/W: ALTA LOMA DRIVE
WEATHER: SUNNY

File Name : YVPAQUALPM
Site Code : 069357
Start Date : 5/12/2005
Page No : 1

Groups Printed- TOTAL VOLUME

	PARK BOULEVARD Southbound				ALTA LOMA DRIVE Westbound				QUAIL SPRINGS ROAD Northbound				ALTA LOMA DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	11	12	23	2	0	0	2	5	7	0	12	11	3	1	15	52
04:15 PM	1	18	7	26	0	2	0	2	4	8	1	13	21	1	5	27	68
04:30 PM	0	15	10	25	0	0	0	0	3	18	0	21	18	1	5	24	70
04:45 PM	0	10	9	19	0	0	1	1	2	13	0	15	11	3	7	21	56
Total	1	54	38	93	2	2	1	5	14	46	1	61	61	8	18	87	246
05:00 PM	0	9	12	21	1	0	0	1	2	19	0	21	12	2	6	20	63
05:15 PM	0	9	17	26	0	1	0	1	1	16	0	17	16	2	3	21	65
05:30 PM	0	19	8	27	0	0	0	0	4	17	0	21	10	1	3	14	62
05:45 PM	0	12	6	18	1	1	0	2	3	14	0	17	9	2	2	13	50
Total	0	49	43	92	2	2	0	4	10	66	0	76	47	7	14	68	240
Grand Total	1	103	81	185	4	4	1	9	24	112	1	137	108	15	32	155	486
Apprch %	0.5	55.7	43.8		44.4	44.4	11.1		17.5	81.8	0.7		69.7	9.7	20.6		
Total %	0.2	21.2	16.7	38.1	0.8	0.8	0.2	1.9	4.9	23	0.2	28.2	22.2	3.1	6.6	31.9	

	PARK BOULEVARD Southbound				ALTA LOMA DRIVE Westbound				QUAIL SPRINGS ROAD Northbound				ALTA LOMA DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**1**	**18**	7	**26**	0	**2**	0	**2**	**4**	8	**1**	13	**21**	1	5	**27**	68
04:30 PM	0	15	10	25	0	0	0	0	3	18	0	**21**	18	1	5	24	**70**
04:45 PM	0	10	9	19	0	0	**1**	1	2	13	0	15	11	**3**	**7**	21	56
05:00 PM	0	9	**12**	21	**1**	0	0	1	2	**19**	0	21	12	2	6	20	63
Total Volume	1	52	38	91	1	2	1	4	11	58	1	70	62	7	23	92	257
% App. Total	1.1	57.1	41.8		25	50	25		15.7	82.9	1.4		67.4	7.6	25		
PHF	.250	.722	.792	.875	.250	.250	.250	.500	.688	.763	.250	.833	.738	.583	.821	.852	.918

APPENDIX B

Existing Conditions
LOS Worksheets

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	AGA	Intersection	
Agency/Co.	Town of Yucca Valley	Jurisdiction	
Date Performed	6/21/2005	Analysis Year	Existing 2005
Analysis Time Period	PM Peak		

Project Description #1

East/West Street: Twentynine Palms SR-62 | North/South Street: Inca Trail

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	14	1246	12	72	928	12
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	14	1246	12	72	928	12
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	12	4	74	12	0	14
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	12	4	74	12	0	14
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR			LTR	
v (vph)	14	72		90			26	
C (m) (vph)	737	560		146			78	
v/c	0.02	0.13		0.62			0.33	
95% queue length	0.06	0.44		3.28			1.26	
Control Delay	10.0-	12.4		62.9			72.7	
LOS	A	B		F			F	
Approach Delay	--	--	62.9			72.7		
Approach LOS	--	--	F			F		

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WEBSTER
WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Existing 2005

#2 SR-62 @ PioneertoownRd/DeerTrail Town of Yucca Valley — PM Peak Hour

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	L	T	R	L	T	R	*L*	T	R
Movement 1: **71** secs	X	X	X	X	X	X						
Movement 2: **29** secs							X	X	X	X	X	X
Movement 3: **0** secs												
Movement 4: **0** secs												
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	1	1	2	1	1	1	S	1	1	S
Unadjusted Volume	38	1422	36	80	1042	16	44	40	82	158	30	46
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	22	22	10	22	22	10	29	29	10	29	29
Progression Adj. Factor (PAF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-	1.00	1.00	-

Output

		***								***		
Peak Hour Volume (vph)	38	1422	36	80	1042	16	44	40	82	158	30	46
Saturation Flow (vph)	350	3800	1800	300	3800	1800	1300	1900	Shrd	1200	1900	Shrd
X or Volume/Capacity	0.16	0.54	0.03	0.39	0.40	0.01	0.13	0.24	-	0.49	0.15	-
Effective Green (sec)	69	69	69	69	69	69	27	27	-	27	27	-
Split Time (sec)	71	71	71	71	71	71	29	29	-	29	29	-
Min. Time or Ped. Time (sec)	10	22	22	10	22	22	10	29	-	10	29	-
Delay - 15 min pk (sec/veh)	7	8	5	12	7	5	28	30	-	36	28	-
Level of Service (LOS)	A	A	A	B	A	A	C	C	-	D+	C	-
Average 'Q' (veh/ln)	1	6	1	1	4	1	1	2	-	3	2	-
Design 'Q'-ft/ln (1.5*Qavg)	40	180	40	40	120	40	40	60	-	100	60	-
Do Vehicles Clear?	YES	YES	YES	YES	YES	YES	YES	YES	-	YES	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	12	Weighted Average Delay (seconds) =	12
Level of Service - LOS =	B	Level of Service - LOS =	B
		Intersection Capacity Utilization - ICU =	0.53

Predetermined Cycle Length is 100 sec

Min./Ped. Times Satisfied

Analysis Based on User Selected Splits

WEBSTER
WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Existing 2005

 # 3 SR-62 @ Yucca Trail/Sage Ave **Town of Yucca Valley** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	L	T	R	*L*	T	R	L	T	R
Movement 1: **71** secs	X	X	X	X	X	X						
Movement 2: **29** secs							X	X	X	X	X	X
Movement 3: **0** secs												
Movement 4: **0** secs												
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	S	1	2	S	1	1	S	1	1	S
Unadjusted Volume	74	1570	322	72	1092	56	248	92	40	102	104	50
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	23	23	10	23	23	10	28	28	10	28	28
Progression Adj. Factor (PAF)	1.00	1.00	-	1.00	1.00	-	1.00	1.00	-	1.00	1.00	-

Output *** ***

Peak Hour Volume (vph)	74	1570	322	72	1092	56	248	92	40	102	104	50
Saturation Flow (vph)	300	3800	Shrd	300	3800	Shrd	1300	1900	Shrd	1300	1900	Shrd
X or Volume/Capacity	0.36	0.72	-	0.35	0.44	-	0.71	0.26	-	0.29	0.30	-
Effective Green (sec)	69	69	-	69	69	-	27	27	-	27	27	-
Split Time (sec)	71	71	-	71	71	-	29	29	-	29	29	-
Min. Time or Ped. Time (sec)	10	23	-	10	23	-	10	28	-	10	28	-
Delay - 15 min pk (sec/veh)	11	11	-	11	7	-	44	30	-	31	30	-
Level of Service (LOS)	B	B	-	B	A	-	D	C	-	C-	C-	-
Average 'Q' (veh/ln)	1	8	-	1	5	-	5	3	-	2	3	-
Design 'Q'-ft/ln (1.5*Qavg)	40	240	-	40	160	-	160	100	-	60	100	-
Do Vehicles Clear?	YES	YES	-	YES	YES	-	YES	YES	-	YES	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	16	Weighted Average Delay (seconds) =	16
Level of Service - LOS =	B	Level of Service - LOS =	B
		Intersection Capacity Utilization - ICU =	0.72

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*AGA*	Intersection	
Agency/Co.	*Town of Yucca Valley*	Jurisdiction	
Date Performed	*6/21/2005*	Analysis Year	*Existing 2005*
Analysis Time Period	*PM Peak*		
Project Description	*#4*		
East/West Street:	*Aberdeen Drive*	North/South Street:	*Old Woman Springs Rd SR-247*
Intersection Orientation:	*North-South*	Study Period (hrs):	*0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*0*	*296*	*56*	*24*	*212*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*296*	*56*	*24*	*212*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*32*	*0*	*28*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*32*	*0*	*28*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*0*	*0*
Configuration		*LTR*				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LTR*				
v (vph)		*24*		*60*				
C (m) (vph)		*1218*		*560*				
v/c		*0.02*		*0.11*				
95% queue length		*0.06*		*0.36*				
Control Delay		*8.0*		*12.2*				
LOS		*A*		*B*				
Approach Delay	--	--	*12.2*					
Approach LOS	--	--	*B*					

>

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*AGA*	Intersection	
Agency/Co.	*Town of Yucca Valley*	Jurisdiction	
Date Performed	*6/23/2005*	Analysis Year	*Existing 2005*
Analysis Time Period	*PM Peak*		

Project Description *#5*	
East/West Street: *SkylineRanch Rd/Buena Vista Dr*	North/South Street: *Old Woman Springs Rd*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*60*	*332*	*204*	*20*	*256*	*16*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*60*	*332*	*204*	*20*	*256*	*16*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*124*	*16*	*24*	*12*	*20*	*28*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*124*	*16*	*24*	*12*	*20*	*28*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (vph)	*60*	*20*		*164*			*60*	
C (m) (vph)	*1303*	*1042*		*254*			*348*	
v/c	*0.05*	*0.02*		*0.65*			*0.17*	
95% queue length	*0.14*	*0.06*		*4.03*			*0.61*	
Control Delay	*7.9*	*8.5*		*41.8*			*17.5*	
LOS	*A*	*A*		*E*			*C*	
Approach Delay	--	--	*41.8*			*17.5*		
Approach LOS	--	--	*E*			*C*		

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WEBSTER
WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Existing 2005

 # 6 SR-62 @ Joshua Ln/SR-247 **Town of Yucca Valley** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	*L*	T	R	L	*T*	R	*L*	T	R	L	T	R
Movement 1: **11** secs	X			X								
Movement 2: **21** secs	X	X	X									
Movement 3: **38** secs		X	X		X	X						
Movement 4: **30** secs							X	X	X	X	X	X
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	S	1	2	S	1	2	S	1	2	S
Unadjusted Volume	436	986	138	176	992	134	172	220	164	162	186	300
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	28	28	10	31	31	10	26	26	10	26	26
Progression Adj. Factor (PAF)	1.00	0.70	-	1.00	0.70	-	1.00	1.00	-	1.00	1.00	-

Output

	***				***		***					
Peak Hour Volume (vph)	436	986	138	176	992	134	172	220	164	162	186	300
Saturation Flow (vph)	1800	3800	Shrd	1800	3800	Shrd	850	3800	Shrd	950	3800	Shrd
X or Volume/Capacity	0.81	0.52	-	1.09	0.82	-	0.72	0.36	-	0.61	0.46	-
Effective Green (sec)	30	57	-	9	36	-	28	28	-	28	28	-
Split Time (sec)	32	59	-	11	38	-	30	30	-	30	30	-
Min. Time or Ped. Time (sec)	10	28	-	10	31	-	10	26	-	10	26	-
Delay - 15 min pk (sec/veh)	45	10	-	141	26	-	50	30	-	41	31	-
Level of Service (LOS)	D	B	-	F	C	-	D	C	-	D	C-	-
Average 'Q' (veh/ln)	9	5	-	6	7	-	4	4	-	3	5	-
Design 'Q'-ft/ln (1.5*Qavg)	280	160	-	180	220	-	120	120	-	100	160	-
Do Vehicles Clear?	YES	YES	-	NO	YES	-	YES	YES	-	YES	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	34	Weighted Average Delay (seconds) =	34
Level of Service - LOS =	C-	Level of Service - LOS =	C-
		Intersection Capacity Utilization - ICU =	0.79

Predetermined Cycle Length is 100 sec

Min./Ped. Times Satisfied

Existing 2005

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #7 Joshua Ln @ Yucca Trail

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.961
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 28.7
Optimal Cycle: 0 Level Of Service: D

****

Street Name:	Joshua Lane						Yucca Trail					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	0	1 0	1 0	1	1 0
Volume Module: >> Count Date: 12 May 2005 <<												
Base Vol:	44	172	56	140	180	68	96	360	76	88	280	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	172	56	140	180	68	96	360	76	88	280	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	172	56	140	180	68	96	360	76	88	280	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	172	56	140	180	68	96	360	76	88	280	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	44	172	56	140	180	68	96	360	76	88	280	200
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.51	0.49	1.00	1.00	1.00	1.00	0.83	0.17	1.00	1.17	0.83
Final Sat.:	338	546	182	357	377	402	408	375	79	375	472	357
Capacity Analysis Module:												
Vol/Sat:	0.13	0.32	0.31	0.39	0.48	0.17	0.24	0.96	0.96	0.23	0.59	0.56
Crit Moves:		****			****			****			****	
Delay/Veh:	14.2	16.2	15.7	18.2	19.6	12.9	13.7	60.1	60.1	14.7	22.7	20.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	16.2	15.7	18.2	19.6	12.9	13.7	60.1	60.1	14.7	22.7	20.3
LOS by Move:	B	C	C	C	C	B	B	F	F	B	C	C
ApproachDel:		15.8			17.9			51.7			20.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.8			17.9			51.7			20.6	
LOS by Appr:		C			C			F			C	

****

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	AGA
Agency/Co.	Town of Yucca Valley
Date Performed	6/23/2005
Analysis Time Period	PM Peak

Site Information

Intersection	
Jurisdiction	
Analysis Year	Existing 2005

Project ID #8

East/West Street: Onaga Trail

North/South Street: Joshua Lane

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	80	120	48	48	88	28
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	56	228	48	20	236	68
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate	248		164		332		324	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.3		0.3		0.2		0.1	
Prop. Right-Turns	0.2		0.2		0.1		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	6.16		6.16		6.16		6.16	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.22		0.15		0.30		0.29	
hd, final value	6.16		6.16		6.16		6.16	
x, final value	0.42		0.29		0.54		0.52	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	4.2		4.2		4.2		4.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	498		414		580		574	
Delay	13.63		11.97		15.30		14.82	
LOS	B		B		C		B	
Approach: Delay	13.63		11.97		15.30		14.82	
LOS	B		B		C		B	
Intersection Delay	14.26							
Intersection LOS	B							

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WEBSTER

WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Existing 2005

#9 SR-62 @ Hanford Ave/Balsa Ave Town of Yucca Valley PM Peak Hour

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	*L*	T	R	L	T	R	*L*	T	R
Movement 1: **10** secs	X			X								
Movement 2: **1** secs				X	X	X						
Movement 3: **53** secs		X	X		X	X						
Movement 4: **36** secs							X	X	X	X	X	X
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	S	1	2	S	1	1	S	1	1	S
Unadjusted Volume	32	890	124	50	906	130	86	92	68	200	126	42
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	21	21	10	28	28	10	10	10	10	30	30
Progression Adj. Factor (PAF)	1.00	0.70	-	1.00	0.70	-	1.00	1.00	-	1.00	1.00	-

Output

		***		***						***		
Peak Hour Volume (vph)	32	890	124	50	906	130	86	92	68	200	126	42
Saturation Flow (vph)	1800	3800	Shrd	1800	3800	Shrd	1300	1900	Shrd	1250	1900	Shrd
X or Volume/Capacity	0.22	0.52	-	0.31	0.52	-	0.19	0.25	-	0.47	0.26	-
Effective Green (sec)	8	51	-	9	52	-	34	34	-	34	34	-
Split Time (sec)	10	53	-	11	54	-	36	36	-	36	36	-
Min. Time or Ped. Time (sec)	10	21	-	10	28	-	10	10	-	10	30	-
Delay - 15 min pk (sec/veh)	47	12	-	47	12	-	24	25	-	30	25	-
Level of Service (LOS)	D	B	-	D	B	-	C+	C+	-	C	C+	-
Average 'Q' (veh/ln)	1	5	-	1	5	-	2	3	-	4	3	-
Design 'Q'-ft/ln (1.5*Qavg)	40	160	-	40	160	-	60	100	-	120	100	-
Do Vehicles Clear?	YES	YES	-	YES	YES	-	YES	YES	-	YES	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	17	Weighted Average Delay (seconds) =	17
Level of Service - LOS =	B	Level of Service - LOS =	B
		Intersection Capacity Utilization - ICU =	0.48

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied

WEBSTER
WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Existing 2005

#10 Avalon @ Twentynine Palms SR62 Town of Yucca Valley — PM Peak Hour

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	*L*	T	R	*L*	T	R	L	T	R
Movement 1: **10** secs	X			X								
Movement 2: **7** secs				X	X	X						
Movement 3: **67** secs		X	X		X	X						
Movement 4: **16** secs							X	X	X	X	X	X
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	S	1	2	S	1	2	S	1	1	1
Unadjusted Volume	48	1086	62	90	982	36	66	32	68	26	26	32
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)		30	30		10	10		35	35	10	10	10
Progression Adj. Factor (PAF)	1.00	1.00	-	1.00	1.00	-	1.00	1.00	-	1.00	1.00	1.00

Output

		***		***			***					
Peak Hour Volume (vph)	48	1086	62	90	982	36	66	32	68	26	26	32
Saturation Flow (vph)	1800	3800	Shrd	1800	3800	Shrd	1300	3800	Shrd	1250	1900	1800
X or Volume/Capacity	0.33	0.46	-	0.33	0.37	-	0.36	0.19	-	0.15	0.10	0.13
Effective Green (sec)	8	65	-	15	72	-	14	14	-	14	14	14
Split Time (sec)	10	67	-	17	74	-	16	16	-	16	16	16
Min. Time or Ped. Time (sec)	10	30	-	10	10	-	10	35	-	10	10	10
Delay - 15 min pk (sec/veh)	50	9	-	41	6	-	44	39	-	40	38	39
Level of Service (LOS)	D	A	-	D	A	-	D	D+	-	D+	D+	D+
Average 'Q' (veh/ln)	1	6	-	2	4	-	2	1	-	1	1	1
Design 'Q'-ft/ln (1.5*Qavg)	40	180	-	60	120	-	60	40	-	40	40	40
Do Vehicles Clear?	YES	YES	-	YES	YES	-	YES	YES	-	YES	YES	YES

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	14	Weighted Average Delay (seconds) =	14
Level of Service - LOS =	B	Level of Service - LOS =	B
		Intersection Capacity Utilization - ICU =	0.43

Predetermined Cycle Length is 100 sec
Min./Ped. Times May Not Be Satisfied

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*AGA*	Intersection	
Agency/Co.	*Town of Yucca Valley*	Jurisdiction	
Date Performed	*6/27/2005*	Analysis Year	*Existing 2005*
Analysis Time Period	*PM Peak*		

Project Description	*#12*
East/West Street: *Palisades Drive*	North/South Street: *Avalon Avenue*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*12*	*92*	*0*	*0*	*112*	*24*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*12*	*92*	*0*	*0*	*112*	*24*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*52*	*0*	*24*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*52*	*0*	*24*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*1*	*0*
Configuration					*LTR*	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LTR*	
v (vph)	*12*						*76*	
C (m) (vph)	*1461*						*797*	
v/c	*0.01*						*0.10*	
95% queue length	*0.02*						*0.32*	
Control Delay	*7.5*						*10.0-*	
LOS	*A*						*A*	
Approach Delay	--	--					*10.0-*	
Approach LOS	--	--					*A*	

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	AGA
Agency/Co.	Town of Yucca Valley
Date Performed	6/23/2005
Analysis Time Period	PM Peak

Site Information

Intersection	
Jurisdiction	
Analysis Year	Existing 2005

Project ID #13

East/West Street: Yucca Trail

North/South Street: Palomar Avenue

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	32	292	116	84	288	44
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	76	72	100	40	108	28
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate	440		416		248		176	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.2		0.3		0.2	
Prop. Right-Turns	0.3		0.1		0.4		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	6.30		6.30		6.30		6.30	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.39		0.37		0.22		0.16	
hd, final value	6.30		6.30		6.30		6.30	
x, final value	0.77		0.75		0.48		0.36	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	4.3		4.3		4.3		4.3	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	549		533		443		407	
Delay	27.32		26.07		16.43		14.55	
LOS	D		D		C		B	
Approach: Delay	27.32		26.07		16.43		14.55	
LOS	D		D		C		B	
Intersection Delay	23.05							
Intersection LOS	C							

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*AGA*
Agency/Co.	*Town of Yucca Valley*
Date Performed	*6/23/2005*
Analysis Time Period	*PM Peak*

Site Information

Intersection	
Jurisdiction	
Analysis Year	*Existing 2005*

Project Description *#14*

East/West Street: *Joshua Lane*

North/South Street: *Palomar Avenue*

Intersection Orientation: *East-West*

Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*60*	*16*	*0*	*0*	*16*	*84*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*60*	*16*	*0*	*0*	*16*	*84*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*48*	*0*	*26*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*48*	*0*	*26*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*					*L*		*R*
v (vph)	*60*					*48*		*26*
C (m) (vph)	*1505*					*767*		*1014*
v/c	*0.04*					*0.06*		*0.03*
95% queue length	*0.12*					*0.20*		*0.08*
Control Delay	*7.5*					*10.0+*		*8.6*
LOS	*A*					*B*		*A*
Approach Delay	--	--				*9.5*		
Approach LOS	--	--				*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*AGA*	Intersection	
Agency/Co.	*Town of Yucca Valley*	Jurisdiction	
Date Performed	*6/23/2005*	Analysis Year	*Existing 2005*
Analysis Time Period	*PM Peak*		

Project Description	*#16*
East/West Street: *Buena Vista Drive*	North/South Street: *Yucca Mesa Road*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*108*	*168*	*0*	*0*	*104*	*12*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*108*	*168*	*0*	*0*	*104*	*12*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*28*	*0*	*100*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*28*	*0*	*100*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*1*	*0*
Configuration					*LTR*	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LTR*	
v (vph)	*108*						*128*	
C (m) (vph)	*1485*						*793*	
v/c	*0.07*						*0.16*	
95% queue length	*0.23*						*0.57*	
Control Delay	*7.6*						*10.4*	
LOS	*A*						*B*	
Approach Delay	--	--					*10.4*	
Approach LOS	--	--					*B*	

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WEBSTER
WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Existing 2005

#17 SR-62 @ LaContenta Rd/Yucca Mesa Rd/Town of Yucca Valley — PM Peak Hour

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	*L*	T	R	L	*T*	R	L	T	R	L	*T*	R
Movement 1: **10** secs	X			X								
Movement 2: **7** secs	X	X	X									
Movement 3: **51** secs		X	X		X	X						
Movement 4: **32** secs							X	X	X	X	X	X
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	S	1	2	S	1	1	S	1	1	S
Unadjusted Volume	174	984	50	38	960	114	46	42	16	66	68	94
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	26	26	10	29	29	10	29	29	10	30	30
Progression Adj. Factor (PAF)	1.00	1.00	-	1.00	1.00	-	1.00	1.00	-	1.00	1.00	-

Output

	***				***						***	
Peak Hour Volume (vph)	174	984	50	38	960	114	46	42	16	66	68	94
Saturation Flow (vph)	1800	3800	Shrd	1800	3800	Shrd	1200	1900	Shrd	1350	1900	Shrd
X or Volume/Capacity	0.64	0.49	-	0.26	0.58	-	0.13	0.10	-	0.16	0.28	-
Effective Green (sec)	15	56	-	8	49	-	30	30	-	30	30	-
Split Time (sec)	17	58	-	10	51	-	32	32	-	32	32	-
Min. Time or Ped. Time (sec)	10	26	-	10	29	-	10	29	-	10	30	-
Delay - 15 min pk (sec/veh)	51	14	-	48	19	-	26	26	-	27	28	-
Level of Service (LOS)	D-	B	-	D	B	-	C	C	-	C	C	-
Average 'Q' (veh/ln)	4	6	-	1	8	-	1	1	-	1	3	-
Design 'Q'-ft/ln (1.5*Qavg)	120	180	-	40	240	-	40	40	-	40	100	-
Do Vehicles Clear?	YES	YES	-	YES	YES	-	YES	YES	-	YES	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	25	Weighted Average Delay (seconds) =	25
Level of Service - LOS =	C+	Level of Service - LOS =	C+
		Intersection Capacity Utilization - ICU =	0.49

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*AGA*	Intersection	
Agency/Co.	*Town of Yucca Valley*	Jurisdiction	
Date Performed	*6/23/2005*	Analysis Year	*Existing 2005*
Analysis Time Period	*PM Peak*		

Project Description *#18*

East/West Street: *Yucca Trail* | North/South Street: *La Contenta Road*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*56*	*284*	*0*	*4*	*188*	*36*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*		*1.00*
Hourly Flow Rate, HFR	*56*	*284*	*0*	*4*		*36*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*4*	*8*	*44*	*4*	*192*
Peak-Hour Factor, PHF	*1.00*		*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*		*8*	*44*	*4*	*192*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*1*	*1*	*0*
Configuration		*LTR*		*L*		*TR*

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*		*L*		*TR*
v (vph)	*56*	*4*		*8*		*44*		*196*
C (m) (vph)		*1290*						
v/c		*0.00*						
95% queue length		*0.01*						
Control Delay		*7.8*						
LOS		*A*						
Approach Delay	--	--						
Approach LOS	--	--						

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	AGA
Agency/Co.	Town of Yucca Valley
Date Performed	6/23/2005
Analysis Time Period	PM Peak

Site Information

Intersection	
Jurisdiction	
Analysis Year	Existing 2005

Project ID #19

East/West Street: Sunny Vista Road

North/South Street: Alta Loma Drive

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	40	140	32	32	124	12
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	28	12	32	12	20	52
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		L	TR
PHF	1.00		1.00		1.00		1.00	1.00
Flow Rate	212		168		72		12	72
% Heavy Vehicles	0		0		0		0	0
No. Lanes	1		1		1		2	
Geometry Group	2		2		4a		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.2		0.4		1.0	0.0
Prop. Right-Turns	0.2		0.1		0.4		0.0	0.7
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	4.44		4.44		4.44		4.44	4.44

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	3.20
x, initial	0.19		0.15		0.06		0.01	0.06
hd, final value	4.44		4.44		4.44		4.44	4.44
x, final value	0.26		0.21		0.10		0.02	0.10
Move-up time, m	2.0		2.0		2.0		2.3	
Service Time	2.4		2.4		2.4		2.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	462		418		322		262	322
Delay	9.00		8.75		8.34		8.79	8.20
LOS	A		A		A		A	A
Approach: Delay	9.00		8.75		8.34		8.29	
LOS	A		A		A		A	
Intersection Delay	8.72							
Intersection LOS	A							

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WEBSTER
WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Existing 2005

#20 SR-62 @ Park Boulevard **Town of Yucca Valley** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	*L*	T	R	*L*	T	R	L	T	R
Movement 1: **10** secs	X			X								
Movement 2: **2** secs				X	X	X						
Movement 3: **48** secs		X	X		X	X						
Movement 4: **40** secs							X	X	X	X	X	X
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	3	1	1	3	1	1	1	S	1	1	S
Unadjusted Volume	22	912	98	94	922	20	152	26	106	20	20	38
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	26	26	10	23	23	10	36	36	10	36	36
Progression Adj. Factor (PAF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-	1.00	1.00	-

Output

		***		***			***					
Peak Hour Volume (vph)	22	912	98	94	922	20	152	26	106	20	20	38
Saturation Flow (vph)	1800	5700	1800	1800	5700	1800	1300	1900	Shrd	1150	1900	Shrd
X or Volume/Capacity	0.15	0.35	0.12	0.52	0.34	0.02	0.31	0.18	-	0.05	0.08	-
Effective Green (sec)	8	46	46	10	48	48	38	38	-	38	38	-
Split Time (sec)	10	48	48	12	50	50	40	40	-	40	40	-
Min. Time or Ped. Time (sec)	10	26	26	10	23	23	10	36	-	10	36	-
Delay - 15 min pk (sec/veh)	45	18	16	53	16	14	23	21	-	20	20	-
Level of Service (LOS)	D	B	B	D-	B	B	C+	C+	-	B	C+	-
Average 'Q' (veh/ln)	1	5	1	2	4	1	3	2	-	1	1	-
Design 'Q'-ft/ln (1.5*Qavg)	40	160	40	60	120	40	100	60	-	40	40	-
Do Vehicles Clear?	YES	YES	YES	YES	YES	YES	YES	YES	-	YES	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	22	Weighted Average Delay (seconds) =	22
Level of Service - LOS =	C+	Level of Service - LOS =	C+
		Intersection Capacity Utilization - ICU =	0.35

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*AGA*	Intersection	
Agency/Co.	*Town of Yucca Valley*	Jurisdiction	
Date Performed	*6/23/2005*	Analysis Year	*Existing 2005*
Analysis Time Period	*PM Peak*		

Project Description *#21*	
East/West Street: *Alta Loma Drive*	North/South Street: *Quail Springs Rd/Park Blvd*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*20*	*76*	*4*	*4*	*76*	*68*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*20*	*76*	*4*	*4*	*76*	*68*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*8*	*8*	*4*	*84*	*12*	*28*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*8*	*8*	*4*	*84*	*12*	*28*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (vph)	*20*	*4*		*20*			*124*	
C (m) (vph)	*1451*	*1531*		*693*			*736*	
v/c	*0.01*	*0.00*		*0.03*			*0.17*	
95% queue length	*0.04*	*0.01*		*0.09*			*0.60*	
Control Delay	*7.5*	*7.4*		*10.3*			*10.9*	
LOS	*A*	*A*		*B*			*B*	
Approach Delay	--	--	*10.3*			*10.9*		
Approach LOS	--	--	*B*			*B*		

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APPENDIX C

Volume Development Worksheets

#1	Twentynine Plams SR62			Twentynine Plams SR63			Inca Trail			Inca Trail			Approach				Departure			
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EB	WB	NB	SB	EB	WB	NB	SB
2005	14	1246	12	72	928	12	12	4	74	12	0	14	1272	1012	90	26	1332	954	30	84
1994 Modeled Peak Hour Volumes													1429	1289	106	13	1429	1289	26	93
2025 Modeled Peak Hour Volume													2044	1770	437	337	1960	1842	306	481
1994-2025 Modeled Peak Hour Change													615	481	331	324	531	553	280	388
2005-2030 Change in Link Volume													496	388	267	261	428	446	226	313
2030 Link Volumes													1768	1400	357	287	1760	1400	256	397
2 years of Model Growth + 2005													40	31	21	21	34	36	18	25
Opening Day 2007													1312	1043	111	47	1366	990	48	109
2007 TMC	25	1265	21	88	941	15	20	8	83	17	8	30								
2030 TMC	133	1503	102	207	1120	39	90	84	183	43	88	155								

#2	Twentynine Plams SR62			Twentynine Plams SR63			Deer Trail			Pioneertown Road			Approach				Departure			
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EB	WB	NB	SB	EB	WB	NB	SB
2005	38	1422	36	80	1042	16	44	40	82	158	30	46	1496	1138	166	234	1662	1132	94	146
1994 Modeled Peak Hour Volumes													1439	1447	88	39	1593	1289	35	96
2025 Modeled Peak Hour Volume													1979	2231	398	437	2450	1768	394	433
1994-2025 Modeled Peak Hour Change													540	784	310	398	857	479	359	337
2005-2030 Change in Link Volume													435	632	250	321	691	386	289	272
2030 Link Volumes													1931	1770	416	555	2353	1518	383	418
2 years of Model Growth + 2005													35	51	20	26	55	31	23	22
Opening Day 2007													1531	1189	186	260	1717	1163	117	168
2007 TMC	45	1448	38	95	1073	21	48.4	51	91	178	35	47								
2030 TMC	100	1746	54	266	1377	92	49	191	175	401	98	56								

#3	Twentynine Plams SR62			Yucca Trail			Sage Ave			Sage Ave			Approach				Departure			
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EB	WB	NB	SB	EB	WB	NB	SB
2005	74	1570	322	72	1092	56	248	92	40	102	104	50	1966	1220	380	256	1712	1390	222	498
1994 Modeled Peak Hour Volumes													1593	1363	109	39	1511	1437	35	120
2025 Modeled Peak Hour Volume													2450	2026	525	578	2254	2218	527	580
1994-2025 Modeled Peak Hour Change													857	663	416	539	743	781	492	460
2005-2030 Change in Link Volume													691	534	335	434	599	629	397	371
2030 Link Volumes													2657	1754	715	690	2311	2019	619	869
2 years of Model Growth + 2005													55	43	27	35	48	50	32	30
Opening Day 2007													2021	1263	407	291	1760	1440	254	528
2007 TMC	84	1603	334	75	1124	64	259	106	42	115	119	57								
2030 TMC	192	1965	460	100	1466	142	374	284	56	249	309	133								

#4				Aberdeen Dr			Old Woman Springs SR247			Old Woman Springs SR247			Approach				Departure			
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EB	WB	NB	SB	EB	WB	NB	SB
2004	0	0	0	19	0	13	0	228	46	12	137	0	0	32	274	149	58	0	241	156
2005	0	0	0	32	0	28	0	296	56	24	212	0	0	60	352	236	80	0	324	244
1994 Modeled Peak Hour Volumes													0	0	236	260	0	0	236	260
2025 Modeled Peak Hour Volume													0	0	1006	1107	0	0	1006	1107
1994-2025 Modeled Peak Hour Change													0	0	770	847	0	0	770	847
2005-2030 Change in Link Volume													0	0	621	683	0	0	621	683
2030 Link Volumes													0	180	973	919	240	0	945	927
2 years of Model Growth + 2005													0	0	50	55	0	0	50	55
Opening Day 2007													0	72	402	291	96	0	374	299
2007 TMC	0	0	0	38	0	35	0	339	65	31	261	0								
2030 TMC	0	0	0	86	0	92	0	834	134	101	819	0								

#5	Skyline Ranch Rd			Buena Vista Dr			Old Woman Springs SR247			Old Woman Springs SR247			Approach				Departure			
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EB	WB	NB	SB	EB	WB	NB	SB
2005	12	20	28	124	16	24	60	332	204	20	256	16	60	164	596	292	244	92	368	408
1994 Modeled Peak Hour Volumes													66	68	374	255	69	55	260	380
2025 Modeled Peak Hour Volume													373	337	1509	1123	368	332	1006	1637
1994-2025 Modeled Peak Hour Change													307	269	1135	868	299	277	746	1257
2005-2030 Change in Link Volume													247	217	915	700	241	223	601	1013
2030 Link Volumes													307	381	1511	992	485	315	969	1421
2 years of Model Growth + 2005													20	17	73	56	19	18	48	81
Opening Day 2007													80	181	669	348	263	110	416	489
2007 TMC	15	24	40	140	17	26.4	74	377	218	22	309	19								
2030 TMC	51	63	193	304	33	32	231	863	381	29	892	50								

#6	Twentynine Plams SR62			Twentynine Plams SR63			Old Woman Springs SR247			Old Woman Springs SR247			Approach				Departure			
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EB	WB	NB	SB	EB	WB	NB	SB
2005	436	986	138	176	992	134	174	220	164	162	186	300	1560	1302	558	648	1312	1466	790	500
1994 Modeled Peak Hour Volumes													1511	1363	192	573	1524	1375	526	214
2025 Modeled Peak Hour Volume													2246	1768	831	1541	1986	2053	1419	927
1994-2025 Modeled Peak Hour Change													735	405	639	968	462	678	893	713
2005-2030 Change in Link Volume													592	326	515	780	372	546	720	575
2030 Link Volumes													2152	1628	1073	1428	1684	2012	1510	1075
2 years of Model Growth + 2005													47	26	41	62	30	44	58	46
Opening Day 2007													1607	1328	599	710	1342	1510	848	546
2007 TMC	464	996	148	187	1001	141	184	243	172	174	212	325								
2030 TMC	762																			

#7	Yucca Trail			Yucca Trail			Joshua Lane			Joshua Lane			Approach				Departure			
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EB	WB	NB	SB	EB	WB	NB	SB
2005	96	360	76	88	280	200	44	172	56	140	180	68	532	568	272	388	556	392	468	344
1994 Modeled Peak Hour Volumes													114	278	170	222	294	120	192	178
2025 Modeled Peak Hour Volume													496	783	841	926	858	442	831	915
1994-2025 Modeled Peak Hour Change													382	505	671	704	564	322	639	737
2005-2030 Change in Link Volume													308	407	541	567	455	260	515	594
2030 Link Volumes													840	975	813	955	1011	652	983	938
2 years of Model Growth + 2005													25	33	43	45	36	21	41	48
Opening Day 2007													557	601	315	433	592	413	509	392
2007 TMC	99	374	84	100	291	211	50	199	65	152	208	72								
2030 TMC	147	538	145	232	417	315	96	500	196	267	537	127								

#8	Onaga Trail			Onaga Trail			Joshua Lane			Joshua Lane			Approach				Departure			
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EB	WB	NB	SB	EB	WB	NB	SB
2005	80	120	48	48	88	28	56	228	48	20	236	68	248	164	332	324	188	212	336	332
1994 Modeled Peak Hour Volumes													147	26	162	178	30	136	166	182
2025 Modeled Peak Hour Volume													613	405	831	915	455	540	842	927
1994-2025 Modeled Peak Hour Change													466	379	669	737	425	404	676	745
2005-2030 Change in Link Volume													376	305	539	594	343	326	545	600
2030 Link Volumes													624	469	871	918	531	538	881	932
2 years of Model Growth + 2005													30	24	43	48	27	26	44	48
Opening Day 2007													278	188	375	372	215	238	380	380
2007 TMC	89	136	53	56	100	33	62	258	55	24	272	77								
2030 TMC	195	314	104	162	228	79	119	585	157	61	653	180								

#9	Twentynine Plams SR62			Twentynine Plams SR62			Hanford Ave			Balsa Ave			Approach				Departure			
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EB	WB	NB	SB	EB	WB	NB	SB
2005	32	890	124	50	906	130	86	92	68	200	126	42	1046	1086	246	368	1158	1034	254	300
												1994 Modeled Peak Hour Volumes	1511	995	83	91	1120	1384	84	92
												2025 Modeled Peak Hour Volume	1960	1695	831	867	1880	1769	788	916
												1994-2025 Modeled Peak Hour Change	449	700	748	776	760	385	704	824
												2005-2030 Change in Link Volume	362	564	603	625	613	310	567	664
												2030 Link Volumes	1408	1650	849	993	1771	1344	821	964
												2 years of Model Growth + 2005	29	45	48	50	49	25	45	53
												Opening Day 2007 Link	1075	1131	294	418	1207	1059	299	353
2007 TMC	34	903	138	61	921	149	96	116	82	222	154	43								
2030 TMC	42	1446	239	185	1445	324	158	455	236	408	539	45								

#10	Twentynine Plams SR62			Twentynine Plams SR62			Avalon Ave			Avalon Ave			Approach				Departure			
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EB	WB	NB	SB	EB	WB	NB	SB
2005	48	1086	62	90	982	36	66	32	68	26	26	32	1196	1108	166	84	1180	1080	116	178
												1994 Modeled Peak Hour Volumes	1103	995	96	106	1103	995	96	106
												2025 Modeled Peak Hour Volume	1890	1705	528	291	1879	1695	262	578
												1994-2025 Modeled Peak Hour Change	787	710	432	185	776	700	166	472
												2005-2030 Change in Link Volume	634	572	348	149	625	564	134	380
												2030 Link Volumes	1830	1680	514	233	1805	1644	250	558
												2 years of Model Growth + 2005	51	46	28	12	50	45	11	30
												Opening Day 2007 Link	1247	1154	194	96	1230	1125	127	208
2007 TMC	51	1123	72	103	1012	38	77	38	79	28	32	35								
2030 TMC	93	1409	313	247	1240	90	306	67	213	82	73	78								

#11				YVRC Driveway (STOP)			Avalon Ave			Avalon Ave			Approach				Departure			
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EB	WB	NB	SB	EB	WB	NB	SB
2005								166			178		0	0	166	178	0	0	166	178
												1994 Modeled Peak Hour Volumes	0	0	96	106	0	0	96	106
												2025 Modeled Peak Hour Volume	0	0	525	578	0	0	525	578
												1994-2025 Modeled Peak Hour Change	0	0	429	472	0	0	429	472
												2005-2030 Change in Link Volume	0	0	346	380	0	0	346	380
												2030 Link Volumes	0	0	512	558	0	0	512	558
												2 years of Model Growth + 2005	0	0	28	30	0	0	28	30
												Opening Day 2007 Link	0	0	194	208	0	0	194	208
2007 TMC	0	0	0	0	0	0	0	194	0	0	208	0								
2030 TMC	0	0	0	79	0	230	0	489	86	217	547	0								

#12	Palisade Drive (Stpop)			Palisade Drive (Prop)			Avalon Ave			Avalon Ave			Approach				Departure			
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EB	WB	NB	SB	EB	WB	NB	SB
2005	52	0	24	0	0	0	12	92	0	0	112	24	76	0	104	136	0	36	144	136
												1994 Modeled Peak Hour Volumes	0	0	96	106	0	0	96	106
												2025 Modeled Peak Hour Volume	0	0	525	578	0	0	525	578
												1994-2025 Modeled Peak Hour Change	0	0	429	472	0	0	429	472
												2005-2030 Change in Link Volume	0	0	346	380	0	0	346	380
												2030 Link Volumes	95	0	450	516	0	45	490	516
												2 years of Model Growth + 2005	0	0	28	30	0	0	28	30
												Opening Day 2007 Link	78	0	132	166	0	37	172	166
2007 TMC	53	0	25	0	0	0	13	119	0	0	141	26								
2030 TMC	57	0	37	52	0	29	13	430	57	29	482	32								

#13	Yucca Trail			Yucca Trail			Palomar Avenue			Avalon Avenue			Approach				Departure			
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EB	WB	NB	SB	EB	WB	NB	SB
2005	32	292	116	84	288	44	76	72	100	40	108	28	440	416	248	176	432	392	148	308
												1994 Modeled Peak Hour Volumes	257	166	96	125	186	235	115	107
												2025 Modeled Peak Hour Volume	858	737	569	578	817	774	525	626
												1994-2025 Modeled Peak Hour Change	601	571	473	453	631	539	410	519
												2005-2030 Change in Link Volume	484	460	381	365	509	434	330	418
												2030 Link Volumes	924	876	629	541	941	826	478	726
												2 years of Model Growth + 2005	39	37	30	29	41	35	26	33
												Opening Day 2007 Link	479	453	278	205	473	427	174	341
2007 TMC	37	317	125	90	311	51	83	85	110	47	126	33								
2030 TMC	104	562	247	190	546	129	167	202	239	128	266	101								

#14	Joshua Lane			Joshua Lane						Palomar Avenue			Approach				Departure			
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EB	WB	NB	SB	EB	WB	NB	SB
2005	60	16	0	0	16	84	0	0	0	48	0	36	76	100	0	84	64	52	144	0
												1994 Modeled Peak Hour Volumes	151	136	0	125	155	140	117	0
												2025 Modeled Peak Hour Volume	776	700	0	481	794	716	447	0
												1994-2025 Modeled Peak Hour Change	625	564	0	356	639	576	330	0
												2005-2030 Change in Link Volume	504	455	0	287	515	464	266	0
												2030 Link Volumes	580	555	0	371	579	516	410	0
												2 years of Model Growth + 2005	40	36	0	23	41	37	21	0
												Opening Day 2007 Link	116	136	0	107	105	89	165	0
2007 TMC	72	44	0	0	43	93	0	0	0	61	0	46								
2030 TMC	205	375	0	0	349	194	0	0	0	192	0	167								

#15	Twentynine Plams SR62			Twentynine Plams SR62			Project Driveway Signal			Project Driveway Signal			Approach				Departure			
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EB	WB	NB	SB	EB	WB	NB	SB
2005	0	1180	0	0	1108	0	0	0	0	0	0	0	1180	1108	0	0	1180	1108	0	0
												1994 Modeled Peak Hour Volumes	1103	995	0	0	1103	995	0	0
												2025 Modeled Peak Hour Volume	1879	1705	0	0	1879	1705	0	0
												1994-2025 Modeled Peak Hour Change	776	710	0	0	776	710	0	0
												2005-2030 Change in Link Volume	625	572	0	0	625	572	0	0
												2030 Link Volumes	1805	1680	0	0	1805	1680	0	0
												2 years of Model Growth + 2005	50	46	0	0	50	46	0	0
												Opening Day 2007 Link	1230	1154	0	0	1230	1154	0	0
2007 TMC	0	1230	0	0	1154	0	0	0	0	0	0	0								
2030 TMC	0	1821	108	161	1693	0	184	0	101	0	0	0								

#16	Buena Vista Drive						Yucca Mesa Road			Yucca Mesa Road			Approach				Departure			
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EB	WB	NB	SB	EB	WB	NB	SB
2005	28	0	100	0	0	0	108	168	0	0	104	12	128	0	276	116	0	120	196	204
												1994 Modeled Peak Hour Volumes	69	63	144	159	69	63	144	159
												2025 Modeled Peak Hour Volume	369	333	307	290	368	332	262	337
												1994-2025 Modeled Peak Hour Change	300	270	163	131	299	269	118	178
												2005-2030 Change in Link Volume	242	218	131	106	241	217	95	143
												2030 Link Volumes	370	218	407	222	241	337	291	347
												2 years of Model Growth + 2005	19	17	11	8	19	17	8	11
												Opening Day 2007 Link	147	17	287	124	19	137	204	215
2007 TMC	38	0	109	0	0	0	120	185	0	0	106	17								
2030 TMC	142	0	208	0	0	0	236	264	0	0	168	89								

#17	Twentynine Plams SR62			Twentynine Plams SR62			La Contenta Rd			Yucca Mesa Road			Approach				Departure			
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EB	WB	NB	SB	EB	WB	NB	SB
2005	174	984	50	38	960	114	46	42	16	66	68	94	1208	1112	104	228	1066	1100	330	156
1994 Modeled Peak Hour Volumes													1103	964	66	159	958	1096	159	79
2025 Modeled Peak Hour Volume													1901	2236	310	341	2450	1695	306	337
1994-2025 Modeled Peak Hour Change													798	1272	244	182	1492	599	147	258
2005-2030 Change in Link Volume													643	1025	197	147	1203	483	118	208
2030 Link Volumes													1851	2137	301	375	2269	1583	448	364
2 years of Model Growth + 2005													51	82	16	12	96	39	9	17
Opening Day 2007 Link													1259	1194	120	240	1162	1139	339	173
2007 TMC	191	1058	55	50	1008	136	48	49	23	81	75	103								
2030 TMC	304	1744	72	275	1482	349	63	53	214	275	94	200								

#18	Yucca Trail			Yucca Trail			La Contenta Rd			La Contenta Rd			Approach				Departure			
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EB	WB	NB	SB	EB	WB	NB	SB
2005	56	284	0	4	188	36	0	4	8	44	4	192	340	228	12	240	336	380	96	8
1994 Modeled Peak Hour Volumes													184	158	31	72	177	167	66	34
2025 Modeled Peak Hour Volume													823	705	308	145	776	737	131	337
1994-2025 Modeled Peak Hour Change													639	547	277	73	599	570	65	303
2005-2030 Change in Link Volume													515	441	223	59	483	459	52	244
2030 Link Volumes													855	669	235	299	819	839	148	252
2 years of Model Growth + 2005													41	35	18	5	39	37	4	20
Opening Day 2007 Link													381	263	30	245	375	417	100	28
2007 TMC	61	321	0	15	219	40	0	10	20	48	13	198								
2030 TMC	87	649	0	164	569	50	0	61	147	61	88	249								

#19	Alta Loma Drive			Alta Loma Drive			Sunny Vista Road			Sunny Vista Road			Approach				Departure			
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EB	WB	NB	SB	EB	WB	NB	SB
2005	40	140	32	32	124	12	28	12	32	12	20	52	212	168	72	84	184	204	64	84
1994 Modeled Peak Hour Volumes													176	158	0	0	176	158	0	0
2025 Modeled Peak Hour Volume													776	700	0	0	776	700	0	0
1994-2025 Modeled Peak Hour Change													600	542	0	0	600	542	0	0
2005-2030 Change in Link Volume													484	437	0	0	484	437	0	0
2030 Link Volumes													696	605	259	139	668	641	154	252
2 years of Model Growth + 2005													39	35	0	0	39	35	0	0
Opening Day 2007 Link													251	203	86	92	223	239	77	126
2007 TMC	47	169	48	50	149	15	34	15	41	13	28	56								
2030 TMC	86	499	98	114	450	30	95	38	129	21	40	79								

#20	Twentynine Plams SR62			Twentynine Plams SR62			Park Boulevard			Park Boulevard			Approach				Departure			
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EB	WB	NB	SB	EB	WB	NB	SB
2005	22	912	98	94	922	20	152	26	106	20	20	38	1032	1036	284	78	1038	1112	68	212
1994 Modeled Peak Hour Volumes													964	869	0	0	964	869	0	0
2025 Modeled Peak Hour Volume													1905	2240	0	0	2450	1695	0	0
1994-2025 Modeled Peak Hour Change													941	1371	0	0	1486	826	0	0
2005-2030 Change in Link Volume													758	1105	0	0	1198	666	0	0
2030 Link Volumes													1790	2141	596	257	2236	1778	204	530
2 years of Model Growth + 2005													61	88	0	0	96	53	0	0
Opening Day 2007 Link													1093	1124	341	86	1134	1165	102	265
2007 TMC	28	967	108	132	969	32	159	42	143	25	26	41.8								
2030 TMC	35	1643	135	391	1589	114	199	66	420	138	64	53								

#21	Alta Loma Drive			Alta Loma Drive			Quail Springs Road			Park Boulevard		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2005	84	12	28	8	8	4	20	76	4	4	76	68
1994 Modeled Peak Hour Volumes												
2025 Modeled Peak Hour Volume												
1994-2025 Modeled Peak Hour Change												
2005-2030 Change in Link Volume												
2030 Link Volumes												
2 years of Model Growth + 2005												
Opening Day 2007 Link												
2007 TMC	107	36	33	23	25	12	25	94	12	11	84	81
2030 TMC	208	358	80	122	280	93	108	125	81	64	105	134

Approach				Departure			
EB	WB	NB	SB	EB	WB	NB	SB
124	20	100	148	20	96	164	112
176	158	0	0	176	158	0	0
776	700	0	0	776	700	0	0
600	542	0	0	600	542	0	0
484	437	0	0	484	437	0	0
608	457	300	244	504	533	426	280
39	35	0	0	39	35	0	0
163	55	120	163	59	131	213	140

#22	Twentynine Plams SR62			Twentynine Plams SR62			YVRC Driveway (Stop)					
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2005	0	1180	0	0	1108	0	0	0	0	0	0	0
1994 Modeled Peak Hour Volumes												
2025 Modeled Peak Hour Volume												
1994-2025 Modeled Peak Hour Change												
2005-2030 Change in Link Volume												
2030 Link Volumes												
2 years of Model Growth + 2005												
Opening Day 2007 Link												
2007 TMC	0	1230	0	0	1154	0	0	0	0	0	0	0
2030 TMC	0	1613	89	0	1891	0	0	0	51	0	0	0

Approach				Departure			
EB	WB	NB	SB	EB	WB	NB	SB
1180	1108	0	0	1180	1108	0	0
1103	995	0	0	1103	995		
1879	1705	0	0	1879	1705		
776	710	0	0	776	710	0	0
625	572	0	0	625	572	0	0
1805	1680	0	0	1805	1680	0	0
50	46	0	0	50	46	0	0
1230	1154	0	0	1230	1154	0	0

#23	Twentynine Plams SR62			Twentynine Plams SR62			East Project Access					
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2005	0	1180	0	0	1108	0	0	0	0	0	0	0
1994 Modeled Peak Hour Volumes												
2025 Modeled Peak Hour Volume												
1994-2025 Modeled Peak Hour Change												
2005-2030 Change in Link Volume												
2030 Link Volumes												
2 years of Model Growth + 2005												
Opening Day 2007 Link												
2007 TMC	0	1230	0	0	1154	0	0	0	0	0	0	0
2030 TMC	0	1908	0	0	1854	0	0	0	0	0	0	0

Approach				Departure			
EB	WB	NB	SB	EB	WB	NB	SB
1180	1108	0	0	1180	1108	0	0
1103	995	0	0	1103	995		
1879	1705	0	0	1879	1705		
776	710	0	0	776	710	0	0
625	572	0	0	625	572	0	0
1805	1680	0	0	1805	1680	0	0
50	46	0	0	50	46	0	0
1230	1154	0	0	1230	1154	0	0

APPENDIX D

Opening Day (2007)
LOS Worksheets

Opening Day (2007)
Without Home Depot Project

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	AGA
Agency/Co.	Town of Yucca Valley
Date Performed	6/21/2005
Analysis Time Period	PM Peak

Site Information

Intersection	
Jurisdiction	
Analysis Year	Opening Day 2007 No Project

Project Description #1

East/West Street: Twentynine Palms SR-62 | North/South Street: Inca Trail

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	25	1265	21	88	941	15
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	25	1265	21	88	941	15
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	20	8	83	17	0	30
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	20	8	83	17	0	30
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR			LTR	
v (vph)	25	88		111			47	
C (m) (vph)	727	546		95			66	
v/c	0.03	0.16		1.17			0.71	
95% queue length	0.11	0.57		7.53			3.18	
Control Delay	10.1	12.9		226.9			142.0	
LOS	B	B		F			F	
Approach Delay	--	--	226.9			142.0		
Approach LOS	--	--	F			F		

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WEBSTER

WEbster **B**ased **S**ignal **T**iming **E**valuation **R**outine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Opening Day 2007 No Project

#2 SR-62 @ PioneertoownRd/DeerTrail Town of Yucca Valley

PM Peak Hour

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	L	T	R	L	T	R	*L*	T	R
Movement 1: **71** secs	X	X	X	X	X	X						
Movement 2: **29** secs							X	X	X	X	X	X
Movement 3: **0** secs												
Movement 4: **0** secs												
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	1	1	2	1	1	1	S	1	1	S
Unadjusted Volume	45	1448	38	95	1073	21	48	51	91	178	35	47
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	22	22	10	22	22	10	29	29	10	29	29
Progression Adj. Factor (PAF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-	1.00	1.00	-

Output ***

										***		
Peak Hour Volume (vph)	45	1448	38	95	1073	21	48	51	91	178	35	47
Saturation Flow (vph)	350	3800	1800	300	3800	1800	1300	1900	Shrd	1200	1900	Shrd
X or Volume/Capacity	0.19	0.55	0.03	0.46	0.41	0.02	0.14	0.28	-	0.55	0.16	-
Effective Green (sec)	69	69	69	69	69	69	27	27	-	27	27	-
Split Time (sec)	71	71	71	71	71	71	29	29	-	29	29	-
Min. Time or Ped. Time (sec)	10	22	22	10	22	22	10	29	-	10	29	-
Delay - 15 min pk (sec/veh)	7	9	5	14	7	5	28	30	-	38	29	-
Level of Service (LOS)	A	A	A	B	A	A	C	C-	-	D+	C	-
Average 'Q' (veh/ln)	1	6	1	1	5	1	1	3	-	4	2	-
Design 'Q'-ft/ln (1.5*Qavg)	40	180	40	40	160	40	40	100	-	120	60	-
Do Vehicles Clear?	YES	YES	YES	YES	YES	YES	YES	YES	-	YES	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	12	Weighted Average Delay (seconds) =	12
Level of Service - LOS =	B	Level of Service - LOS =	B
		Intersection Capacity Utilization - ICU =	0.55

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied

WEBSTER
WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Opening Day 2007 No Project

 # 3 SR-62 @ Yucca Trail/Sage Ave **Towne of Yucca Valley** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	L	T	R	*L*	T	R	L	T	R
Movement 1: **71** secs	X	X	X	X	X	X						
Movement 2: **29** secs							X	X	X	X	X	X
Movement 3: **0** secs												
Movement 4: **0** secs												
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	S	1	2	S	1	1	S	1	1	S
Unadjusted Volume	84	1603	334	75	1124	64	259	106	42	115	119	57
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	23	23	10	23	23	10	28	28	10	28	28
Progression Adj. Factor (PAF)	1.00	1.00	-	1.00	1.00	-	1.00	1.00	-	1.00	1.00	-

Output *** ***

Peak Hour Volume (vph)	84	1603	334	75	1124	64	259	106	42	115	119	57
Saturation Flow (vph)	300	3800	Shrd	300	3800	Shrd	1300	1900	Shrd	1300	1900	Shrd
X or Volume/Capacity	0.41	0.74	-	0.36	0.45	-	0.74	0.29	-	0.33	0.34	-
Effective Green (sec)	69	69	-	69	69	-	27	27	-	27	27	-
Split Time (sec)	71	71	-	71	71	-	29	29	-	29	29	-
Min. Time or Ped. Time (sec)	10	23	-	10	23	-	10	28	-	10	28	-
Delay - 15 min pk (sec/veh)	12	12	-	11	8	-	46	30	-	32	31	-
Level of Service (LOS)	B	B	-	B	A	-	D	C-	-	C-	C-	-
Average 'Q' (veh/ln)	1	8	-	1	5	-	5	3	-	2	4	-
Design 'Q'-ft/ln (1.5*Qavg)	40	240	-	40	160	-	160	100	-	60	120	-
Do Vehicles Clear?	YES	YES	-	YES	YES	-	YES	YES	-	YES	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	16	Weighted Average Delay (seconds) =	16
Level of Service - LOS =	B	Level of Service - LOS =	B
		Intersection Capacity Utilization - ICU =	0.74

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*AGA*	Intersection	
Agency/Co.	*Town of Yucca Valley*	Jurisdiction	
Date Performed	*6/21/2005*	Analysis Year	*Opening Day 2007 No Project*
Analysis Time Period	*PM Peak*		

Project Description *#4*	
East/West Street: *Aberdeen Drive*	North/South Street: *Old Woman Springs Rd SR-247*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*0*	*339*	*65*	*31*	*261*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*339*	*65*	*31*	*261*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*38*	*0*	*35*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*38*	*0*	*35*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*0*	*0*
Configuration		*LTR*				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LTR*				
v (vph)		*31*		*73*				
C (m) (vph)		*1166*		*498*				
v/c		*0.03*		*0.15*				
95% queue length		*0.08*		*0.51*				
Control Delay		*8.2*		*13.5*				
LOS		*A*		*B*				
Approach Delay	--	--	*13.5*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*AGA*	Intersection	
Agency/Co.	*Town of Yucca Valley*	Jurisdiction	
Date Performed	*6/23/2005*	Analysis Year	*Opening Day 2007 No Project*
Analysis Time Period	*PM Peak*		

Project Description	*#5*
East/West Street:	*SkylineRanch Rd/Buena Vista Dr*
North/South Street:	*Old Woman Springs Rd*
Intersection Orientation:	*North-South*
Study Period (hrs):	*0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*74*	*377*	*218*	*22*	*309*	*19*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*74*	*377*	*218*	*22*	*309*	*19*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*140*	*17*	*26*	*15*	*24*	*40*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*140*	*17*	*26*	*15*	*24*	*40*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (vph)	*74*	*22*		*183*			*79*	
C (m) (vph)	*1243*	*991*		*189*			*296*	
v/c	*0.06*	*0.02*		*0.97*			*0.27*	
95% queue length	*0.19*	*0.07*		*7.92*			*1.05*	
Control Delay	*8.1*	*8.7*		*108.3*			*21.5*	
LOS	*A*	*A*		*F*			*C*	
Approach Delay	--	--	*108.3*			*21.5*		
Approach LOS	--	--	*F*			*C*		

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WEBSTER

WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Opening Day 2007 No Project

 # 6 SR-62 @ Joshua Ln/SR-247 **Town of Yucca Valley** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	*L*	T	R	L	*T*	R	*L*	T	R	L	T	R
Movement 1: **21** secs	X			X								
Movement 2: **11** secs	X	X	X									
Movement 3: **38** secs		X	X		X	X						
Movement 4: **30** secs							X	X	X	X	X	X
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	S	1	2	S	1	2	S	1	2	S
Unadjusted Volume	464	996	148	187	1001	141	184	243	172	174	212	325
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	28	28	10	31	31	10	26	26	10	26	26
Progression Adj. Factor (PAF)	1.00	0.70	-	1.00	0.70	-	1.00	1.00	-	1.00	1.00	-

Output

	***				***		***					
Peak Hour Volume (vph)	464	996	148	187	1001	141	184	243	172	174	212	325
Saturation Flow (vph)	1800	3800	Shrd	1800	3800	Shrd	800	3800	Shrd	900	3800	Shrd
X or Volume/Capacity	0.86	0.64	-	0.55	0.83	-	0.82	0.39	-	0.69	0.50	-
Effective Green (sec)	30	47	-	19	36	-	28	28	-	28	28	-
Split Time (sec)	32	49	-	21	38	-	30	30	-	30	30	-
Min. Time or Ped. Time (sec)	10	28	-	10	31	-	10	26	-	10	26	-
Delay - 15 min pk (sec/veh)	49	16	-	43	27	-	61	30	-	47	32	-
Level of Service (LOS)	D	B	-	D	C	-	E	C-	-	D	C-	-
Average 'Q' (veh/ln)	9	6	-	4	7	-	4	4	-	4	5	-
Design 'Q'-ft/ln (1.5*Qavg)	280	180	-	120	220	-	120	120	-	120	160	-
Do Vehicles Clear?	YES	YES	-	YES	YES	-	YES	YES	-	YES	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	37	Weighted Average Delay (seconds) =	37
Level of Service - LOS =	D+	Level of Service - LOS =	D+
		Intersection Capacity Utilization - ICU =	0.84

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied

Opening Day 2007 No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #7 Joshua Ln @ Yucca Trail

****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.063
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 37.7
Optimal Cycle: 0 Level Of Service: E

****

Street Name:	Joshua Lane						Yucca Trail					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	0	1 0	1 0	1	1 0
Volume Module: >> Count Date: 12 May 2005 <<												
Base Vol:	50	199	65	152	208	72	99	374	84	100	291	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	199	65	152	208	72	99	374	84	100	291	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	199	65	152	208	72	99	374	84	100	291	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	199	65	152	208	72	99	374	84	100	291	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	50	199	65	152	208	72	99	374	84	100	291	211
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.51	0.49	1.00	1.00	1.00	1.00	0.82	0.18	1.00	1.16	0.84
Final Sat.:	327	527	176	345	364	386	388	352	79	359	448	343
Capacity Analysis Module:												
Vol/Sat:	0.15	0.38	0.37	0.44	0.57	0.19	0.26	1.06	1.06	0.28	0.65	0.61
Crit Moves:		****			****			****			****	
Delay/Veh:	15.1	18.3	17.7	20.4	24.0	13.6	14.6	90.1	90.1	16.1	26.9	23.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.1	18.3	17.7	20.4	24.0	13.6	14.6	90.1	90.1	16.1	26.9	23.8
LOS by Move:	C	C	C	C	C	B	B	F	F	C	D	C
ApproachDel:		17.6			21.0			76.7			24.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		17.6			21.0			76.7			24.0	
LOS by Appr:		C			C			F			C	

****

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	AGA
Agency/Co.	Town of Yucca Valley
Date Performed	6/23/2005
Analysis Time Period	PM Peak

Site Information

Intersection	
Jurisdiction	
Analysis Year	Opening Day 2007 No Project

Project ID #8

East/West Street: Onaga Trail

North/South Street: Joshua Lane

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	89	136	53	56	100	33
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	62	258	55	24	272	77
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate	278		189		375		373	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.3		0.3		0.2		0.1	
Prop. Right-Turns	0.2		0.2		0.1		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	6.81		6.81		6.81		6.81	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.25		0.17		0.33		0.33	
hd, final value	6.81		6.81		6.81		6.81	
x, final value	0.53		0.37		0.67		0.66	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	4.8		4.8		4.8		4.8	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	473		420		531		533	
Delay	17.12		14.26		21.19		20.68	
LOS	C		B		C		C	
Approach: Delay	17.12		14.26		21.19		20.68	
LOS	C		B		C		C	
Intersection Delay	19.02							
Intersection LOS	C							

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WEBSTER
WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Opening Day 2007 No Project

#9 SR-62 @ Hanford Ave/Balsa Ave **Town of Yucca Valley** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	*L*	T	R	L	T	R	*L*	T	R
Movement 1: **10** secs	X			X								
Movement 2: **1** secs				X	X	X						
Movement 3: **51** secs		X	X		X	X						
Movement 4: **38** secs							X	X	X	X	X	X
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	S	1	2	S	1	1	S	1	1	S
Unadjusted Volume	34	903	138	61	921	149	96	116	82	222	154	43
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	21	21	10	28	28	10	10	10	10	30	30
Progression Adj. Factor (PAF)	1.00	0.70	-	1.00	0.70	-	1.00	1.00	-	1.00	1.00	-

Output

		***		***						***		
Peak Hour Volume (vph)	34	903	138	61	921	149	96	116	82	222	154	43
Saturation Flow (vph)	1800	3800	Shrd	1800	3800	Shrd	1300	1900	Shrd	1200	1900	Shrd
X or Volume/Capacity	0.24	0.56	-	0.38	0.56	-	0.21	0.29	-	0.51	0.29	-
Effective Green (sec)	8	49	-	9	50	-	36	36	-	36	36	-
Split Time (sec)	10	51	-	11	52	-	38	38	-	38	38	-
Min. Time or Ped. Time (sec)	10	21	-	10	28	-	10	10	-	10	30	-
Delay - 15 min pk (sec/veh)	47	14	-	49	13	-	23	24	-	29	24	-
Level of Service (LOS)	D	B	-	D	B	-	C+	C+	-	C	C+	-
Average 'Q' (veh/ln)	1	5	-	2	5	-	2	4	-	4	4	-
Design 'Q'-ft/ln (1.5*Qavg)	40	160	-	60	160	-	60	120	-	120	120	-
Do Vehicles Clear?	YES	YES	-	YES	YES	-	YES	YES	-	YES	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	19	Weighted Average Delay (seconds) =	19
Level of Service - LOS =	B	Level of Service - LOS =	B
		Intersection Capacity Utilization - ICU =	0.52

Predetermined Cycle Length is 100 sec

Min./Ped. Times Satisfied

WEBSTER
WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Opening Day 2007 No Project

#10 Avalon @ Twentynine Palms SR62 Town of Yucca Valley — PM Peak Hour

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	*L*	T	R	*L*	T	R	L	T	R
Movement 1: **10** secs	X			X								
Movement 2: **5** secs				X	X	X						
Movement 3: **50** secs		X	X		X	X						
Movement 4: **35** secs							X	X	X	X	X	X
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	S	1	2	S	1	2	S	1	1	1
Unadjusted Volume	51	1123	72	103	1012	38	77	38	79	28	32	35
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	30	30	10	10	10	10	35	35	10	10	10
Progression Adj. Factor (PAF)	1.00	1.00	-	1.00	1.00	-	1.00	1.00	-	1.00	1.00	1.00

Output

		***		***			***					
Peak Hour Volume (vph)	51	1123	72	103	1012	38	77	38	79	28	32	35
Saturation Flow (vph)	1800	3800	Shrd	1800	3800	Shrd	1300	3800	Shrd	1250	1900	1800
X or Volume/Capacity	0.35	0.66	-	0.44	0.52	-	0.18	0.09	-	0.07	0.05	0.06
Effective Green (sec)	8	48	-	13	53	-	33	33	-	33	33	33
Split Time (sec)	10	50	-	15	55	-	35	35	-	35	35	35
Min. Time or Ped. Time (sec)	10	30	-	10	10	-	10	35	-	10	10	10
Delay - 15 min pk (sec/veh)	50	22	-	46	16	-	25	23	-	23	23	23
Level of Service (LOS)	D-	C+	-	D	B	-	C+	C+	-	C+	C+	C+
Average 'Q' (veh/ln)	1	9	-	3	7	-	1	1	-	1	1	1
Design 'Q'-ft/ln (1.5*Qavg)	40	280	-	100	220	-	40	40	-	40	40	40
Do Vehicles Clear?	YES	YES	-	YES	YES	-	YES	YES	-	YES	YES	YES

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	24	Weighted Average Delay (seconds) =	24
Level of Service - LOS =	C+	Level of Service - LOS =	C+
		Intersection Capacity Utilization - ICU =	0.46

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied
Analysis Based on User Selected Splits

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*AGA*	Intersection	
Agency/Co.	*Town of Yucca Valley*	Jurisdiction	
Date Performed	*6/27/2005*	Analysis Year	*Opening Day 2007 No Project*
Analysis Time Period	*PM Peak*		

Project Description	*#12*
East/West Street:	*Palisades Drive*
North/South Street:	*Avalon Avenue*
Intersection Orientation:	*North-South*
Study Period (hrs):	*0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*13*	*119*	*0*	*0*	*141*	*26*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*13*	*119*	*0*	*0*	*141*	*26*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*53*	*0*	*25*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*53*	*0*	*25*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*1*	*0*
Configuration					*LTR*	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LTR*	
v (vph)	*13*						*78*	
C (m) (vph)	*1423*						*746*	
v/c	*0.01*						*0.10*	
95% queue length	*0.03*						*0.35*	
Control Delay	*7.6*						*10.4*	
LOS	*A*						*B*	
Approach Delay	--	--					*10.4*	
Approach LOS	--	--					*B*	

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	AGA
Agency/Co.	Town of Yucca Valley
Date Performed	6/23/2005
Analysis Time Period	PM Peak

Site Information

Intersection	
Jurisdiction	
Analysis Year	Opening Day 2007 No Project

Project ID #13

East/West Street: Yucca Trail

North/South Street: Palomar Avenue

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	37	317	125	90	311	51
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	83	85	110	47	126	33
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate	479		452		278		206	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.2		0.3		0.2	
Prop. Right-Turns	0.3		0.1		0.4		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	7.18		7.18		7.18		7.18	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.43		0.40		0.25		0.18	
hd, final value	7.18		7.18		7.18		7.18	
x, final value	0.96		0.92		0.62		0.48	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	5.2		5.2		5.2		5.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	497		481		427		397	
Delay	56.58		50.87		23.06		19.16	
LOS	F		F		C		C	
Approach: Delay	56.58		50.87		23.06		19.16	
LOS	F		F		C		C	
Intersection Delay	42.72							
Intersection LOS	E							

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*AGA*
Agency/Co.	*Town of Yucca Valley*
Date Performed	*6/23/2005*
Analysis Time Period	*PM Peak*

Site Information

Intersection	
Jurisdiction	
Analysis Year	*Opening Day 2007 No Project*

Project Description *#14*

East/West Street: *Joshua Lane* | North/South Street: *Palomar Avenue*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*72*	*44*	*0*	*0*	*43*	*93*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*72*	*44*	*0*	*0*	*43*	*93*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*61*	*0*	*46*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*61*	*0*	*46*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*					*L*		*R*
v (vph)	*72*					*61*		*46*
C (m) (vph)	*1461*					*681*		*973*
v/c	*0.05*					*0.09*		*0.05*
95% queue length	*0.16*					*0.29*		*0.15*
Control Delay	*7.6*					*10.8*		*8.9*
LOS	*A*					*B*		*A*
Approach Delay	--	--				*10.0-*		
Approach LOS	--	--				*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*AGA*	Intersection	
Agency/Co.	*Town of Yucca Valley*	Jurisdiction	
Date Performed	*6/23/2005*	Analysis Year	*Opening Day 2007 No Project*
Analysis Time Period	*PM Peak*		

Project Description *#16*	
East/West Street: *Buena Vista Drive*	North/South Street: *Yucca Mesa Road*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*120*	*185*	*0*	*0*	*106*	*17*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*120*	*185*	*0*	*0*	*106*	*17*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*38*	*0*	*109*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*38*	*0*	*109*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*1*	*0*
Configuration					*LTR*	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LTR*	
v (vph)	*120*						*147*	
C (m) (vph)	*1477*						*746*	
v/c	*0.08*						*0.20*	
95% queue length	*0.26*						*0.73*	
Control Delay	*7.7*						*11.0*	
LOS	*A*						*B*	
Approach Delay	--	--				*11.0*		
Approach LOS	--	--				*B*		

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WEBSTER

WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Opening Day 2007 No Project

#17 SR-62 @ LaContenta Rd/Yucca Mesa Rd, Town of Yucca Valley — PM Peak Hour

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	*L*	T	R	L	*T*	R	L	T	R	L	*T*	R
Movement 1: **10** secs	X			X								
Movement 2: **8** secs	X	X	X									
Movement 3: **51** secs		X	X		X	X						
Movement 4: **31** secs							X	X	X	X	X	X
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	S	1	2	S	1	1	S	1	1	S
Unadjusted Volume	191	1058	55	50	1008	136	48	49	23	81	75	103
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	26	26	10	29	29	10	29	29	10	30	30
Progression Adj. Factor (PAF)	1.00	1.00	-	1.00	1.00	-	1.00	1.00	-	1.00	1.00	-

Output

	***				***						***	
Peak Hour Volume (vph)	191	1058	55	50	1008	136	48	49	23	81	75	103
Saturation Flow (vph)	1800	3800	Shrd	1800	3800	Shrd	1200	1900	Shrd	1350	1900	Shrd
X or Volume/Capacity	0.66	0.51	-	0.35	0.61	-	0.14	0.13	-	0.21	0.32	-
Effective Green (sec)	16	57	-	8	49	-	29	29	-	29	29	-
Split Time (sec)	18	59	-	10	51	-	31	31	-	31	31	-
Min. Time or Ped. Time (sec)	10	26	-	10	29	-	10	29	-	10	30	-
Delay - 15 min pk (sec/veh)	51	14	-	50	20	-	27	27	-	28	29	-
Level of Service (LOS)	D-	B	-	D-	C+	-	C	C	-	C	C	-
Average 'Q' (veh/ln)	5	7	-	1	8	-	1	1	-	2	4	-
Design 'Q'-ft/ln (1.5*Qavg)	160	220	-	40	240	-	40	40	-	60	120	-
Do Vehicles Clear?	YES	YES	-	YES	YES	-	YES	YES	-	YES	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	26	Weighted Average Delay (seconds) =	26
Level of Service - LOS =	C	Level of Service - LOS =	C
		Intersection Capacity Utilization - ICU =	0.53

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*AGA*
Agency/Co.	*Town of Yucca Valley*
Date Performed	*6/23/2005*
Analysis Time Period	*PM Peak*

Site Information

Intersection	
Jurisdiction	
Analysis Year	*Opening Day 2007 No Project*

Project Description *#18*

East/West Street: *Yucca Trail* | North/South Street: *La Contenta Road*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*61*	*321*	*0*	*15*	*219*	*40*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*		*1.00*
Hourly Flow Rate, HFR	*61*	*321*	*0*	*15*		*40*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*10*	*20*	*48*	*13*	*198*
Peak-Hour Factor, PHF	*1.00*		*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*		*20*	*48*	*13*	*198*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*1*	*1*	*0*
Configuration		*LTR*		*L*		*TR*

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*		*L*		*TR*
v (vph)	*61*	*15*		*20*		*48*		*211*
C (m) (vph)		*1250*						
v/c		*0.01*						
95% queue length		*0.04*						
Control Delay		*7.9*						
LOS		*A*						
Approach Delay	--	--						
Approach LOS	--	--						

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	AGA
Agency/Co.	Town of Yucca Valley
Date Performed	6/23/2005
Analysis Time Period	PM Peak

Site Information

Intersection	
Jurisdiction	
Analysis Year	Opening Day 2007 No Project

Project ID #19

East/West Street: Sunny Vista Road

North/South Street: Alta Loma Drive

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	47	169	48	50	149	15
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	34	15	41	13	28	56
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		L	TR
PHF	1.00		1.00		1.00		1.00	1.00
Flow Rate	264		214		90		13	84
% Heavy Vehicles	0		0		0		0	0
No. Lanes	1		1		1		2	
Geometry Group	2		2		4a		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
Prop. Left-Turns	0.2		0.2		0.4		1.0	0.0
Prop. Right-Turns	0.2		0.1		0.5		0.0	0.7
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	4.60		4.60		4.60		4.60	4.60

Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
hd, initial value	3.20		3.20		3.20		3.20	3.20
x, initial	0.23		0.19		0.08		0.01	0.07
hd, final value	4.60		4.60		4.60		4.60	4.60
x, final value	0.34		0.28		0.13		0.02	0.12
Move-up time, m	2.0		2.0		2.0		2.3	
Service Time	2.6		2.6		2.6		2.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	514		464		340		263	334
Delay	9.92		9.57		8.87		9.12	8.74
LOS	A		A		A		A	A
Approach: Delay	9.92		9.57		8.87		8.79	
LOS	A		A		A		A	
Intersection Delay	9.50							
Intersection LOS	A							

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WEBSTER
WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Opening Day 2007 No Project

#20 SR-62 @ Park Boulevard **Town of Yucca Valley** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	*L*	T	R	*L*	T	R	L	T	R
Movement 1: **10** secs	X			X								
Movement 2: **5** secs				X	X	X						
Movement 3: **44** secs		X	X		X	X						
Movement 4: **41** secs							X	X	X	X	X	X
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	3	1	1	3	1	1	1	S	1	1	S
Unadjusted Volume	28	967	108	132	969	32	159	42	143	25	26	42
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	26	26	10	23	23	10	36	36	10	36	36
Progression Adj. Factor (PAF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-	1.00	1.00	-

Output

		***		***			***					
Peak Hour Volume (vph)	28	967	108	132	969	32	159	42	143	25	26	42
Saturation Flow (vph)	1800	5700	1800	1800	5700	1800	1300	1900	Shrd	1100	1900	Shrd
X or Volume/Capacity	0.19	0.40	0.14	0.56	0.36	0.04	0.31	0.25	-	0.06	0.09	-
Effective Green (sec)	8	42	42	13	47	47	39	39	-	39	39	-
Split Time (sec)	10	44	44	15	49	49	41	41	-	41	41	-
Min. Time or Ped. Time (sec)	10	26	26	10	23	23	10	36	-	10	36	-
Delay - 15 min pk (sec/veh)	46	21	18	50	17	14	23	21	-	19	20	-
Level of Service (LOS)	D	C+	B	D-	B	B	C+	C+	-	B	B	-
Average 'Q' (veh/ln)	1	5	2	3	5	1	3	3	-	1	1	-
Design 'Q'-ft/ln (1.5*Qavg)	40	160	60	100	160	40	100	100	-	40	40	-
Do Vehicles Clear?	YES	YES	YES	YES	YES	YES	YES	YES	-	YES	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	25	Weighted Average Delay (seconds) =	25
Level of Service - LOS =	C+	Level of Service - LOS =	C+
		Intersection Capacity Utilization - ICU =	0.39

Predetermined Cycle Length is 100 sec

Min./Ped. Times Satisfied

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*AGA*	Intersection	
Agency/Co.	*Town of Yucca Valley*	Jurisdiction	
Date Performed	*6/23/2005*	Analysis Year	*Opening Day 2007 No Project*
Analysis Time Period	*PM Peak*		

Project Description *#21*

East/West Street: *Alta Loma Drive*	North/South Street: *Quail Springs Rd/Park Blvd*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*25*	*94*	*12*	*11*	*84*	*81*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*25*	*94*	*12*	*11*	*84*	*81*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*23*	*25*	*12*	*107*	*36*	*33*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*23*	*25*	*12*	*107*	*36*	*33*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (vph)	*25*	*11*		*60*			*176*	
C (m) (vph)	*1426*	*1498*		*618*			*643*	
v/c	*0.02*	*0.01*		*0.10*			*0.27*	
95% queue length	*0.05*	*0.02*		*0.32*			*1.11*	
Control Delay	*7.6*	*7.4*		*11.5*			*12.7*	
LOS	*A*	*A*		*B*			*B*	
Approach Delay	--	--	*11.5*			*12.7*		
Approach LOS	--	--	*B*			*B*		

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Opening Day (2007)
with Home Depot Project

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*AGA*
Agency/Co.	*Town of Yucca Valley*
Date Performed	*6/21/2005*
Analysis Time Period	*PM Peak*

Site Information

Intersection	
Jurisdiction	
Analysis Year	*Opening Day 2007 With Project*

Project Description *#1*

East/West Street: *Twentynine Palms SR-62* | North/South Street: *Inca Trail*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*25*	*1296*	*21*	*88*	*976*	*15*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*25*	*1296*	*21*	*88*	*976*	*15*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*0*	*1*	*2*	*0*
Configuration	*L*	*T*	*TR*	*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*20*	*8*	*83*	*17*	*8*	*30*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*20*	*8*	*83*	*17*	*8*	*30*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*		*LTR*			*LTR*	
v (vph)	*25*	*88*		*111*			*55*	
C (m) (vph)	*706*	*532*		*74*			*48*	
v/c	*0.04*	*0.17*		*1.50*			*1.15*	
95% queue length	*0.11*	*0.59*		*9.17*			*5.00*	
Control Delay	*10.3*	*13.1*		*379.4*			*312.2*	
LOS	*B*	*B*		*F*			*F*	
Approach Delay	--	--	*379.4*			*312.2*		
Approach LOS	--	--	*F*			*F*		

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WEBSTER

WEbster **B**ased **S**ignal **T**iming **E**valuation **R**outine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Opening Day 2007 With Project

#2 SR-62 @ PioneertoownRd/DeerTrail Town of Yucca Valley

PM Peak Hour

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	L	T	R	L	T	R	*L*	T	R
Movement 1: **71** secs	X	X	X	X	X	X						
Movement 2: **29** secs							X	X	X	X	X	X
Movement 3: **0** secs												
Movement 4: **0** secs												
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	1	1	2	1	1	1	S	1	1	S
Unadjusted Volume	45	1479	38	95	1108	21	48	51	91	178	35	47
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	22	22	10	22	22	10	29	29	10	29	29
Progression Adj. Factor (PAF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-	1.00	1.00	-

Output ***

Peak Hour Volume (vph)	45	1479	38	95	1108	21	48	51	91	178	35	47
Saturation Flow (vph)	300	3800	1800	300	3800	1800	1300	1900	Shrd	1200	1900	Shrd
X or Volume/Capacity	0.22	0.56	0.03	0.46	0.42	0.02	0.14	0.28	-	0.55	0.16	-
Effective Green (sec)	69	69	69	69	69	69	27	27	-	27	27	-
Split Time (sec)	71	71	71	71	71	71	29	29	-	29	29	-
Min. Time or Ped. Time (sec)	10	22	22	10	22	22	10	29	-	10	29	-
Delay - 15 min pk (sec/veh)	8	9	5	14	7	5	28	30	-	38	29	-
Level of Service (LOS)	A	A	A	B	A	A	C	C-	-	D+	C	-
Average 'Q' (veh/ln)	1	6	1	1	5	1	1	3	-	4	2	-
Design 'Q'-ft/ln (1.5*Qavg)	40	180	40	40	160	40	40	100	-	120	60	-
Do Vehicles Clear?	YES	YES	YES	YES	YES	YES	YES	YES	-	YES	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	12	Weighted Average Delay (seconds) =	12
Level of Service - LOS =	B	Level of Service - LOS =	B
		Intersection Capacity Utilization - ICU =	0.56

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied
Analysis Based on User Selected Splits

WEBSTER
WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Opening Day 2007 With Project

 # 3 SR-62 @ Yucca Trail/Sage Ave **Town of Yucca Valley** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	L	T	R	*L*	T	R	L	T	R
Movement 1: **71** secs	X	X	X	X	X	X						
Movement 2: **29** secs							X	X	X	X	X	X
Movement 3: **0** secs												
Movement 4: **0** secs												
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	S	1	2	S	1	1	S	1	1	S
Unadjusted Volume	84	1644	334	75	1170	64	259	106	42	115	119	57
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	23	23	10	23	23	10	28	28	10	28	28
Progression Adj. Factor (PAF)	1.00	1.00	-	1.00	1.00	-	1.00	1.00	-	1.00	1.00	-

Output *** ***

Peak Hour Volume (vph)	84	1644	334	75	1170	64	259	106	42	115	119	57
Saturation Flow (vph)	300	3800	Shrd	300	3800	Shrd	1300	1900	Shrd	1300	1900	Shrd
X or Volume/Capacity	0.41	0.75	-	0.36	0.47	-	0.74	0.29	-	0.33	0.34	-
Effective Green (sec)	69	69	-	69	69	-	27	27	-	27	27	-
Split Time (sec)	71	71	-	71	71	-	29	29	-	29	29	-
Min. Time or Ped. Time (sec)	10	23	-	10	23	-	10	28	-	10	28	-
Delay - 15 min pk (sec/veh)	12	12	-	11	8	-	46	30	-	32	31	-
Level of Service (LOS)	B	B	-	B	A	-	D	C-	-	C-	C-	-
Average 'Q' (veh/ln)	1	9	-	1	5	-	5	3	-	2	4	-
Design 'Q'-ft/ln (1.5*Qavg)	40	280	-	40	160	-	160	100	-	60	120	-
Do Vehicles Clear?	YES	YES	-	YES	YES	-	YES	YES	-	YES	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	17	Weighted Average Delay (seconds) =	17
Level of Service - LOS =	B	Level of Service - LOS =	B
		Intersection Capacity Utilization - ICU =	0.75

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*AGA*	Intersection	
Agency/Co.	*Town of Yucca Valley*	Jurisdiction	
Date Performed	*6/21/2005*	Analysis Year	*Opening Day 2007 With Project*
Analysis Time Period	*PM Peak*		

Project Description *#4*	
East/West Street: *Aberdeen Drive*	North/South Street: *Old Woman Springs Rd SR-247*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*0*	*358*	*70*	*31*	*278*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*358*	*70*	*31*	*278*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*43*	*0*	*35*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*43*	*0*	*35*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*0*	*0*
Configuration		*LTR*				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LTR*				
v (vph)		*31*		*78*				
C (m) (vph)		*1142*		*469*				
v/c		*0.03*		*0.17*				
95% queue length		*0.08*		*0.59*				
Control Delay		*8.2*		*14.2*				
LOS		*A*		*B*				
Approach Delay	--	--	*14.2*					
Approach LOS	--	--	*B*					

>

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*AGA*	Intersection	
Agency/Co.	*Town of Yucca Valley*	Jurisdiction	
Date Performed	*6/23/2005*	Analysis Year	*Opening Day 2007 With Project*
Analysis Time Period	*PM Peak*		

Project Description *#5*	
East/West Street: *SkylineRanch Rd/Buena Vista Dr*	North/South Street: *Old Woman Springs Rd*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*74*	*400*	*230*	*22*	*330*	*19*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*74*	*400*	*230*	*22*	*330*	*19*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*151*	*17*	*26*	*15*	*24*	*40*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*151*	*17*	*26*	*15*	*24*	*40*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (vph)	*74*	*22*		*194*			*79*	
C (m) (vph)	*1221*	*962*		*172*			*275*	
v/c	*0.06*	*0.02*		*1.13*			*0.29*	
95% queue length	*0.19*	*0.07*		*10.01*			*1.15*	
Control Delay	*8.1*	*8.8*		*161.7*			*23.3*	
LOS	*A*	*A*		*F*			*C*	
Approach Delay	--	--	*161.7*			*23.3*		
Approach LOS	--	--	*F*			*C*		

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WEBSTER
WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Opening Day 2007 With Project

 # 6 SR-62 @ Joshua Ln/SR-247 **Town of Yucca Valley** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	*L*	T	R	L	*T*	R	L	T	R	*L*	T	R
Movement 1: **22** secs	X			X								
Movement 2: **9** secs	X	X	X									
Movement 3: **40** secs		X	X		X	X						
Movement 4: **29** secs							X	X	X	X	X	X
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	S	1	2	S	1	2	S	1	2	S
Unadjusted Volume	464	1037	148	210	1047	187	184	243	193	215	212	325
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	28	28	10	31	31	10	26	26	10	26	26
Progression Adj. Factor (PAF)	1.00	0.70	-	1.00	0.70	-	1.00	1.00	-	1.00	1.00	-

Output

	***				***					***		
Peak Hour Volume (vph)	464	1037	148	210	1047	187	184	243	193	215	212	325
Saturation Flow (vph)	1800	3800	Shrd	1800	3800	Shrd	800	3800	Shrd	900	3800	Shrd
X or Volume/Capacity	0.89	0.66	-	0.58	0.85	-	0.85	0.42	-	0.88	0.52	-
Effective Green (sec)	29	47	-	20	38	-	27	27	-	27	27	-
Split Time (sec)	31	49	-	22	40	-	29	29	-	29	29	-
Min. Time or Ped. Time (sec)	10	28	-	10	31	-	10	26	-	10	26	-
Delay - 15 min pk (sec/veh)	54	16	-	43	27	-	67	31	-	69	33	-
Level of Service (LOS)	D-	B	-	D	C	-	E	C-	-	E	C-	-
Average 'Q' (veh/ln)	10	6	-	5	8	-	4	4	-	5	5	-
Design 'Q'-ft/ln (1.5*Qavg)	300	180	-	160	240	-	120	120	-	160	160	-
Do Vehicles Clear?	YES	YES	-	YES	YES	-	YES	YES	-	YES	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	38	Weighted Average Delay (seconds) =	38
Level of Service - LOS =	D+	Level of Service - LOS =	D+
		Intersection Capacity Utilization - ICU =	0.87

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied

Opening Day 2007 With Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #7 Joshua Ln @ Yucca Trail

Cycle (sec):	100	Critical Vol./Cap. (X):	1.091
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	40.3
Optimal Cycle:	0	Level Of Service:	E

Street Name:	Joshua Lane						Yucca Trail					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	0	1 0	1 0	1	1 0
Volume Module: >> Count Date: 12 May 2005 <<												
Base Vol:	50	210	76	152	220	84	110	374	84	112	291	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	210	76	152	220	84	110	374	84	112	291	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	210	76	152	220	84	110	374	84	112	291	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	210	76	152	220	84	110	374	84	112	291	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	50	210	76	152	220	84	110	374	84	112	291	211
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.47	0.53	1.00	1.00	1.00	1.00	0.82	0.18	1.00	1.16	0.84
Final Sat.:	321	504	187	338	357	378	379	343	77	351	437	334
Capacity Analysis Module:												
Vol/Sat:	0.16	0.42	0.41	0.45	0.62	0.22	0.29	1.09	1.09	0.32	0.67	0.63
Crit Moves:		****			****			****			****	
Delay/Veh:	15.4	19.6	18.9	21.0	26.6	14.4	15.5	99.8	99.8	17.2	28.5	25.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.4	19.6	18.9	21.0	26.6	14.4	15.5	99.8	99.8	17.2	28.5	25.2
LOS by Move:	C	C	C	C	D	B	C	F	F	C	D	D
ApproachDel:		18.8			22.5			83.5			25.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		18.8			22.5			83.5			25.3	
LOS by Appr:		C			C			F			D	

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	AGA
Agency/Co.	Town of Yucca Valley
Date Performed	6/23/2005
Analysis Time Period	PM Peak

Site Information

Intersection	
Jurisdiction	
Analysis Year	Opening Day 2007 With Project

Project ID #8

East/West Street: Onaga Trail

North/South Street: Joshua Lane

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	100	136	53	56	100	33
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	62	269	55	24	284	
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate	289		189		386		385	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.3		0.3		0.2		0.1	
Prop. Right-Turns	0.2		0.2		0.1		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	6.99		6.99		6.99		6.99	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.26		0.17		0.34		0.34	
hd, final value	6.99		6.99		6.99		6.99	
x, final value	0.56		0.38		0.70		0.70	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	5.0		5.0		5.0		5.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	462		402		520		522	
Delay	18.53		14.82		23.54		23.03	
LOS	C		B		C		C	
Approach: Delay	18.53		14.82		23.54		23.03	
LOS	C		B		C		C	
Intersection Delay	20.90							
Intersection LOS	C							

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WEBSTER

WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Opening Day 2007 With Project

#9 SR-62 @ Hanford Ave/Balsa Ave **Town of Yucca Valley** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	*L*	T	R	L	T	R	*L*	T	R
Movement 1: **10** secs	X			X								
Movement 2: **1** secs				X	X	X						
Movement 3: **53** secs		X	X		X	X						
Movement 4: **36** secs							X	X	X	X	X	X
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	S	1	2	S	1	1	S	1	1	S
Unadjusted Volume	34	1005	138	61	1036	149	96	116	82	222	154	43
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	21	21	10	28	28	10	10	10	10	30	30
Progression Adj. Factor (PAF)	1.00	0.70	-	1.00	0.70	-	1.00	1.00	-	1.00	1.00	-

Output

		***		***						***		
Peak Hour Volume (vph)	34	1005	138	61	1036	149	96	116	82	222	154	43
Saturation Flow (vph)	1800	3800	Shrd	1800	3800	Shrd	1300	1900	Shrd	1200	1900	Shrd
X or Volume/Capacity	0.24	0.59	-	0.38	0.60	-	0.22	0.31	-	0.54	0.30	-
Effective Green (sec)	8	51	-	9	52	-	34	34	-	34	34	-
Split Time (sec)	10	53	-	11	54	-	36	36	-	36	36	-
Min. Time or Ped. Time (sec)	10	21	-	10	28	-	10	10	-	10	30	-
Delay - 15 min pk (sec/veh)	47	13	-	49	13	-	25	26	-	32	26	-
Level of Service (LOS)	D	B	-	D	B	-	C+	C	-	C-	C	-
Average 'Q' (veh/ln)	1	5	-	2	6	-	2	4	-	4	4	-
Design 'Q'-ft/ln (1.5*Qavg)	40	160	-	60	180	-	60	120	-	120	120	-
Do Vehicles Clear?	YES	YES	-	YES	YES	-	YES	YES	-	YES	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	18	Weighted Average Delay (seconds) =	18
Level of Service - LOS =	B	Level of Service - LOS =	B
		Intersection Capacity Utilization - ICU =	0.55

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied

WEBSTER
WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Opening Day 2007 With Project

#10 Avalon @ Twentynine Palms SR62 Town of Yucca Valley — PM Peak Hour

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	*L*	T	R	*L*	T	R	L	T	R
Movement 1: **10** secs	X			X								
Movement 2: **5** secs				X	X	X						
Movement 3: **50** secs		X	X		X	X						
Movement 4: **35** secs							X	X	X	X	X	X
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	S	1	2	S	1	2	S	1	1	1
Unadjusted Volume	51	1212	86	103	1116	38	92	38	90	28	32	35
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	30	30	10	10	10	10	35	35	10	10	10
Progression Adj. Factor (PAF)	1.00	0.70	-	1.00	0.70	-	1.00	1.00	-	1.00	1.00	1.00

Output

		***		***			***					
Peak Hour Volume (vph)	51	1212	86	103	1116	38	92	38	90	28	32	35
Saturation Flow (vph)	1800	3800	Shrd	1800	3800	Shrd	1300	3800	Shrd	1250	1900	1800
X or Volume/Capacity	0.35	0.71	-	0.44	0.57	-	0.21	0.10	-	0.07	0.05	0.06
Effective Green (sec)	8	48	-	13	53	-	33	33	-	33	33	33
Split Time (sec)	10	50	-	15	55	-	35	35	-	35	35	35
Min. Time or Ped. Time (sec)	10	30	-	10	10	-	10	35	-	10	10	10
Delay - 15 min pk (sec/veh)	50	17	-	46	12	-	25	23	-	23	23	23
Level of Service (LOS)	D-	B	-	D	B	-	C	C+	-	C+	C+	C+
Average 'Q' (veh/ln)	1	7	-	3	5	-	2	1	-	1	1	1
Design 'Q'-ft/ln (1.5*Qavg)	40	220	-	100	160	-	60	40	-	40	40	40
Do Vehicles Clear?	YES	YES	-	YES	YES	-	YES	YES	-	YES	YES	YES

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	20	Weighted Average Delay (seconds) =	20
Level of Service - LOS =	B	Level of Service - LOS =	B
		Intersection Capacity Utilization - ICU =	0.50

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied
Analysis Based on User Selected Splits

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*AGA*	Intersection	
Agency/Co.	*Town of Yucca Valley*	Jurisdiction	
Date Performed	*6/27/2005*	Analysis Year	*Opening Day 2007 With Project*
Analysis Time Period	*PM Peak*		

Project Description *#12*	
East/West Street: *Palisades Drive*	North/South Street: *Avalon Avenue*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*13*	*122*	*39*	*14*	*138*	*26*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*13*	*122*	*39*	*14*	*138*	*26*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*1*	*1*	*0*
Configuration	*LT*		*R*	*L*		*TR*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*54*	*0*	*15*	*53*	*0*	*25*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*54*	*0*	*15*	*53*	*0*	*25*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*1*
Configuration	*LT*		*R*	*LT*		*R*

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*	*L*	*LT*		*R*	*LT*		*R*
v (vph)	*13*	*14*	*54*		*15*	*53*		*25*
C (m) (vph)	*1427*	*1430*	*592*		*935*	*586*		*901*
v/c	*0.01*	*0.01*	*0.09*		*0.02*	*0.09*		*0.03*
95% queue length	*0.03*	*0.03*	*0.30*		*0.05*	*0.30*		*0.09*
Control Delay	*7.5*	*7.5*	*11.7*		*8.9*	*11.8*		*9.1*
LOS	*A*	*A*	*B*		*A*	*B*		*A*
Approach Delay	--	--	*11.1*			*10.9*		
Approach LOS	--	--	*B*			*B*		

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	AGA
Agency/Co.	Town of Yucca Valley
Date Performed	6/23/2005
Analysis Time Period	PM Peak

Site Information

Intersection	
Jurisdiction	
Analysis Year	Opening Day 2007 With Project

Project ID #13

East/West Street: Yucca Trail

North/South Street: Palomar Avenue

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	48	317	125	90	311	62
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	83	106	110	59	149	45
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate	490		463		299		253	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.2		0.3		0.2	
Prop. Right-Turns	0.3		0.1		0.4		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	7.96		7.96		7.96		7.96	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.44		0.41		0.27		0.22	
hd, final value	7.96		7.96		7.96		7.96	
x, final value	1.08		1.04		0.72		0.63	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	6.0		6.0		6.0		6.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	490		463		410		391	
Delay	94.60		80.81		30.82		26.21	
LOS	F		F		D		D	
Approach: Delay	94.60		80.81		30.82		26.21	
LOS	F		F		D		D	
Intersection Delay	66.19							
Intersection LOS	F							

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*AGA*
Agency/Co.	*Town of Yucca Valley*
Date Performed	*6/23/2005*
Analysis Time Period	*PM Peak*

Site Information

Intersection	
Jurisdiction	
Analysis Year	*Opening Day 2007 With Project*

Project Description *#14*

East/West Street: *Joshua Lane* | North/South Street: *Palomar Avenue*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*72*	*44*	*0*	*0*	*43*	*104*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*72*	*44*	*0*	*0*	*43*	*104*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*		*0*	*46*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*61*	*0*	*46*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*					*L*		*R*
v (vph)	*72*					*61*		*46*
C (m) (vph)	*1447*					*676*		*967*
v/c	*0.05*					*0.09*		*0.05*
95% queue length	*0.16*					*0.30*		*0.15*
Control Delay	*7.6*					*10.9*		*8.9*
LOS	*A*					*B*		*A*
Approach Delay	--	--				*10.0+*		
Approach LOS	--	--				*B*		

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WEBSTER
WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Opening Day 2007 With Project

#15 Poject Driveway @ SR62 **Town of Yucca Valley** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	*L*	T	R	*L*	T	R	L	T	R
Movement 1: **14** secs				X	X							
Movement 2: **61** secs		X	X		X							
Movement 3: **25** secs							X		X			
Movement 4: **0** secs												
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)		2	1	1	2		2		2			
Unadjusted Volume		1215	119	74	1141		131		48			
Peak Hour Factor (PHF)		1.00	1.00	1.00	1.00		1.00		1.00			
Min/Ped Time Override (sec)		20	20	10	20				25			
Progression Adj. Factor (PAF)		0.70	1.00	1.00	0.70		1.00		1.00			

Output

	***		***			***					
Peak Hour Volume (vph)		1215	119	74	1141		131		48			
Saturation Flow (vph)		3800	1800	1800	3800		3500		3400			
X or Volume/Capacity		0.54	0.11	0.34	0.41		0.16		0.06			
Effective Green (sec)		59	59	12	73		23		23			
Split Time (sec)		61	61	14	75		25		25			
Min. Time or Ped. Time (sec)		20	20	10	20		10		25			
Delay - 15 min pk (sec/veh)		10	9	45	4		31		30			
Level of Service (LOS)		A	A	D	A		C-		C-			
Average 'Q' (veh/ln)		5	1	2	3		1		1			
Design 'Q'-ft/ln (1.5*Qavg)		160	40	60	100		40		40			
Do Vehicles Clear?		YES	YES	YES	YES		YES		YES			

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	14	Weighted Average Delay (seconds) =	14
Level of Service - LOS =	B	Level of Service - LOS =	B
		Intersection Capacity Utilization - ICU =	0.42

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied
Analysis Based on User Selected Splits

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*AGA*	Intersection	
Agency/Co.	*Town of Yucca Valley*	Jurisdiction	
Date Performed	*6/23/2005*	Analysis Year	*Opening Day 2007 With Project*
Analysis Time Period	*PM Peak*		

Project Description *#16*	
East/West Street: *Buena Vista Drive*	North/South Street: *Yucca Mesa Road*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*132*	*197*	*0*	*0*	*117*	*17*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*132*	*197*	*0*	*0*	*117*	*17*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*38*	*0*	*120*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*38*	*0*	*120*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*1*	*0*
Configuration					*LTR*	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LTR*	
v (vph)	*132*						*158*	
C (m) (vph)	*1463*						*728*	
v/c	*0.09*						*0.22*	
95% queue length	*0.30*						*0.82*	
Control Delay	*7.7*						*11.3*	
LOS	*A*						*B*	
Approach Delay	--	--				*11.3*		
Approach LOS	--	--				*B*		

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WEBSTER

WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Opening Day 2007 With Project

#17 SR-62 @ LaContenta Rd/Yucca Mesa Rd, Town of Yucca Valley — PM Peak Hour

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	*L*	T	R	L	*T*	R	L	T	R	L	*T*	R
Movement 1: **10** secs	X			X								
Movement 2: **9** secs	X	X	X									
Movement 3: **49** secs		X	X		X	X						
Movement 4: **32** secs							X	X	X	X	X	X
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	S	1	2	S	1	1	S	1	1	S
Unadjusted Volume	214	1093	67	50	1039	136	59	49	23	81	75	124
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	26	26	10	29	29	10	29	29	10	30	30
Progression Adj. Factor (PAF)	1.00	0.70	-	1.00	0.70	-	1.00	1.00	-	1.00	1.00	-

Output

	***				***						***	
Peak Hour Volume (vph)	214	1093	67	50	1039	136	59	49	23	81	75	124
Saturation Flow (vph)	1800	3800	Shrd	1800	3800	Shrd	1150	1900	Shrd	1350	1900	Shrd
X or Volume/Capacity	0.70	0.55	-	0.35	0.66	-	0.17	0.13	-	0.20	0.35	-
Effective Green (sec)	17	56	-	8	47	-	30	30	-	30	30	-
Split Time (sec)	19	58	-	10	49	-	32	32	-	32	32	-
Min. Time or Ped. Time (sec)	10	26	-	10	29	-	10	29	-	10	30	-
Delay - 15 min pk (sec/veh)	52	11	-	50	16	-	27	26	-	27	29	-
Level of Service (LOS)	D-	B	-	D-	B	-	C	C	-	C	C	-
Average 'Q' (veh/ln)	5	5	-	1	6	-	1	1	-	2	4	-
Design 'Q'-ft/ln (1.5*Qavg)	160	160	-	40	180	-	40	40	-	60	120	-
Do Vehicles Clear?	YES	YES	-	YES	YES	-	YES	YES	-	YES	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	23	Weighted Average Delay (seconds) =	23
Level of Service - LOS =	C+	Level of Service - LOS =	C+
		Intersection Capacity Utilization - ICU =	0.57

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied
Analysis Based on User Selected Splits

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*AGA*
Agency/Co.	*Town of Yucca Valley*
Date Performed	*6/23/2005*
Analysis Time Period	*PM Peak*

Site Information

Intersection	
Jurisdiction	
Analysis Year	*Opening Day 2007 With Project*

Project Description *#18*

East/West Street: *Yucca Trail*

North/South Street: *La Contenta Road*

Intersection Orientation: *East-West*

Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*61*	*344*	*0*	*15*	*240*	*40*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*		*1.00*
Hourly Flow Rate, HFR	*61*	*344*	*0*	*15*		*40*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*10*	*20*	*48*	*13*	*198*
Peak-Hour Factor, PHF	*1.00*		*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*		*20*	*48*	*13*	*198*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*1*	*1*	*0*
Configuration		*LTR*		*L*		*TR*

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*		*L*		*TR*
v (vph)	*61*	*15*		*20*		*48*		*211*
C (m) (vph)		*1226*						
v/c		*0.01*						
95% queue length		*0.04*						
Control Delay		*8.0*						
LOS		*A*						
Approach Delay	--	--						
Approach LOS	--	--						

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	AGA
Agency/Co.	Town of Yucca Valley
Date Performed	6/23/2005
Analysis Time Period	PM Peak

Site Information

Intersection	
Jurisdiction	
Analysis Year	Opening Day 2007 With Project

Project ID #19

East/West Street: Sunny Vista Road | North/South Street: Alta Loma Drive

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	47	188	48	50	166	15
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	34	15	41	13	28	56
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		L	TR
PHF	1.00		1.00		1.00		1.00	1.00
Flow Rate	283		231		90		13	84
% Heavy Vehicles	0		0		0		0	0
No. Lanes	1		1		1		2	
Geometry Group	2		2		4a		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.2		0.4		1.0	0.0
Prop. Right-Turns	0.2		0.1		0.5		0.0	0.7
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	4.64		4.64		4.64		4.64	4.64

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	3.20
x, initial	0.25		0.21		0.08		0.01	0.07
hd, final value	4.64		4.64		4.64		4.64	4.64
x, final value	0.36		0.31		0.13		0.02	0.13
Move-up time, m	2.0		2.0		2.0		2.3	
Service Time	2.6		2.6		2.6		2.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	533		481		340		263	334
Delay	10.27		9.85		9.00		9.22	8.87
LOS	B		A		A		A	A
Approach: Delay	10.27		9.85		9.00		8.92	
LOS	B		A		A		A	
Intersection Delay	9.78							
Intersection LOS	A							

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WEBSTER

WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Opening Day 2007 With Project

#20 SR-62 @ Park Boulevard **Town of Yucca Valley** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	*L*	T	R	*L*	T	R	L	T	R
Movement 1: **10** secs	X			X								
Movement 2: **5** secs				X	X	X						
Movement 3: **45** secs		X	X		X	X						
Movement 4: **40** secs							X	X	X	X	X	X
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	3	1	1	3	1	1	1	S	1	1	S
Unadjusted Volume	28	1002	108	132	1000	32	159	42	143	25	26	42
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	26	26	10	23	23	10	36	36	10	36	36
Progression Adj. Factor (PAF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-	1.00	1.00	-

Output

		***		***			***					
Peak Hour Volume (vph)	28	1002	108	132	1000	32	159	42	143	25	26	42
Saturation Flow (vph)	1800	5700	1800	1800	5700	1800	1300	1900	Shrd	1100	1900	Shrd
X or Volume/Capacity	0.19	0.41	0.14	0.56	0.37	0.04	0.32	0.26	-	0.06	0.09	-
Effective Green (sec)	8	43	43	13	48	48	38	38	-	38	38	-
Split Time (sec)	10	45	45	15	50	50	40	40	-	40	40	-
Min. Time or Ped. Time (sec)	10	26	26	10	23	23	10	36	-	10	36	-
Delay - 15 min pk (sec/veh)	46	20	18	50	17	14	24	22	-	20	20	-
Level of Service (LOS)	D	C+	B	D-	B	B	C+	C+	-	B	C+	-
Average 'Q' (veh/ln)	1	5	2	3	5	1	3	3	-	1	1	-
Design 'Q'-ft/ln (1.5*Qavg)	40	160	60	100	160	40	100	100	-	40	40	-
Do Vehicles Clear?	YES	YES	YES	YES	YES	YES	YES	YES	-	YES	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	24	Weighted Average Delay (seconds) =	24
Level of Service - LOS =	C+	Level of Service - LOS =	C+
		Intersection Capacity Utilization - ICU =	0.40

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*AGA*	Intersection	
Agency/Co.	*Town of Yucca Valley*	Jurisdiction	
Date Performed	*6/23/2005*	Analysis Year	*Opening Day 2007 With Project*
Analysis Time Period	*PM Peak*		

Project Description *#21*	
East/West Street: *Alta Loma Drive*	North/South Street: *Quail Springs Rd/Park Blvd*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*36*	*94*	*12*	*11*	*84*	*81*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*36*	*94*	*12*	*11*	*84*	*81*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*23*	*25*	*12*	*107*	*36*	*45*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*23*	*25*	*12*	*107*	*36*	*45*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (vph)	*36*	*11*		*60*			*188*	
C (m) (vph)	*1426*	*1498*		*592*			*635*	
v/c	*0.03*	*0.01*		*0.10*			*0.30*	
95% queue length	*0.08*	*0.02*		*0.34*			*1.23*	
Control Delay	*7.6*	*7.4*		*11.8*			*13.0*	
LOS	*A*	*A*		*B*			*B*	
Approach Delay	--	--	*11.8*			*13.0*		
Approach LOS	--	--	*B*			*B*		

>

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*AGA*
Agency/Co.	*Town of Yucca Valley*
Date Performed	*6/21/2005*
Analysis Time Period	*PM Peak*

Site Information

Intersection	
Jurisdiction	
Analysis Year	*Opening Day 2007 With Project*

Project Description *#23*

East/West Street: *Twentynine Palms SR-62* | North/South Street: *East Project Access*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		*1262*	*14*		*1215*	
Peak-Hour Factor, PHF		*1.00*	*1.00*		*1.00*	
Hourly Flow Rate, HFR	*0*	*1262*	*14*	*0*	*1215*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*0*	*2*	*0*
Configuration		*T*	*R*		*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume			*38*			
Peak-Hour Factor, PHF			*1.00*			
Hourly Flow Rate, HFR	*0*	*0*	*38*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*0*
Configuration			*R*			

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					*R*			
v (vph)					*38*			
C (m) (vph)					*429*			
v/c					*0.09*			
95% queue length					*0.29*			
Control Delay					*14.2*			
LOS					*B*			
Approach Delay	--	--	*14.2*					
Approach LOS	--	--	*B*					

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Opening Day (2007)
with Home Depot and YVRC Projects

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*AGA*
Agency/Co.	*Town of Yucca Valley*
Date Performed	*6/21/2005*
Analysis Time Period	*PM Peak*

Site Information

Intersection	
Jurisdiction	
Analysis Year	*Opening Day 2007 With HD&YVRC*

Project Description *#1*

East/West Street: *Twentynine Palms SR-62* | North/South Street: *Inca Trail*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*25*	*1374*	*21*	*88*	*1047*	*15*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*25*	*1374*	*21*	*88*	*1047*	*15*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*0*	*1*	*2*	*0*
Configuration	*L*	*T*	*TR*	*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*20*	*8*	*83*	*17*	*8*	*30*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*20*	*8*	*83*	*17*	*8*	*30*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*		*LTR*			*LTR*	
v (vph)	*25*	*88*		*111*			*55*	
C (m) (vph)	*664*	*497*		*56*			*37*	
v/c	*0.04*	*0.18*		*1.98*			*1.49*	
95% queue length	*0.12*	*0.64*		*10.75*			*5.80*	
Control Delay	*10.6*	*13.8*		*616.1*			*489.4*	
LOS	*B*	*B*		*F*			*F*	
Approach Delay	--	--	*616.1*			*489.4*		
Approach LOS	--	--	*F*			*F*		

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WEBSTER

WEbster **B**ased **S**ignal **T**iming **E**valuation **R**outine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Opening Day 2007 With HD&YVRC

#2 SR-62 @ PioneertoownRd/DeerTrail Town of Yucca Valley — PM Peak Hour

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	L	T	R	L	T	R	*L*	T	R
Movement 1: **71** secs	X	X	X	X	X	X						
Movement 2: **29** secs							X	X	X	X	X	X
Movement 3: **0** secs												
Movement 4: **0** secs												
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	1	1	2	1	1	1	S	1	1	S
Unadjusted Volume	45	1557	38	95	1179	21	48	51	91	178	35	47
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	22	22	10	22	22	10	29	29	10	29	29
Progression Adj. Factor (PAF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-	1.00	1.00	-

Output *** ***

Peak Hour Volume (vph)	45	1557	38	95	1179	21	48	51	91	178	35	47
Saturation Flow (vph)	300	3800	1800	300	3800	1800	1300	1900	Shrd	1200	1900	Shrd
X or Volume/Capacity	0.22	0.59	0.03	0.46	0.45	0.02	0.14	0.28	-	0.55	0.16	-
Effective Green (sec)	69	69	69	69	69	69	27	27	-	27	27	-
Split Time (sec)	71	71	71	71	71	71	29	29	-	29	29	-
Min. Time or Ped. Time (sec)	10	22	22	10	22	22	10	29	-	10	29	-
Delay - 15 min pk (sec/veh)	8	9	5	14	8	5	28	30	-	38	29	-
Level of Service (LOS)	A	A	A	B	A	A	C	C-	-	D+	C	-
Average 'Q' (veh/ln)	1	7	1	1	5	1	1	3	-	4	2	-
Design 'Q'-ft/ln (1.5*Qavg)	40	220	40	40	160	40	40	100	-	120	60	-
Do Vehicles Clear?	YES	YES	YES	YES	YES	YES	YES	YES	-	YES	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	13	Weighted Average Delay (seconds) =	13
Level of Service - LOS =	B	Level of Service - LOS =	B
		Intersection Capacity Utilization - ICU =	0.58

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied
Analysis Based on User Selected Splits

WEBSTER
WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Opening Day 2007 With HD&YVRC

 # 3 SR-62 @ Yucca Trail/Sage Ave **Town of Yucca Valley** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	L	T	R	*L*	T	R	L	T	R
Movement 1: **72** secs	X	X	X	X	X	X						
Movement 2: **28** secs							X	X	X	X	X	X
Movement 3: **0** secs												
Movement 4: **0** secs												
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	S	1	2	S	1	1	S	1	1	S
Unadjusted Volume	84	1748	334	75	1264	64	259	106	42	115	119	57
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	23	23	10	23	23	10	28	28	10	28	28
Progression Adj. Factor (PAF)	1.00	1.00	-	1.00	1.00	-	1.00	1.00	-	1.00	1.00	-

Output *** ***

Peak Hour Volume (vph)	84	1748	334	75	1264	64	259	106	42	115	119	57
Saturation Flow (vph)	300	3800	Shrd	300	3800	Shrd	1300	1900	Shrd	1300	1900	Shrd
X or Volume/Capacity	0.40	0.78	-	0.36	0.50	-	0.77	0.30	-	0.34	0.36	-
Effective Green (sec)	70	70	-	70	70	-	26	26	-	26	26	-
Split Time (sec)	72	72	-	72	72	-	28	28	-	28	28	-
Min. Time or Ped. Time (sec)	10	23	-	10	23	-	10	28	-	10	28	-
Delay - 15 min pk (sec/veh)	12	12	-	11	8	-	49	31	-	33	32	-
Level of Service (LOS)	B	B	-	B	A	-	D	C-	-	C-	C-	-
Average 'Q' (veh/ln)	1	9	-	1	6	-	6	3	-	2	4	-
Design 'Q'-ft/ln (1.5*Qavg)	40	280	-	40	180	-	180	100	-	60	120	-
Do Vehicles Clear?	YES	YES	-	YES	YES	-	YES	YES	-	YES	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	17	Weighted Average Delay (seconds) =	17
Level of Service - LOS =	B	Level of Service - LOS =	B
		Intersection Capacity Utilization - ICU =	0.78

Predetermined Cycle Length is 100 sec

Min./Ped. Times Satisfied

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*AGA*	Intersection	
Agency/Co.	*Town of Yucca Valley*	Jurisdiction	
Date Performed	*6/21/2005*	Analysis Year	*Opening Day 2007 With HD&YVRC*
Analysis Time Period	*PM Peak*		

Project Description	*#4*
East/West Street:	*Aberdeen Drive*
North/South Street:	*Old Woman Springs Rd SR-247*
Intersection Orientation:	*North-South*
Study Period (hrs):	*0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*0*	*396*	*79*	*31*	*319*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*396*	*79*	*31*	*319*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*53*	*0*	*35*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*53*	*0*	*35*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*0*	*0*
Configuration		*LTR*				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LTR*				
v (vph)		*31*		*88*				
C (m) (vph)		*1098*		*414*				
v/c		*0.03*		*0.21*				
95% queue length		*0.09*		*0.79*				
Control Delay		*8.4*		*16.0*				
LOS		*A*		*C*				
Approach Delay	--	--	*16.0*					
Approach LOS	--	--	*C*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*AGA*	Intersection	
Agency/Co.	*Town of Yucca Valley*	Jurisdiction	
Date Performed	*6/23/2005*	Analysis Year	*Opening Day 2007 With HD&YVRC*
Analysis Time Period	*PM Peak*		

Project Description	*#5*
East/West Street:	*SkylineRanch Rd/Buena Vista Dr*
North/South Street:	*Old Woman Springs Rd*
Intersection Orientation:	*North-South*
Study Period (hrs):	*0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*74*	*447*	*254*	*22*	*382*	*19*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*74*	*447*	*254*	*22*	*382*	*19*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*177*	*17*	*26*	*15*	*24*	*40*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*177*	*17*	*26*	*15*	*24*	*40*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (vph)	*74*	*22*		*220*			*79*	
C (m) (vph)	*1169*	*905*		*137*			*232*	
v/c	*0.06*	*0.02*		*1.61*			*0.34*	
95% queue length	*0.20*	*0.07*		*15.65*			*1.44*	
Control Delay	*8.3*	*9.1*		*361.4*			*28.3*	
LOS	*A*	*A*		*F*			*D*	
Approach Delay	--	--	*361.4*			*28.3*		
Approach LOS	--	--	*F*			*D*		

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WEBSTER
WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Opening Day 2007 With HD&YVRC

 # 6 SR-62 @ Joshua Ln/SR-247 **Town of Yucca Valley** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	*L*	T	R	L	*T*	R	L	T	R	*L*	T	R
Movement 1: **21** secs	X			X								
Movement 2: **5** secs	X	X	X									
Movement 3: **40** secs		X	X		X	X						
Movement 4: **34** secs							X	X	X	X	X	X
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	S	1	2	S	1	2	S	1	2	S
Unadjusted Volume	464	1141	148	234	1141	281	184	243	219	319	212	325
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	28	28	10	31	31	10	26	26	10	26	26
Progression Adj. Factor (PAF)	1.00	0.70	-	1.00	0.70	-	1.00	1.00	-	1.00	1.00	-

Output

	***				***					***		
Peak Hour Volume (vph)	464	1141	148	234	1141	281	184	243	219	319	212	325
Saturation Flow (vph)	1800	3800	Shrd	1800	3800	Shrd	800	3800	Shrd	850	3800	Shrd
X or Volume/Capacity	1.07	0.79	-	0.68	0.98	-	0.72	0.38	-	1.17	0.44	-
Effective Green (sec)	24	43	-	19	38	-	32	32	-	32	32	-
Split Time (sec)	26	45	-	21	40	-	34	34	-	34	34	-
Min. Time or Ped. Time (sec)	10	28	-	10	31	-	10	26	-	10	26	-
Delay - 15 min pk (sec/veh)	103	21	-	48	42	-	46	27	-	147	28	-
Level of Service (LOS)	F	C+	-	D	D	-	D	C	-	F	C	-
Average 'Q' (veh/ln)	12	7	-	5	10	-	4	4	-	9	5	-
Design 'Q'-ft/ln (1.5*Qavg)	360	220	-	160	300	-	120	120	-	280	160	-
Do Vehicles Clear?	NO	YES	-	YES	YES	-	YES	YES	-	NO	YES	-

Summary of Results

Oversaturated - Mitigation Required	
Whole Intersection	**Critical Movements**
Weighted Average Delay (seconds) = 70	Weighted Average Delay (seconds) = 70
Level of Service - LOS = E	Level of Service - LOS = F
	Intersection Capacity Utilization - ICU = 1.07
Predetermined Cycle Length is 100 sec	
Min./Ped. Times Satisfied	
Analysis Based on User Selected Splits	

Opening Day 2007 With HD&YVRC

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #7 Joshua Ln @ Yucca Trail

****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.214
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 53.3
Optimal Cycle: 0 Level Of Service: F

****

Street Name:	Joshua Lane						Yucca Trail					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	0	1 0	1 0	1	1 0
Volume Module: >> Count Date: 12 May 2005 <<												
Base Vol:	50	236	102	152	244	84	110	400	84	136	315	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	236	102	152	244	84	110	400	84	136	315	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	236	102	152	244	84	110	400	84	136	315	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	236	102	152	244	84	110	400	84	136	315	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	50	236	102	152	244	84	110	400	84	136	315	211
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.40	0.60	1.00	1.00	1.00	1.00	0.83	0.17	1.00	1.20	0.80
Final Sat.:	311	465	206	324	343	360	361	329	69	339	435	305
Capacity Analysis Module:												
Vol/Sat:	0.16	0.51	0.49	0.47	0.71	0.23	0.30	1.21	1.21	0.40	0.72	0.69
Crit Moves:		****			****			****			****	
Delay/Veh:	15.9	23.1	22.0	22.4	34.1	15.1	16.3	145	145.0	19.7	33.8	29.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.9	23.1	22.0	22.4	34.1	15.1	16.3	145	145.0	19.7	33.8	29.9
LOS by Move:	C	C	C	C	D	C	C	F	F	C	D	D
ApproachDel:		21.9			27.1			121.2			29.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		21.9			27.1			121.2			29.7	
LOS by Appr:		C			D			F			D	

****

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	AGA
Agency/Co.	Town of Yucca Valley
Date Performed	6/23/2005
Analysis Time Period	PM Peak

Site Information

Intersection	
Jurisdiction	
Analysis Year	Opening Day 2007 With HD&YVRC

Project ID #8

East/West Street: Onaga Trail

North/South Street: Joshua Lane

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	126	136	53	56	100	33
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	62	295	55	24	308	113
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate	315		189		412		445	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
Prop. Left-Turns	0.4		0.3		0.2		0.1	
Prop. Right-Turns	0.2		0.2		0.1		0.3	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	7.66		7.66		7.66		7.66	

Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.28		0.17		0.37		0.40	
hd, final value	7.66		7.66		7.66		7.66	
x, final value	0.67		0.43		0.82		0.87	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	5.7		5.7		5.7		5.7	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	429		384		482		499	
Delay	24.83		17.19		35.27		40.22	
LOS	C		C		E		E	
Approach: Delay	24.83		17.19		35.27		40.22	
LOS	C		C		E		E	
Intersection Delay	31.96							
Intersection LOS	D							

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WEBSTER
WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Opening Day 2007 With HD&YVRC

#9 SR-62 @ Hanford Ave/Balsa Ave **Town of Yucca Valley** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	*L*	T	R	L	T	R	*L*	T	R
Movement 1: **10** secs	X			X								
Movement 2: **0** secs				X	X	X						
Movement 3: **57** secs		X	X		X	X						
Movement 4: **33** secs							X	X	X	X	X	X
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	S	1	2	S	1	1	S	1	1	S
Unadjusted Volume	34	1238	138	61	1248	149	96	116	82	222	154	43
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	21	21	10	28	28	10	10	10	10	30	30
Progression Adj. Factor (PAF)	1.00	0.70	-	1.00	0.70	-	1.00	1.00	-	1.00	1.00	-

Output

		***		***						***		
Peak Hour Volume (vph)	34	1238	138	61	1248	149	96	116	82	222	154	43
Saturation Flow (vph)	1800	3800	Shrd	1800	3800	Shrd	1300	1900	Shrd	1200	1900	Shrd
X or Volume/Capacity	0.24	0.66	-	0.42	0.67	-	0.24	0.34	-	0.60	0.33	-
Effective Green (sec)	8	55	-	8	55	-	31	31	-	31	31	-
Split Time (sec)	10	57	-	10	57	-	33	33	-	33	33	-
Min. Time or Ped. Time (sec)	10	21	-	10	28	-	10	10	-	10	30	-
Delay - 15 min pk (sec/veh)	47	13	-	53	13	-	27	28	-	36	28	-
Level of Service (LOS)	D	B	-	D-	B	-	C	C	-	D+	C	-
Average 'Q' (veh/ln)	1	6	-	2	6	-	2	4	-	4	4	-
Design 'Q'-ft/ln (1.5*Qavg)	40	180	-	60	180	-	60	120	-	120	120	-
Do Vehicles Clear?	YES	YES	-	YES	YES	-	YES	YES	-	YES	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	18	Weighted Average Delay (seconds) =	18
Level of Service - LOS =	B	Level of Service - LOS =	B
		Intersection Capacity Utilization - ICU =	0.62

Predetermined Cycle Length is 100 sec

Min./Ped. Times Satisfied

WEBSTER

WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Opening Day 2007 With HD&YVRC

#10 Avalon @ Twentynine Palms SR62 Town of Yucca Valley — PM Peak Hour

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	*L*	T	R	*L*	T	R	L	T	R
Movement 1: **10** secs	X			X								
Movement 2: **8** secs				X	X	X						
Movement 3: **47** secs		X	X		X	X						
Movement 4: **35** secs							X	X	X	X	X	X
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	S	1	2	S	1	2	S	1	1	1
Unadjusted Volume	51	1269	262	209	1163	38	257	38	196	28	32	35
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	30	30	10	10	10	10	35	35	10	10	10
Progression Adj. Factor (PAF)	1.00	0.70	-	1.00	0.70	-	1.00	1.00	-	1.00	1.00	1.00

Output

		***		***			***					
Peak Hour Volume (vph)	51	1269	262	209	1163	38	257	38	196	28	32	35
Saturation Flow (vph)	1800	3800	Shrd	1800	3800	Shrd	1300	3800	Shrd	1100	1900	1800
X or Volume/Capacity	0.35	0.90	-	0.73	0.60	-	0.60	0.19	-	0.08	0.05	0.06
Effective Green (sec)	8	45	-	16	53	-	33	33	-	33	33	33
Split Time (sec)	10	47	-	18	55	-	35	35	-	35	35	35
Min. Time or Ped. Time (sec)	10	30	-	10	10	-	10	35	-	10	10	10
Delay - 15 min pk (sec/veh)	50	25	-	55	13	-	34	24	-	23	23	23
Level of Service (LOS)	D-	C	-	D-	B	-	C-	C+	-	C+	C+	C+
Average 'Q' (veh/ln)	1	9	-	5	5	-	5	2	-	1	1	1
Design 'Q'-ft/ln (1.5*Qavg)	40	280	-	160	160	-	160	60	-	40	40	40
Do Vehicles Clear?	YES	YES	-	YES	YES	-	YES	YES	-	YES	YES	YES

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	30	Weighted Average Delay (seconds) =	30
Level of Service - LOS =	C	Level of Service - LOS =	C
		Intersection Capacity Utilization - ICU =	0.76

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied
Analysis Based on User Selected Splits

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*AGA*	Intersection	
Agency/Co.	*Town of Yucca Valley*	Jurisdiction	
Date Performed	*6/27/2005*	Analysis Year	*Opening Day 2007 With HD&YVRC*
Analysis Time Period	*PM Peak*		

Project Description *#11*

East/West Street: *Yucca Valley Retail Cntr Drvwy*	North/South Street: *Avalon Avenue*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*0*	*259*	*86*	*217*	*259*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*259*	*86*	*217*	*259*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*1*	*1*	*0*
Configuration		*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*79*	*0*	*230*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*		
Hourly Flow Rate, HFR	*79*	*0*	*230*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*0*	*0*
Configuration		*LTR*				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*		*LTR*				
v (vph)		*217*		*309*				
C (m) (vph)		*1225*		*496*				
v/c		*0.18*		*0.62*				
95% queue length		*0.64*		*4.20*				
Control Delay		*8.6*		*23.5*				
LOS		*A*		*C*				
Approach Delay	--	--	*23.5*					
Approach LOS	--	--	*C*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*AGA*	Intersection	
Agency/Co.	*Town of Yucca Valley*	Jurisdiction	
Date Performed	*6/27/2005*	Analysis Year	*Opening Day 2007 With HD&YVRC*
Analysis Time Period	*PM Peak*		

Project Description *#12*

East/West Street: *Palisades Drive*	North/South Street: *Avalon Avenue*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*8*	*226*	*96*	*43*	*227*	*26*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*8*	*226*	*96*	*43*	*227*	*26*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*1*	*1*	*0*
Configuration	*LT*		*R*	*L*		*TR*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*106*	*0*	*44*	*53*	*0*	*25*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*106*	*0*	*44*	*53*	*0*	*25*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*1*
Configuration	*LT*		*R*	*LT*		*R*

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*	*L*	*LT*		*R*	*LT*		*R*
v (vph)	*8*	*43*	*106*		*44*	*53*		*25*
C (m) (vph)	*1324*	*1249*	*403*		*818*	*359*		*804*
v/c	*0.01*	*0.03*	*0.26*		*0.05*	*0.15*		*0.03*
95% queue length	*0.02*	*0.11*	*1.04*		*0.17*	*0.51*		*0.10*
Control Delay	*7.7*	*8.0*	*17.1*		*9.7*	*16.8*		*9.6*
LOS	*A*	*A*	*C*		*A*	*C*		*A*
Approach Delay	--	--	*14.9*			*14.5*		
Approach LOS	--	--	*B*			*B*		

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	AGA
Agency/Co.	Town of Yucca Valley
Date Performed	6/23/2005
Analysis Time Period	PM Peak

Site Information

Intersection	
Jurisdiction	
Analysis Year	Opening Day 2007 With HD&YVRC

Project ID #13

East/West Street: Yucca Trail

North/South Street: Palomar Avenue

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	100	317	125	90	311	114
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	83	158	110	106	196	92
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate	542		515		351		394	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
Prop. Left-Turns	0.2		0.2		0.2		0.3	
Prop. Right-Turns	0.2		0.2		0.3		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	9.55		9.55		9.55		9.55	

Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.48		0.46		0.31		0.35	
hd, final value	9.55		9.55		9.55		9.55	
x, final value	1.44		1.37		0.94		1.05	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	7.6		7.6		7.6		7.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	542		515		373		394	
Delay	237.21		207.81		65.03		91.16	
LOS	F		F		F		F	
Approach: Delay	237.21		207.81		65.03		91.16	
LOS	F		F		F		F	
Intersection Delay	163.33							
Intersection LOS	F							

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*AGA*
Agency/Co.	*Town of Yucca Valley*
Date Performed	*6/23/2005*
Analysis Time Period	*PM Peak*

Site Information

Intersection	
Jurisdiction	
Analysis Year	*Opening Day 2007 With HD&YVRC*

Project Description *#14*

East/West Street: *Joshua Lane*

North/South Street: *Palomar Avenue*

Intersection Orientation: *East-West*

Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*72*	*44*	*0*	*0*	*43*	*130*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*72*	*44*	*0*	*0*	*43*	*130*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*97*	*0*	*46*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*97*	*0*	*46*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*					*L*		*R*
v (vph)	*72*					*97*		*46*
C (m) (vph)	*1416*					*663*		*951*
v/c	*0.05*					*0.15*		*0.05*
95% queue length	*0.16*					*0.51*		*0.15*
Control Delay	*7.7*					*11.4*		*9.0*
LOS	*A*					*B*		*A*
Approach Delay	--	--				*10.6*		
Approach LOS	--	--				*B*		

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WEBSTER
WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Opening Day 2007 With HD&YVRC

#15 Poject Driveway @ SR62 **Town of Yucca Valley** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	*L*	T	R	*L*	T	R	L	T	R
Movement 1: **23** secs				X	X							
Movement 2: **52** secs		X	X		X							
Movement 3: **25** secs							X		X			
Movement 4: **0** secs												
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)		2	1	1	2		2		2			
Unadjusted Volume		1185	227	235	1110		315		149			
Peak Hour Factor (PHF)		1.00	1.00	1.00	1.00		1.00		1.00			
Min/Ped Time Override (sec)		20	20	10	20				25			
Progression Adj. Factor (PAF)		0.70	1.00	1.00	0.70		1.00		1.00			

Output

	***			***			***					
Peak Hour Volume (vph)		1185	227	235	1110		315		149			
Saturation Flow (vph)		3800	1800	1800	3800		3500		3400			
X or Volume/Capacity		0.62	0.25	0.62	0.40		0.39		0.19			
Effective Green (sec)		50	50	21	73		23		23			
Split Time (sec)		52	52	23	75		25		25			
Min. Time or Ped. Time (sec)		20	20	10	20		10		25			
Delay - 15 min pk (sec/veh)		14	15	43	4		34		32			
Level of Service (LOS)		B	B	D	A		C-		C-			
Average 'Q' (veh/ln)		6	3	5	3		3		2			
Design 'Q'-ft/ln (1.5*Qavg)		180	100	160	100		100		60			
Do Vehicles Clear?		YES	YES	YES	YES		YES		YES			

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	22	Weighted Average Delay (seconds) =	22
Level of Service - LOS =	C+	Level of Service - LOS =	C+
		Intersection Capacity Utilization - ICU =	0.57

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied
Analysis Based on User Selected Splits

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*AGA*	Intersection	
Agency/Co.	*Town of Yucca Valley*	Jurisdiction	
Date Performed	*6/23/2005*	Analysis Year	*Opening Day 2007 With HD&YVRC*
Analysis Time Period	*PM Peak*		

Project Description *#16*

East/West Street: *Buena Vista Drive*	North/South Street: *Yucca Mesa Road*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*156*	*221*	*0*	*0*	*143*	*17*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*156*	*221*	*0*	*0*	*143*	*17*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*38*	*0*	*146*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*38*	*0*	*146*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*1*	*0*
Configuration					*LTR*	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LTR*	
v (vph)	*156*						*184*	
C (m) (vph)	*1432*						*696*	
v/c	*0.11*						*0.26*	
95% queue length	*0.37*						*1.06*	
Control Delay	*7.8*						*12.0*	
LOS	*A*						*B*	
Approach Delay	--	--					*12.0*	
Approach LOS	--	--					*B*	

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WEBSTER

WEbster **B**ased **S**ignal **T**iming **E**valuation **R**outine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Opening Day 2007 With HD&YVRC

#17 SR-62 @ LaContenta Rd/Yucca Mesa Rd/Town of Yucca Valley — PM Peak Hour

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	*L*	T	R	L	*T*	R	L	T	R	L	*T*	R
Movement 1: **10** secs	X			X								
Movement 2: **11** secs	X	X	X									
Movement 3: **47** secs		X	X		X	X						
Movement 4: **32** secs							X	X	X	X	X	X
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	S	1	2	S	1	1	S	1	1	S
Unadjusted Volume	261	1165	67	50	1117	136	59	49	23	81	75	176
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	26	26	10	29	29	10	29	29	10	30	30
Progression Adj. Factor (PAF)	1.00	0.70	-	1.00	0.70	-	1.00	1.00	-	1.00	1.00	-

Output

	***				***						***	
Peak Hour Volume (vph)	261	1165	67	50	1117	136	59	49	23	81	75	176
Saturation Flow (vph)	1800	3800	Shrd	1800	3800	Shrd	1000	1900	Shrd	1350	1900	Shrd
X or Volume/Capacity	0.76	0.58	-	0.35	0.73	-	0.20	0.13	-	0.20	0.44	-
Effective Green (sec)	19	56	-	8	45	-	30	30	-	30	30	-
Split Time (sec)	21	58	-	10	47	-	32	32	-	32	32	-
Min. Time or Ped. Time (sec)	10	26	-	10	29	-	10	29	-	10	30	-
Delay - 15 min pk (sec/veh)	53	11	-	50	19	-	27	26	-	27	31	-
Level of Service (LOS)	D-	B	-	D-	B	-	C	C	-	C	C-	-
Average 'Q' (veh/ln)	6	5	-	1	7	-	1	1	-	2	5	-
Design 'Q'-ft/ln (1.5*Qavg)	180	160	-	40	220	-	40	40	-	60	160	-
Do Vehicles Clear?	YES	YES	-	YES	YES	-	YES	YES	-	YES	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	26	Weighted Average Delay (seconds) =	26
Level of Service - LOS =	C	Level of Service - LOS =	C
		Intersection Capacity Utilization - ICU =	0.65

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied
Analysis Based on User Selected Splits

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	AGA
Agency/Co.	Town of Yucca Valley
Date Performed	6/23/2005
Analysis Time Period	PM Peak

Site Information

Intersection	
Jurisdiction	
Analysis Year	Opening Day 2007 With HD&YVRC

Project Description #18

East/West Street: Yucca Trail | North/South Street: La Contenta Road

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	61	391	0	15	292	40
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00		1.00
Hourly Flow Rate, HFR	61	391	0	15		40
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	10	20	48	13	198
Peak-Hour Factor, PHF	1.00		1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0		20	48	13	198
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	1	1	0
Configuration		LTR		L		TR

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR		L		TR
v (vph)	61	15		20		48		211
C (m) (vph)		1179						
v/c		0.01						
95% queue length		0.04						
Control Delay		8.1						
LOS		A						
Approach Delay	--	--						
Approach LOS	--	--						

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	AGA
Agency/Co.	Town of Yucca Valley
Date Performed	6/23/2005
Analysis Time Period	PM Peak

Site Information

Intersection	
Jurisdiction	
Analysis Year	Opening Day 2007 With HD&YVRC

Project ID #19

East/West Street: Sunny Vista Road

North/South Street: Alta Loma Drive

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	47	226	48	50	207	15
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	34	15	41	13	28	56
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		L	TR
PHF	1.00		1.00		1.00		1.00	1.00
Flow Rate	321		272		90		13	84
% Heavy Vehicles	0		0		0		0	0
No. Lanes	1		1		1		2	
Geometry Group	2		2		4a		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.2		0.4		1.0	0.0
Prop. Right-Turns	0.1		0.1		0.5		0.0	0.7
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	4.73		4.73		4.73		4.73	4.73

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	3.20
x, initial	0.29		0.24		0.08		0.01	0.07
hd, final value	4.73		4.73		4.73		4.73	4.73
x, final value	0.42		0.37		0.14		0.02	0.13
Move-up time, m	2.0		2.0		2.0		2.3	
Service Time	2.7		2.7		2.7		2.7	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	571		522		340		263	334
Delay	11.12		10.61		9.29		9.45	9.16
LOS	B		B		A		A	A
Approach: Delay	11.12		10.61		9.29		9.20	
LOS	B		B		A		A	
Intersection Delay	10.49							
Intersection LOS	B							

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WEBSTER

WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Opening Day 2007 With HD&YVRC

#20 SR-62 @ Park Boulevard **Town of Yucca Valley** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	*L*	T	R	*L*	T	R	L	T	R
Movement 1: **10** secs	X			X								
Movement 2: **4** secs				X	X	X						
Movement 3: **47** secs		X	X		X	X						
Movement 4: **39** secs							X	X	X	X	X	X
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	3	1	1	3	1	1	1	S	1	1	S
Unadjusted Volume	28	1073	108	132	1078	32	159	42	143	25	26	42
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	26	26	10	23	23	10	36	36	10	36	36
Progression Adj. Factor (PAF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-	1.00	1.00	-

Output

		***		***			***					
Peak Hour Volume (vph)	28	1073	108	132	1078	32	159	42	143	25	26	42
Saturation Flow (vph)	1800	5700	1800	1800	5700	1800	1300	1900	Shrd	1100	1900	Shrd
X or Volume/Capacity	0.19	0.42	0.13	0.61	0.39	0.04	0.33	0.26	-	0.06	0.10	-
Effective Green (sec)	8	45	45	12	49	49	37	37	-	37	37	-
Split Time (sec)	10	47	47	14	51	51	39	39	-	39	39	-
Min. Time or Ped. Time (sec)	10	26	26	10	23	23	10	36	-	10	36	-
Delay - 15 min pk (sec/veh)	46	19	16	54	16	13	24	23	-	21	21	-
Level of Service (LOS)	D	B	B	D-	B	B	C+	C+	-	C+	C+	-
Average 'Q' (veh/ln)	1	5	2	3	5	1	3	3	-	1	1	-
Design 'Q'-ft/ln (1.5*Qavg)	40	160	60	100	160	40	100	100	-	40	40	-
Do Vehicles Clear?	YES	YES	YES	YES	YES	YES	YES	YES	-	YES	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	24	Weighted Average Delay (seconds) =	24
Level of Service - LOS =	C+	Level of Service - LOS =	C+
		Intersection Capacity Utilization - ICU =	0.41

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*AGA*	Intersection	
Agency/Co.	*Town of Yucca Valley*	Jurisdiction	
Date Performed	*6/23/2005*	Analysis Year	*Opening Day 2007 With HD&YVRC*
Analysis Time Period	*PM Peak*		

Project Description *#21*

East/West Street: *Alta Loma Drive*	North/South Street: *Quail Springs Rd/Park Blvd*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*62*	*94*	*12*	*11*	*84*	*81*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*62*	*94*	*12*	*11*	*84*	*81*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*23*	*25*	*12*	*107*	*36*	*69*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*23*	*25*	*12*	*107*	*36*	*69*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (vph)	*62*	*11*		*60*			*212*	
C (m) (vph)	*1426*	*1498*		*535*			*611*	
v/c	*0.04*	*0.01*		*0.11*			*0.35*	
95% queue length	*0.14*	*0.02*		*0.38*			*1.55*	
Control Delay	*7.6*	*7.4*		*12.6*			*14.0*	
LOS	*A*	*A*		*B*			*B*	
Approach Delay	--	--	*12.6*			*14.0*		
Approach LOS	--	--	*B*			*B*		

>

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*AGA*
Agency/Co.	*Town of Yucca Valley*
Date Performed	*6/21/2005*
Analysis Time Period	*PM Peak*

Site Information

Intersection	
Jurisdiction	
Analysis Year	*Opening Day 2007 With HD&YVRC*

Project Description *#22*

East/West Street: *Twentynine Palms SR-62*

North/South Street: *Yucca Valley Retail Cntr Drvwy*

Intersection Orientation: *East-West*

Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		*1383*	*89*		*1411*	
Peak-Hour Factor, PHF		*1.00*	*1.00*		*1.00*	
Hourly Flow Rate, HFR	*0*	*1383*	*89*	*0*	*1411*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*0*	*2*	*0*
Configuration		*T*	*R*		*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume			*51*			
Peak-Hour Factor, PHF			*1.00*			
Hourly Flow Rate, HFR	*0*	*0*	*51*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*0*
Configuration			*R*			

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					*R*			
v (vph)					*51*			
C (m) (vph)					*391*			
v/c					*0.13*			
95% queue length					*0.45*			
Control Delay					*15.6*			
LOS					*C*			
Approach Delay	--	--	*15.6*					
Approach LOS	--	--	*C*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*AGA*
Agency/Co.	*Town of Yucca Valley*
Date Performed	*6/21/2005*
Analysis Time Period	*PM Peak*

Site Information

Intersection	
Jurisdiction	
Analysis Year	*Opening Day 2007 With HD&YVRC*

Project Description *#23*

East/West Street: *Twentynine Palms SR-62* | North/South Street: *East Project Access*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		*1363*	*14*		*1376*	
Peak-Hour Factor, PHF		*1.00*	*1.00*		*1.00*	
Hourly Flow Rate, HFR	*0*	*1363*	*14*	*0*	*1376*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*0*	*2*	*0*
Configuration		*T*	*R*		*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume			*38*			
Peak-Hour Factor, PHF			*1.00*			
Hourly Flow Rate, HFR	*0*	*0*	*38*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*0*
Configuration			*R*			

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					*R*			
v (vph)					*38*			
C (m) (vph)					*397*			
v/c					*0.10*			
95% queue length					*0.32*			
Control Delay					*15.0+*			
LOS					*C*			
Approach Delay	--	--	*15.0+*					
Approach LOS	--	--	*C*					

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APPENDIX E

Future Year (2030)
LOS Worksheets

Future Year (2030)
with Home Depot Project

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*AGA*
Agency/Co.	*Town of Yucca Valley*
Date Performed	*6/21/2005*
Analysis Time Period	*PM Peak*

Site Information

Intersection	
Jurisdiction	
Analysis Year	*Future Year 2030 With Project*

Project Description *#1*

East/West Street: *Twentynine Palms SR-62* North/South Street: *Inca Trail*

Intersection Orientation: *East-West* Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*133*	*1534*	*102*	*207*	*1155*	*39*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*133*	*1534*	*102*	*207*	*1155*	*39*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*0*	*1*	*2*	*0*
Configuration	*L*	*T*	*TR*	*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*90*	*84*	*183*	*43*	*88*	*155*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*90*	*84*	*183*	*43*	*88*	*155*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*		*LTR*			*LTR*	
v (vph)	*133*	*207*		*357*			*286*	
C (m) (vph)	*592*	*402*		*0*			*0*	
v/c	*0.22*	*0.51*						
95% queue length	*0.86*	*2.85*						
Control Delay	*12.8*	*23.1*						
LOS	*B*	*C*		*F*			*F*	
Approach Delay	--	--						
Approach LOS	--	--						

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WEBSTER

WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Future Year 2030 With Project

#2 SR-62 @ PioneertoownRd/DeerTrail Town of Yucca Valley

PM Peak Hour

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	T	R	*L*	T	R	L	T	R	*L*	T	R
Movement 1: **62** secs	X	X	X	X	X	X						
Movement 2: **38** secs							X	X	X	X	X	X
Movement 3: **0** secs												
Movement 4: **0** secs												
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	1	1	2	1	1	1	S	1	1	S
Unadjusted Volume	100	1777	54	266	1412	92	49	191	175	401	98	56
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	22	22	10	22	22	10	29	29	10	29	29
Progression Adj. Factor (PAF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-	1.00	1.00	-

Output

				***						***		
Peak Hour Volume (vph)	100	1777	54	266	1412	92	49	191	175	401	98	56
Saturation Flow (vph)	300	3800	1800	300	3800	1800	1300	1900	Shrd	1000	1900	Shrd
X or Volume/Capacity	0.56	0.78	0.05	1.48	0.62	0.09	0.10	0.54	-	1.11	0.23	-
Effective Green (sec)	60	60	60	60	60	60	36	36	-	36	36	-
Split Time (sec)	62	62	62	62	62	62	38	38	-	38	38	-
Min. Time or Ped. Time (sec)	10	22	22	10	22	22	10	29	-	10	29	-
Delay - 15 min pk (sec/veh)	24	18	8	313	14	9	22	28	-	116	23	-
Level of Service (LOS)	C+	B	A	F	B	A	C+	C	-	F	C+	-
Average 'Q' (veh/ln)	1	10	1	8	8	1	1	7	-	9	3	-
Design 'Q'-ft/ln (1.5*Qavg)	40	300	40	240	240	40	40	220	-	280	100	-
Do Vehicles Clear?	YES	YES	YES	NO	YES	YES	YES	YES	-	NO	YES	-

Summary of Results

Oversaturated - Mitigation Required

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	195	Weighted Average Delay (seconds) =	195
Level of Service - LOS =	F	Level of Service - LOS =	F
		Intersection Capacity Utilization - ICU =	1.34

Predetermined Cycle Length is 100 sec

Min./Ped. Times Satisfied

WEBSTER

WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Future Year 2030 With Project

3 SR-62 @ Yucca Trail/Sage Ave Town of Yucca Valley PM Peak Hour

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	L	T	R	*L*	T	R	L	T	R
Movement 1: **62** secs	X	X	X	X	X	X						
Movement 2: **38** secs							X	X	X	X	X	X
Movement 3: **0** secs												
Movement 4: **0** secs												
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	S	1	2	S	1	1	S	1	1	S
Unadjusted Volume	192	2006	460	100	1512	142	374	284	56	249	309	133
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	23	23	10	23	23	10	28	28	10	28	28
Progression Adj. Factor (PAF)	1.00	1.00	-	1.00	1.00	-	1.00	1.00	-	1.00	1.00	-

Output

		***					***					
Peak Hour Volume (vph)	192	2006	460	100	1512	142	374	284	56	249	309	133
Saturation Flow (vph)	300	3800	Shrd	300	3800	Shrd	1100	1900	Shrd	1300	1900	Shrd
X or Volume/Capacity	1.07	1.08	-	0.56	0.73	-	0.94	0.50	-	0.53	0.65	-
Effective Green (sec)	60	60	-	60	60	-	36	36	-	36	36	-
Split Time (sec)	62	62	-	62	62	-	38	38	-	38	38	-
Min. Time or Ped. Time (sec)	10	23	-	10	23	-	10	28	-	10	28	-
Delay - 15 min pk (sec/veh)	106	68	-	24	16	-	64	28	-	30	31	-
Level of Service (LOS)	F	E	-	C+	B	-	E	C	-	C	C-	-
Average 'Q' (veh/ln)	3	18	-	1	9	-	7	6	-	4	8	-
Design 'Q'-ft/ln (1.5*Qavg)	100	540	-	40	280	-	220	180	-	120	240	-
Do Vehicles Clear?	NO	NO	-	YES	YES	-	NO	YES	-	YES	YES	-

Summary of Results

Oversaturated - Mitigation Required			
Whole Intersection		**Critical Movements**	
Weighted Average Delay (seconds) =	68	Weighted Average Delay (seconds) =	68
Level of Service - LOS =	E	Level of Service - LOS =	F
		Intersection Capacity Utilization - ICU =	1.03
Predetermined Cycle Length is 100 sec			
Min./Ped. Times Satisfied			

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*AGA*	Intersection	
Agency/Co.	*Town of Yucca Valley*	Jurisdiction	
Date Performed	*6/21/2005*	Analysis Year	*Future Year 2030 With Project*
Analysis Time Period	*PM Peak*		

Project Description *#4*

East/West Street: *Aberdeen Drive*	North/South Street: *Old Woman Springs Rd SR-247*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*0*	*853*	*139*	*101*	*836*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*853*	*139*	*101*	*836*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*91*	*0*	*92*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*91*	*0*	*92*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*0*	*0*
Configuration		*LTR*				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LTR*				
v (vph)		*101*		*183*				
C (m) (vph)		*705*		*103*				
v/c		*0.14*		*1.78*				
95% queue length		*0.50*		*14.68*				
Control Delay		*11.0*		*456.5*				
LOS		*B*		*F*				
Approach Delay	--	--	*456.5*					
Approach LOS	--	--	*F*					

>

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Future Year 2030 With Project

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

****

Intersection #5 SR-247 @ SkylineRanch/Buena Vista

****

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

****

Street Name:	Old Woman Springs Rd SR 247						SkylineRanch Rd/Buena Vista					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	231	886	393	29	913	50	51	63	193	315	33	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	886	393	29	913	50	51	63	193	315	33	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	886	393	29	913	50	51	63	193	315	33	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	231	886	393	29	913	50	51	63	193	315	33	32
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	963	xxxx	xxxxx	1279	xxxx	xxxxx	2573	2737	938	2669	2566	1083
Potent Cap.:	723	xxxx	xxxxx	550	xxxx	xxxxx	18	21	323	15	27	267
Move Cap.:	723	xxxx	xxxxx	550	xxxx	xxxxx	0	12	323	0	16	267
Volume/Cap:	0.32	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	5.12	0.60	xxxx	2.08	0.12
Level Of Service Module:												
Queue:	1.4	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	12.3	xxxx	xxxxx	11.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			F		

WEBSTER

WEbster **B**ased **S**ignal **T**iming **E**valuation **R**outine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Future Year 2030 With Project

 # 6 SR-62 @ Joshua Ln/SR-247 **Town of Yucca Valley** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	*L*	T	R	L	*T*	R	*L*	T	R	L	T	R
Movement 1: **13** secs	X			X								
Movement 2: **5** secs	X	X	X									
Movement 3: **20** secs		X	X		X	X						
Movement 4: **62** secs							X	X	X	X	X	X
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	S	1	2	S	1	2	S	1	2	S
Unadjusted Volume	762	1426	301	282	1426	351	349	475	249	347	492	589
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	28	28	10	31	31	10	26	26	10	26	26
Progression Adj. Factor (PAF)	1.00	0.70	-	1.00	0.70	-	1.00	1.00	-	1.00	1.00	-

Output

	***				***		***					
Peak Hour Volume (vph)	762	1426	301	282	1426	351	349	475	249	347	492	589
Saturation Flow (vph)	1800	3800	Shrd	1800	3800	Shrd	350	3800	Shrd	600	3800	Shrd
X or Volume/Capacity	2.65	1.98	-	1.42	2.60	-	1.66	0.32	-	0.96	0.47	-
Effective Green (sec)	16	23	-	11	18	-	60	60	-	60	60	-
Split Time (sec)	18	25	-	13	20	-	62	62	-	62	62	-
Min. Time or Ped. Time (sec)	10	28	-	10	31	-	10	26	-	10	26	-
Delay - 15 min pk (sec/veh)	812	470	-	262	768	-	3118	10	-	58	12	-
Level of Service (LOS)	F	F	-	F	F	-	F	B	-	E+	B	-
Average 'Q' (veh/ln)	59	40	-	11	60	-	79	4	-	5	6	-
Design 'Q'-ft/ln (1.5*Qavg)	1780	1200	-	340	1800	-	2380	120	-	160	180	-
Do Vehicles Clear?	NO	NO	-	NO	NO	-	NO	YES	-	NO	YES	-

Summary of Results

Oversaturated - Mitigation Required	
Whole Intersection	**Critical Movements**
Weighted Average Delay (seconds) = 1064	Weighted Average Delay (seconds) = 1064
Level of Service - LOS = F	Level of Service - LOS = F
	Intersection Capacity Utilization - ICU = 2.01
Predetermined Cycle Length is 100 sec	
Min./Ped. Times May Not Be Satisfied	
Analysis Based on User Selected Splits	

Future Year 2030 With Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #7 Joshua Ln @ Yucca Trail

****

Cycle (sec): 100 Critical Vol./Cap. (X): 2.067
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 248.8
Optimal Cycle: 0 Level Of Service: F

****

Street Name:	Joshua Lane						Yucca Trail					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	0	1 0	1 0	1	1 0
Volume Module: >> Count Date: 12 May 2005 <<												
Base Vol:	96	511	207	267	549	139	158	538	145	244	417	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	511	207	267	549	139	158	538	145	244	417	315
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	511	207	267	549	139	158	538	145	244	417	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	511	207	267	549	139	158	538	145	244	417	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	96	511	207	267	549	139	158	538	145	244	417	315
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.42	0.58	1.00	1.00	1.00	1.00	0.79	0.21	1.00	1.14	0.86
Final Sat.:	273	408	169	273	284	300	312	260	70	279	332	262
Capacity Analysis Module:												
Vol/Sat:	0.35	1.25	1.23	0.98	1.94	0.46	0.51	2.07	2.07	0.87	1.25	1.20
Crit Moves:		****			****			****			****	
Delay/Veh:	22.8	173	161.5	86.9	460	24.6	25.4	512	512.2	63.9	173	150.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.8	173	161.5	86.9	460	24.6	25.4	512	512.2	63.9	173	150.6
LOS by Move:	C	F	F	F	F	C	D	F	F	F	F	F
ApproachDel:		152.5			292.1			420.8			138.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		152.5			292.1			420.8			138.4	
LOS by Appr:		F			F			F			F	

****

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	AGA
Agency/Co.	Town of Yucca Valley
Date Performed	6/23/2005
Analysis Time Period	PM Peak

Site Information

Intersection	
Jurisdiction	
Analysis Year	Future Year 2030 With Project

Project ID #8

East/West Street: Onaga Trail

North/South Street: Joshua Lane

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	206	314	104	162	228	79
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	119	596	157	61	665	192
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate	624		469		872		918	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.3		0.3		0.1		0.1	
Prop. Right-Turns	0.2		0.2		0.2		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	9.78		9.78		9.78		9.78	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.55		0.42		0.78		0.82	
hd, final value	9.78		9.78		9.78		9.78	
x, final value	1.69		1.27		2.36		2.47	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	7.8		7.8		7.8		7.8	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	624		469		872		918	
Delay	347.73		171.48		639.62		691.17	
LOS	F		F		F		F	
Approach: Delay	347.73		171.48		639.62		691.17	
LOS	F		F		F		F	
Intersection Delay	516.70							
Intersection LOS	F							

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WEBSTER
WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Future Year 2030 With Project

#9 SR-62 @ Hanford Ave/Balsa Ave **Town of Yucca Valley** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	*L*	T	R	L	T	R	*L*	T	R
Movement 1: **10** secs	X			X								
Movement 2: **3** secs				X	X	X						
Movement 3: **44** secs		X	X		X	X						
Movement 4: **43** secs							X	X	X	X	X	X
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	S	1	2	S	1	1	S	1	1	S
Unadjusted Volume	42	1548	239	185	1560	324	158	455	236	408	539	45
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	21	21	10	28	28	10	10	10	10	30	30
Progression Adj. Factor (PAF)	1.00	0.70	-	1.00	0.70	-	1.00	1.00	-	1.00	1.00	-

Output

		***		***						***		
Peak Hour Volume (vph)	42	1548	239	185	1560	324	158	455	236	408	539	45
Saturation Flow (vph)	1800	3800	Shrd	1800	3800	Shrd	1300	1900	Shrd	900	1900	Shrd
X or Volume/Capacity	0.29	1.12	-	0.93	1.10	-	0.30	0.89	-	1.11	0.75	-
Effective Green (sec)	8	42	-	11	45	-	41	41	-	41	41	-
Split Time (sec)	10	44	-	13	47	-	43	43	-	43	43	-
Min. Time or Ped. Time (sec)	10	21	-	10	28	-	10	10	-	10	30	-
Delay - 15 min pk (sec/veh)	48	85	-	93	74	-	21	42	-	110	32	-
Level of Service (LOS)	D	F	-	F	E	-	C+	D	-	F	C-	-
Average 'Q' (veh/ln)	1	14	-	5	14	-	3	12	-	9	10	-
Design 'Q'-ft/ln (1.5*Qavg)	40	420	-	160	420	-	100	360	-	280	300	-
Do Vehicles Clear?	YES	NO	-	NO	NO	-	YES	YES	-	NO	YES	-

Summary of Results

Oversaturated - Mitigation Required	
Whole Intersection	**Critical Movements**
Weighted Average Delay (seconds) = 91	Weighted Average Delay (seconds) = 91
Level of Service - LOS = F	Level of Service - LOS = F
	Intersection Capacity Utilization - ICU = 1.09
Predetermined Cycle Length is 100 sec	
Min./Ped. Times Satisfied	

WEBSTER

WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Future Year 2030 With Project

#10 Avalon @ Twentynine Palms SR62 Town of Yucca Valley — PM Peak Hour

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	*L*	T	R	*L*	T	R	L	T	R
Movement 1: **10** secs	X			X								
Movement 2: **7** secs				X	X	X						
Movement 3: **53** secs		X	X		X	X						
Movement 4: **30** secs							X	X	X	X	X	X
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	S	1	2	S	1	2	S	1	1	1
Unadjusted Volume	93	1498	327	247	1344	90	321	67	224	82	73	78
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	30	30	10	10	10	10	35	35	10	10	10
Progression Adj. Factor (PAF)	1.00	0.70	-	1.00	0.70	-	1.00	1.00	-	1.00	1.00	1.00

Output

		***		***			***					
Peak Hour Volume (vph)	93	1498	327	247	1344	90	321	67	224	82	73	78
Saturation Flow (vph)	1800	3800	Shrd	1800	3800	Shrd	1200	3800	Shrd	1050	1900	1800
X or Volume/Capacity	0.65	0.94	-	0.91	0.65	-	0.96	0.27	-	0.28	0.14	0.15
Effective Green (sec)	8	51	-	15	58	-	28	28	-	28	28	28
Split Time (sec)	10	53	-	17	60	-	30	30	-	30	30	30
Min. Time or Ped. Time (sec)	10	30	-	10	10	-	10	35	-	10	10	10
Delay - 15 min pk (sec/veh)	65	27	-	78	11	-	74	29	-	30	27	28
Level of Service (LOS)	E	C	-	E-	B	-	E	C	-	C-	C	C
Average 'Q' (veh/ln)	2	9	-	6	6	-	7	3	-	2	1	2
Design 'Q'-ft/ln (1.5*Qavg)	60	280	-	180	180	-	220	100	-	60	40	60
Do Vehicles Clear?	YES	YES	-	YES	YES	-	NO	YES	-	YES	YES	YES

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	39	Weighted Average Delay (seconds) =	39
Level of Service - LOS =	D+	Level of Service - LOS =	D+
		Intersection Capacity Utilization - ICU =	0.94

Predetermined Cycle Length is 100 sec
Min./Ped. Times May Not Be Satisfied

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	AGA	Intersection	
Agency/Co.	Town of Yucca Valley	Jurisdiction	
Date Performed	6/27/2005	Analysis Year	Future Year 2030 With Project
Analysis Time Period	PM Peak		

Project Description	#11
East/West Street:	Yucca Valley Retail Cntr Drvwy
North/South Street:	Avalon Avenue
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	512	86	217		0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	512	86	217	547	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	1	1	1	0
Configuration		T	R	L	T	
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	79	0	230	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR	79	0	230	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	0	0
Configuration		LTR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LTR				
v (vph)		217		309				
C (m) (vph)		989		270				
v/c		0.22		1.14				
95% queue length		0.84		13.47				
Control Delay		9.7		139.8				
LOS		A		F				
Approach Delay	--	--	139.8					
Approach LOS	--	--	F					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*AGA*	Intersection	
Agency/Co.	*Town of Yucca Valley*	Jurisdiction	
Date Performed	*6/27/2005*	Analysis Year	*Future Year 2030 With Project*
Analysis Time Period	*PM Peak*		

Project Description	*#12*
East/West Street:	*Palisades Drive*
North/South Street:	*Avalon Avenue*
Intersection Orientation:	*North-South*
Study Period (hrs):	*0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*13*	*433*	*96*	*43*	*479*	*32*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*13*	*433*	*96*	*43*	*479*	*32*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*1*	*1*	*0*
Configuration	*LT*		*R*	*L*		*TR*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*106*	*0*	*44*	*57*	*0*	*37*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*106*	*0*	*44*	*57*	*0*	*37*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*		*LTR*	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*	*L*	*LT*		*R*		*LTR*	
v (vph)	*13*	*43*	*106*		*44*		*94*	
C (m) (vph)	*1065*	*1048*	*183*		*627*		*232*	
v/c	*0.01*	*0.04*	*0.58*		*0.07*		*0.41*	
95% queue length	*0.04*	*0.13*	*3.12*		*0.23*		*1.85*	
Control Delay	*8.4*	*8.6*	*48.7*		*11.2*		*30.7*	
LOS	*A*	*A*	*E*		*B*		*D*	
Approach Delay	--	--	*37.7*			*30.7*		
Approach LOS	--	--	*E*			*D*		

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	AGA
Agency/Co.	Town of Yucca Valley
Date Performed	6/23/2005
Analysis Time Period	PM Peak

Site Information

Intersection	
Jurisdiction	
Analysis Year	Future Year 2030 With Project

Project ID #13

East/West Street: Yucca Trail

North/South Street: Palomar Avenue

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	115	562	247	190	546	140
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	167	223	239	140	289	113
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate	924		876		629		542	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
Prop. Left-Turns	0.1		0.2		0.3		0.3	
Prop. Right-Turns	0.3		0.2		0.4		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	9.67		9.67		9.67		9.67	

Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.82		0.78		0.56		0.48	
hd, final value	9.67		9.67		9.67		9.67	
x, final value	2.48		2.37		1.68		1.47	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	7.7		7.7		7.7		7.7	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	924		876		629		542	
Delay	695.50		647.74		341.90		249.51	
LOS	F		F		F		F	
Approach: Delay	695.50		647.74		341.90		249.51	
LOS	F		F		F		F	
Intersection Delay	525.19							
Intersection LOS	F							

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*AGA*
Agency/Co.	*Town of Yucca Valley*
Date Performed	*6/23/2005*
Analysis Time Period	*PM Peak*

Site Information

Intersection	
Jurisdiction	
Analysis Year	*Future Year 2030 With Project*

Project Description *#14*

East/West Street: *Joshua Lane* | North/South Street: *Palomar Avenue*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*205*	*375*	*0*	*0*	*349*	*205*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*205*	*375*	*0*	*0*	*349*	*205*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*204*	*0*	*167*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*204*	*0*	*167*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*					*L*		*R*
v (vph)	*205*					*204*		*167*
C (m) (vph)	*1026*					*157*		*612*
v/c	*0.20*					*1.30*		*0.27*
95% queue length	*0.74*					*12.16*		*1.10*
Control Delay	*9.4*					*229.2*		*13.1*
LOS	*A*					*F*		*B*
Approach Delay	--	--				*131.9*		
Approach LOS	--	--				*F*		

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WEBSTER

WEbster **B**ased **S**ignal **T**iming **E**valuation **R**outine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Future Year 2030 With Project

#15 Poject Driveway @ SR62 **Town of Yucca Valley** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	*L*	T	R	*L*	T	R	L	T	R
Movement 1: **18** secs				X	X							
Movement 2: **57** secs		X	X		X							
Movement 3: **25** secs							X		X			
Movement 4: **0** secs												
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)		2	1	1	2		2		2			
Unadjusted Volume		1805	227	235	1680		315		149			
Peak Hour Factor (PHF)		1.00	1.00	1.00	1.00		1.00		1.00			
Min/Ped Time Override (sec)		20	20	10	20				25			
Progression Adj. Factor (PAF)		0.70	1.00	1.00	0.70		1.00		1.00			

Output

	***			***			***					
Peak Hour Volume (vph)		1805	227	235	1680		315		149			
Saturation Flow (vph)		3800	1800	1800	3800		3500		3400			
X or Volume/Capacity		0.86	0.23	0.82	0.61		0.39		0.19			
Effective Green (sec)		55	55	16	73		23		23			
Split Time (sec)		57	57	18	75		25		25			
Min. Time or Ped. Time (sec)		20	20	10	20		10		25			
Delay - 15 min pk (sec/veh)		19	12	62	6		34		32			
Level of Service (LOS)		B	B	E	A		C-		C-			
Average 'Q' (veh/ln)		8	3	6	4		3		2			
Design 'Q'-ft/ln (1.5*Qavg)		240	100	180	120		100		60			
Do Vehicles Clear?		YES	YES	YES	YES		YES		YES			

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	25	Weighted Average Delay (seconds) =	25
Level of Service - LOS =	C+	Level of Service - LOS =	C+
		Intersection Capacity Utilization - ICU =	0.74

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied
Analysis Based on User Selected Splits

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*AGA*	Intersection	
Agency/Co.	*Town of Yucca Valley*	Jurisdiction	
Date Performed	*6/23/2005*	Analysis Year	*Future Year 2030 With Project*
Analysis Time Period	*PM Peak*		

Project Description *#16*

East/West Street: *Buena Vista Drive*	North/South Street: *Yucca Mesa Road*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*248*	*276*	*0*	*0*	*179*	*89*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*248*	*276*	*0*	*0*	*179*	*89*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*142*	*0*	*219*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*142*	*0*	*219*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*1*	*0*
Configuration					*LTR*	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LTR*	
v (vph)	*248*						*361*	
C (m) (vph)	*1307*						*397*	
v/c	*0.19*						*0.91*	
95% queue length	*0.70*						*9.60*	
Control Delay	*8.4*						*57.9*	
LOS	*A*						*F*	
Approach Delay	--	--				*57.9*		
Approach LOS	--	--				*F*		

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WEBSTER

WEbster **B**ased **S**ignal **T**iming **E**valuation **R**outine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Future Year 2030 With Project

#17 SR-62 @ LaContenta Rd/Yucca Mesa Rd, Town of Yucca Valley — PM Peak Hour

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	*L*	T	R	L	*T*	R	L	T	R	*L*	T	R
Movement 1: **20** secs	X			X								
Movement 2: **0** secs	X	X	X									
Movement 3: **50** secs		X	X		X	X						
Movement 4: **30** secs							X	X	X	X	X	X
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	S	1	2	S	1	1	S	1	1	S
Unadjusted Volume	327	1779	84	275	1513	349	74	53	214	275	94	221
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	26	26	10	29	29	10	29	29	10	30	30
Progression Adj. Factor (PAF)	1.00	0.70	-	1.00	0.70	-	1.00	1.00	-	1.00	1.00	-

Output

	***				***					***		
Peak Hour Volume (vph)	327	1779	84	275	1513	349	74	53	214	275	94	221
Saturation Flow (vph)	1800	3800	Shrd	1800	3800	Shrd	900	1900	Shrd	950	1900	Shrd
X or Volume/Capacity	1.01	1.02	-	0.85	1.02	-	0.29	0.50	-	1.03	0.59	-
Effective Green (sec)	18	48	-	18	48	-	28	28	-	28	28	-
Split Time (sec)	20	50	-	20	50	-	30	30	-	30	30	-
Min. Time or Ped. Time (sec)	10	26	-	10	29	-	10	29	-	10	30	-
Delay - 15 min pk (sec/veh)	93	45	-	63	45	-	31	34	-	101	36	-
Level of Service (LOS)	F	D	-	E	D	-	C-	C-	-	F	D+	-
Average 'Q' (veh/ln)	9	11	-	7	11	-	1	5	-	7	6	-
Design 'Q'-ft/ln (1.5*Qavg)	280	340	-	220	340	-	40	160	-	220	180	-
Do Vehicles Clear?	NO	YES	-	YES	YES	-	YES	YES	-	NO	YES	-

Summary of Results

Oversaturated - Mitigation Required			
Whole Intersection		**Critical Movements**	
Weighted Average Delay (seconds) =	58	Weighted Average Delay (seconds) =	58
Level of Service - LOS =	E+	Level of Service - LOS =	F
		Intersection Capacity Utilization - ICU =	1.02
Predetermined Cycle Length is 100 sec			
Min./Ped. Times Satisfied			

Future Year 2030 With Project

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

Intersection #18 La Contenta Rd @ Yucca Trail

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	La Contenta Rd						Yucca Trail					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 0 1 0			0 1 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	61	147	61	88	249	87	672	0	164	590	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	61	147	61	88	249	87	672	0	164	590	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	61	147	61	88	249	87	672	0	164	590	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	61	147	61	88	249	87	672	0	164	590	50
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	1814	672	1893	1789	615	640	xxxx	xxxxx	672	xxxx	xxxxx
Potent Cap.:	xxxx	79	459	54	82	495	954	xxxx	xxxxx	928	xxxx	xxxxx
Move Cap.:	xxxx	58	459	0	60	495	954	xxxx	xxxxx	928	xxxx	xxxxx
Volume/Cap:	xxxx	1.06	0.32	xxxx	1.47	0.50	0.09	xxxx	xxxx	0.18	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	0.6	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	9.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	151	xxxx	xxxx	170	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	13.1	xxxxx	xxxx	25.7	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	262.5	xxxxx	xxxx	504.9	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	F	*	*	F	A	*	*	*	*	*
ApproachDel:		262.5			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		F			F			*			*	

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	AGA
Agency/Co.	Town of Yucca Valley
Date Performed	6/23/2005
Analysis Time Period	PM Peak

Site Information

Intersection	
Jurisdiction	
Analysis Year	Future Year 2030 With Project

Project ID #19

East/West Street: Sunny Vista Road

North/South Street: Alta Loma Drive

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	86	518	98	114	467	30
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	95	38	129	21	40	79
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		L	TR
PHF	1.00		1.00		1.00		1.00	1.00
Flow Rate	702		611		262		21	119
% Heavy Vehicles	0		0		0		0	0
No. Lanes	1		1		1		2	
Geometry Group	2		2		4a		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
Prop. Left-Turns	0.1		0.2		0.4		1.0	0.0
Prop. Right-Turns	0.1		0.0		0.5		0.0	0.7
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	6.83		6.83		6.83		6.83	6.83

Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
hd, initial value	3.20		3.20		3.20		3.20	3.20
x, initial	0.62		0.54		0.23		0.02	0.11
hd, final value	6.83		6.83		6.83		6.83	6.83
x, final value	1.33		1.17		0.57		0.06	0.28
Move-up time, m	2.0		2.0		2.0		2.3	
Service Time	4.8		4.8		4.8		4.8	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	702		611		453		271	369
Delay	183.14		120.12		20.89		12.78	14.52
LOS	F		F		C		B	B
Approach: Delay	183.14		120.12		20.89		14.26	
LOS	F		F		C		B	
Intersection Delay	122.12							
Intersection LOS	F							

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WEBSTER

WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Future Year 2030 With Project

#20 SR-62 @ Park Boulevard **Town of Yucca Valley** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	*L*	T	R	L	T	R	*L*	T	R
Movement 1: **10** secs	X			X								
Movement 2: **17** secs				X	X	X						
Movement 3: **37** secs		X	X		X	X						
Movement 4: **36** secs							X	X	X	X	X	X
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	3	1	1	3	1	1	1	S	1	1	S
Unadjusted Volume	35	1678	135	391	1620	114	199	66	420	138	64	53
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	26	26	10	23	23	10	36	36	10	36	36
Progression Adj. Factor (PAF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-	1.00	1.00	-

Output

		***		***						***		
Peak Hour Volume (vph)	35	1678	135	391	1620	114	199	66	420	138	64	53
Saturation Flow (vph)	1800	5700	1800	1800	5700	1800	1300	1900	Shrd	500	1900	Shrd
X or Volume/Capacity	0.24	0.84	0.21	0.87	0.55	0.12	0.45	0.75	-	0.81	0.18	-
Effective Green (sec)	8	35	35	25	52	52	34	34	-	34	34	-
Split Time (sec)	10	37	37	27	54	54	36	36	-	36	36	-
Min. Time or Ped. Time (sec)	10	26	26	10	23	23	10	36	-	10	36	-
Delay - 15 min pk (sec/veh)	47	34	24	56	17	13	29	37	-	63	24	-
Level of Service (LOS)	D	C-	C+	E+	B	B	C	D+	-	E	C+	-
Average 'Q' (veh/ln)	1	10	2	9	7	2	4	9	-	3	2	-
Design 'Q'-ft/ln (1.5*Qavg)	40	300	60	280	220	60	120	280	-	100	60	-
Do Vehicles Clear?	YES	YES	YES	YES	YES	YES	YES	YES	-	YES	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	40	Weighted Average Delay (seconds) =	40
Level of Service - LOS =	D+	Level of Service - LOS =	D+
		Intersection Capacity Utilization - ICU =	0.84

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied
Analysis Based on User Selected Splits

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*AGA*	Intersection	
Agency/Co.	*Town of Yucca Valley*	Jurisdiction	
Date Performed	*6/23/2005*	Analysis Year	*Future Year 2030 With Project*
Analysis Time Period	*PM Peak*		

Project Description *#21*	
East/West Street: *Alta Loma Drive*	North/South Street: *Quail Springs Rd/Park Blvd*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*119*	*125*	*81*	*64*	*105*	*134*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*119*	*125*	*81*	*64*	*105*	*134*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*122*	*280*	*93*	*208*	*358*	*92*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*122*	*280*	*93*	*208*	*358*	*92*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (vph)	*119*	*64*		*495*			*658*	
C (m) (vph)	*1340*	*1377*		*0*			*41*	
v/c	*0.09*	*0.05*					*16.05*	
95% queue length	*0.29*	*0.15*					*80.20*	
Control Delay	*7.9*	*7.7*						
LOS	*A*	*A*		*F*			*F*	
Approach Delay	--	--						
Approach LOS	--	--					*F*	

>

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*AGA*
Agency/Co.	*Town of Yucca Valley*
Date Performed	*6/21/2005*
Analysis Time Period	*PM Peak*

Site Information

Intersection	
Jurisdiction	
Analysis Year	*Future Year 2030 With Project*

Project Description *#22*

East/West Street: *Twentynine Palms SR-62*

North/South Street: *Yucca Valley Retail Cntr Drvwy*

Intersection Orientation: *East-West*

Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		*1715*	*89*		*1995*	
Peak-Hour Factor, PHF		*1.00*	*1.00*		*1.00*	
Hourly Flow Rate, HFR	*0*	*1715*	*89*	*0*	*1995*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*0*	*2*	*0*
Configuration		*T*	*R*		*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume			*51*			
Peak-Hour Factor, PHF			*1.00*			
Hourly Flow Rate, HFR	*0*	*0*	*51*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*0*
Configuration			*R*			

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					*R*			
v (vph)					*51*			
C (m) (vph)					*304*			
v/c					*0.17*			
95% queue length					*0.59*			
Control Delay					*19.2*			
LOS					*C*			
Approach Delay	--	--	*19.2*					
Approach LOS	--	--	*C*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*AGA*
Agency/Co.	*Town of Yucca Valley*
Date Performed	*6/21/2005*
Analysis Time Period	*PM Peak*

Site Information

Intersection	
Jurisdiction	
Analysis Year	*Future Year 2030 With Project*

Project Description *#23*

East/West Street: *Twentynine Palms SR-62*

North/South Street: *East Project Access*

Intersection Orientation: *East-West*

Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		*1941*	*14*		*1915*	
Peak-Hour Factor, PHF		*1.00*	*1.00*		*1.00*	
Hourly Flow Rate, HFR	*0*	*1941*	*14*	*0*	*1915*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*0*	*2*	*0*
Configuration		*T*	*R*		*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume			*38*			
Peak-Hour Factor, PHF			*1.00*			
Hourly Flow Rate, HFR	*0*	*0*	*38*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*0*
Configuration			*R*			

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					*R*			
v (vph)					*38*			
C (m) (vph)					*257*			
v/c					*0.15*			
95% queue length					*0.51*			
Control Delay					*21.4*			
LOS					*C*			
Approach Delay	--	--	*21.4*					
Approach LOS	--	--	*C*					

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Future Year (2030)
without Home Depot Project

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*AGA*
Agency/Co.	*Town of Yucca Valley*
Date Performed	*6/21/2005*
Analysis Time Period	*PM Peak*

Site Information

Intersection	
Jurisdiction	
Analysis Year	*Future Year 2030 No Project*

Project Description *#1*

East/West Street: *Twentynine Palms SR-62* | North/South Street: *Inca Trail*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*133*	*1503*	*102*	*207*	*1120*	*39*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*133*	*1503*	*102*	*207*	*1120*	*39*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*0*	*1*	*2*	*0*
Configuration	*L*	*T*	*TR*	*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*90*	*84*	*183*	*43*	*88*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*90*	*84*	*183*	*43*	*88*	*30*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*		*LTR*			*LTR*	
v (vph)	*133*	*207*		*357*			*161*	
C (m) (vph)	*610*	*413*		*0*			*0*	
v/c	*0.22*	*0.50*						
95% queue length	*0.83*	*2.73*						
Control Delay	*12.5*	*22.2*						
LOS	*B*	*C*		*F*			*F*	
Approach Delay	--	--						
Approach LOS	--	--						

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WEBSTER

WEbster **B**ased **S**ignal **T**iming **E**valuation **R**outine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Future Year 2030 No Project

#2 SR-62 @ PioneertoownRd/DeerTrail Town of Yucca Valley — PM Peak Hour

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	T	R	*L*	T	R	L	T	R	*L*	T	R
Movement 1: **62** secs	X	X	X	X	X	X						
Movement 2: **38** secs							X	X	X	X	X	X
Movement 3: **0** secs												
Movement 4: **0** secs												
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	1	1	2	1	1	1	S	1	1	S
Unadjusted Volume	100	1746	54	266	1377	92	49	191	175	401	98	56
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	22	22	10	22	22	10	29	29	10	29	29
Progression Adj. Factor (PAF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-	1.00	1.00	-

Output *** ***

Peak Hour Volume (vph)	100	1746	54	266	1377	92	49	191	175	401	98	56
Saturation Flow (vph)	300	3800	1800	300	3800	1800	1300	1900	Shrd	1000	1900	Shrd
X or Volume/Capacity	0.56	0.77	0.05	1.48	0.60	0.09	0.10	0.54	-	1.11	0.23	-
Effective Green (sec)	60	60	60	60	60	60	36	36	-	36	36	-
Split Time (sec)	62	62	62	62	62	62	38	38	-	38	38	-
Min. Time or Ped. Time (sec)	10	22	22	10	22	22	10	29	-	10	29	-
Delay - 15 min pk (sec/veh)	24	17	8	313	14	9	22	28	-	116	23	-
Level of Service (LOS)	C+	B	A	F	B	A	C+	C	-	F	C+	-
Average 'Q' (veh/ln)	1	10	1	8	8	1	1	7	-	9	3	-
Design 'Q'-ft/ln (1.5*Qavg)	40	300	40	240	240	40	40	220	-	280	100	-
Do Vehicles Clear?	YES	YES	YES	NO	YES	YES	YES	YES	-	NO	YES	-

Summary of Results

Oversaturated - Mitigation Required	
Whole Intersection	**Critical Movements**
Weighted Average Delay (seconds) = 195	Weighted Average Delay (seconds) = 195
Level of Service - LOS = F	Level of Service - LOS = F
	Intersection Capacity Utilization - ICU = 1.34
Predetermined Cycle Length is 100 sec	
Min./Ped. Times Satisfied	

WEBSTER
WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Future Year 2030 No Project

 # 3 SR-62 @ Yucca Trail/Sage Ave **Town of Yucca Valley** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	*L*	T	R	L	T	R	*L*	T	R	L	T	R
Movement 1: **62** secs	X	X	X	X	X	X						
Movement 2: **38** secs							X	X	X	X	X	X
Movement 3: **0** secs												
Movement 4: **0** secs												
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	S	1	2	S	1	1	S	1	1	S
Unadjusted Volume	192	1965	460	100	1466	142	374	284	56	249	309	133
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	23	23	10	23	23	10	28	28	10	28	28
Progression Adj. Factor (PAF)	1.00	1.00	-	1.00	1.00	-	1.00	1.00	-	1.00	1.00	-

Output *** ***

Peak Hour Volume (vph)	192	1965	460	100	1466	142	374	284	56	249	309	133
Saturation Flow (vph)	300	3800	Shrd	300	3800	Shrd	1100	1900	Shrd	1300	1900	Shrd
X or Volume/Capacity	1.07	1.06	-	0.56	0.71	-	0.94	0.50	-	0.53	0.65	-
Effective Green (sec)	60	60	-	60	60	-	36	36	-	36	36	-
Split Time (sec)	62	62	-	62	62	-	38	38	-	38	38	-
Min. Time or Ped. Time (sec)	10	23	-	10	23	-	10	28	-	10	28	-
Delay - 15 min pk (sec/veh)	108	58	-	24	16	-	64	28	-	30	31	-
Level of Service (LOS)	F	E+	-	C+	B	-	E	C	-	C	C-	-
Average 'Q' (veh/ln)	3	17	-	1	9	-	7	6	-	4	8	-
Design 'Q'-ft/ln (1.5*Qavg)	100	520	-	40	280	-	220	180	-	120	240	-
Do Vehicles Clear?	NO	NO	-	YES	YES	-	NO	YES	-	YES	YES	-

Summary of Results

Oversaturated - Mitigation Required

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	80	Weighted Average Delay (seconds) =	80
Level of Service - LOS =	E-	Level of Service - LOS =	F
		Intersection Capacity Utilization - ICU =	1.02

Predetermined Cycle Length is 100 sec

Min./Ped. Times Satisfied

Analysis Based on User Selected Splits

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*AGA*	Intersection	
Agency/Co.	*Town of Yucca Valley*	Jurisdiction	
Date Performed	*6/21/2005*	Analysis Year	*Future Year 2030 No Project*
Analysis Time Period	*PM Peak*		
Project Description	*#4*		
East/West Street:	*Aberdeen Drive*	North/South Street:	*Old Woman Springs Rd SR-247*
Intersection Orientation:	*North-South*	Study Period (hrs):	*0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*0*	*834*	*134*	*101*	*819*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*834*	*134*	*101*	*819*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*86*	*0*	*92*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*86*	*0*	*92*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*0*	*0*
Configuration		*LTR*				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LTR*				
v (vph)		*101*		*178*				
C (m) (vph)		*720*		*110*				
v/c		*0.14*		*1.62*				
95% queue length		*0.49*		*13.46*				
Control Delay		*10.8*		*384.6*				
LOS		*B*		*F*				
Approach Delay	--	--	*384.6*					
Approach LOS	--	--	*F*					

>

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Future Year 2030 No Project

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

****

Intersection #5 SR-247 @ SkyRanch/Buena Vista

****

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

****

Street Name:	Old Woman Springs Rd SR 247						SkylineRanch Rd/Buena Vista					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	231	863	381	29	892	50	51	63	193	304	33	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	863	381	29	892	50	51	63	193	304	33	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	863	381	29	892	50	51	63	193	304	33	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	231	863	381	29	892	50	51	63	193	304	33	32
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	942	xxxx	xxxxx	1244	xxxx	xxxxx	2523	2681	917	2619	2516	1054
Potent Cap.:	736	xxxx	xxxxx	567	xxxx	xxxxx	19	22	332	16	29	277
Move Cap.:	736	xxxx	xxxxx	567	xxxx	xxxxx	0	14	332	0	17	277
Volume/Cap:	0.31	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	4.65	0.58	xxxx	1.91	0.12
Level Of Service Module:												
Queue:	1.3	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	12.1	xxxx	xxxxx	11.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			F		

WEBSTER

WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Future Year 2030 No Project

 # 6 SR-62 @ Joshua Ln/SR-247 **Town of Yucca Valley** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	*L*	T	R	L	*T*	R	*L*	T	R	L	T	R
Movement 1: **12** secs	X			X								
Movement 2: **6** secs	X	X	X									
Movement 3: **19** secs		X	X		X	X						
Movement 4: **63** secs							X	X	X	X	X	X
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	S	1	2	S	1	2	S	1	2	S
Unadjusted Volume	762	1385	301	259	1380	305	349	475	228	306	492	589
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	28	28	10	31	31	10	26	26	10	26	26
Progression Adj. Factor (PAF)	1.00	0.70	-	1.00	0.70	-	1.00	1.00	-	1.00	1.00	-

Output

	***				***		***					
Peak Hour Volume (vph)	762	1385	301	259	1380	305	349	475	228	306	492	589
Saturation Flow (vph)	1800	3800	Shrd	1800	3800	Shrd	350	3800	Shrd	650	3800	Shrd
X or Volume/Capacity	2.65	1.93	-	1.44	2.61	-	1.63	0.30	-	0.77	0.47	-
Effective Green (sec)	16	23	-	10	17	-	61	61	-	61	61	-
Split Time (sec)	18	25	-	12	19	-	63	63	-	63	63	-
Min. Time or Ped. Time (sec)	10	28	-	10	31	-	10	26	-	10	26	-
Delay - 15 min pk (sec/veh)	812	449	-	271	772	-	2968	10	-	28	11	-
Level of Service (LOS)	F	F	-	F	F	-	F	A	-	C	B	-
Average 'Q' (veh/ln)	59	37	-	11	57	-	75	4	-	3	6	-
Design 'Q'-ft/ln (1.5*Qavg)	1780	1120	-	340	1720	-	2260	120	-	100	180	-
Do Vehicles Clear?	NO	NO	-	NO	NO	-	NO	YES	-	YES	YES	-

Summary of Results

Oversaturated - Mitigation Required	
Whole Intersection	**Critical Movements**
Weighted Average Delay (seconds) = 1057	Weighted Average Delay (seconds) = 1057
Level of Service - LOS = F	Level of Service - LOS = F
	Intersection Capacity Utilization - ICU = 1.98
Predetermined Cycle Length is 100 sec	
Min./Ped. Times May Not Be Satisfied	
Analysis Based on User Selected Splits	

Future Year 2030 No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #7 Joshua Ln @ Yucca Trail

****

Cycle (sec): 100 Critical Vol./Cap. (X): 2.067
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 243.2
Optimal Cycle: 0 Level Of Service: F

****

Street Name:	Joshua Lane						Yucca Trail					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	0	1 0	1 0	1	1 0
Volume Module: >> Count Date: 12 May 2005 <<												
Base Vol:	96	500	196	267	537	127	147	538	145	232	417	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	500	196	267	537	127	147	538	145	232	417	315
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	500	196	267	537	127	147	538	145	232	417	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	500	196	267	537	127	147	538	145	232	417	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	96	500	196	267	537	127	147	538	145	232	417	315
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.44	0.56	1.00	1.00	1.00	1.00	0.79	0.21	1.00	1.14	0.86
Final Sat.:	273	413	165	274	284	301	312	260	70	280	334	263
Capacity Analysis Module:												
Vol/Sat:	0.35	1.21	1.19	0.97	1.89	0.42	0.47	2.07	2.07	0.83	1.25	1.20
Crit Moves:		****			****			****			****	
Delay/Veh:	22.7	157	146.6	86.1	439	23.0	24.1	512	512.1	56.0	170	148.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.7	157	146.6	86.1	439	23.0	24.1	512	512.1	56.0	170	148.4
LOS by Move:	C	F	F	F	F	C	C	F	F	F	F	F
ApproachDel:	138.4			280.9			425.7			135.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	138.4			280.9			425.7			135.7		
LOS by Appr:	F			F			F			F		

****

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	AGA
Agency/Co.	Town of Yucca Valley
Date Performed	6/23/2005
Analysis Time Period	PM Peak

Site Information

Intersection	
Jurisdiction	
Analysis Year	Future Year 2030 No Project

Project ID #8

East/West Street: *Onaga Trail*

North/South Street: *Joshua Lane*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	195	314	104	162	228	79
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	119	585	157	61	653	180
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate	613		469		861		894	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.3		0.3		0.1		0.1	
Prop. Right-Turns	0.2		0.2		0.2		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	9.77		9.77		9.77		9.77	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.54		0.42		0.77		0.79	
hd, final value	9.77		9.77		9.77		9.77	
x, final value	1.66		1.27		2.33		2.41	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	7.8		7.8		7.8		7.8	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	613		469		861		894	
Delay	334.44		171.48		626.27		662.95	
LOS	F		F		F		F	
Approach: Delay	334.44		171.48		626.27		662.95	
LOS	F		F		F		F	
Intersection Delay	499.59							
Intersection LOS	F							

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WEBSTER

WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Future Year 2030 No Project

#9 SR-62 @ Hanford Ave/Balsa Ave Town of Yucca Valley PM Peak Hour

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	*L*	T	R	L	T	R	*L*	T	R
Movement 1: **6** secs	X			X								
Movement 2: **5** secs				X	X	X						
Movement 3: **42** secs		X	X		X	X						
Movement 4: **47** secs							X	X	X	X	X	X
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	S	1	2	S	1	1	S	1	1	S
Unadjusted Volume	42	1446	239	185	1445	324	158	455	236	408	539	45
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	21	21	10	28	28	10	10	10	10	30	30
Progression Adj. Factor (PAF)	1.00	0.70	-	1.00	0.70	-	1.00	1.00	-	1.00	1.00	-

Output

		***		***						***		
Peak Hour Volume (vph)	42	1446	239	185	1445	324	158	455	236	408	539	45
Saturation Flow (vph)	1800	3800	Shrd	1800	3800	Shrd	1300	1900	Shrd	900	1900	Shrd
X or Volume/Capacity	0.58	1.11	-	1.14	1.03	-	0.27	0.81	-	1.01	0.68	-
Effective Green (sec)	4	40	-	9	45	-	45	45	-	45	45	-
Split Time (sec)	6	42	-	11	47	-	47	47	-	47	47	-
Min. Time or Ped. Time (sec)	10	21	-	10	28	-	10	10	-	10	30	-
Delay - 15 min pk (sec/veh)	77	82	-	160	50	-	18	32	-	74	26	-
Level of Service (LOS)	E-	F	-	F	D-	-	B	C-	-	E	C	-
Average 'Q' (veh/ln)	1	13	-	6	11	-	2	11	-	8	9	-
Design 'Q'-ft/ln (1.5*Qavg)	40	400	-	180	340	-	60	340	-	240	280	-
Do Vehicles Clear?	YES	NO	-	NO	YES	-	YES	YES	-	NO	YES	-

Summary of Results

Oversaturated - Mitigation Required	
Whole Intersection	**Critical Movements**
Weighted Average Delay (seconds) = 87	Weighted Average Delay (seconds) = 87
Level of Service - LOS = F	Level of Service - LOS = F
	Intersection Capacity Utilization - ICU = 1.06
Predetermined Cycle Length is 100 sec	
Min./Ped. Times May Not Be Satisfied	

WEBSTER

WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Future Year 2030 No Project

#10 Avalon @ Twentynine Palms SR62 Town of Yucca Valley — PM Peak Hour

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	*L*	T	R	*L*	T	R	L	T	R
Movement 1: **10** secs	X			X								
Movement 2: **7** secs				X	X	X						
Movement 3: **48** secs		X	X		X	X						
Movement 4: **35** secs							X	X	X	X	X	X
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	S	1	2	S	1	2	S	1	1	1
Unadjusted Volume	93	1409	313	247	1240	90	306	67	213	82	73	78
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	30	30	10	10	10	10	35	35	10	10	10
Progression Adj. Factor (PAF)	1.00	0.70	-	1.00	0.70	-	1.00	1.00	-	1.00	1.00	1.00

Output

		***		***			***					
Peak Hour Volume (vph)	93	1409	313	247	1240	90	306	67	213	82	73	78
Saturation Flow (vph)	1800	3800	Shrd	1800	3800	Shrd	1200	3800	Shrd	1050	1900	1800
X or Volume/Capacity	0.65	0.99	-	0.91	0.66	-	0.77	0.22	-	0.24	0.12	0.13
Effective Green (sec)	8	46	-	15	53	-	33	33	-	33	33	33
Split Time (sec)	10	48	-	17	55	-	35	35	-	35	35	35
Min. Time or Ped. Time (sec)	10	30	-	10	10	-	10	35	-	10	10	10
Delay - 15 min pk (sec/veh)	65	37	-	78	14	-	44	25	-	26	24	24
Level of Service (LOS)	E	D+	-	E-	B	-	D	C+	-	C	C+	C+
Average 'Q' (veh/ln)	2	10	-	6	6	-	6	3	-	2	1	1
Design 'Q'-ft/ln (1.5*Qavg)	60	300	-	180	180	-	180	100	-	60	40	40
Do Vehicles Clear?	YES	YES	-	YES	YES	-	YES	YES	-	YES	YES	YES

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	43	Weighted Average Delay (seconds) =	43
Level of Service - LOS =	D	Level of Service - LOS =	D
		Intersection Capacity Utilization - ICU =	0.90

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied
Analysis Based on User Selected Splits

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*AGA*	Intersection	
Agency/Co.	*Town of Yucca Valley*	Jurisdiction	
Date Performed	*6/27/2005*	Analysis Year	*Future Year 2030 No Project*
Analysis Time Period	*PM Peak*		
Project Description	*#11*		
East/West Street:	*Yucca Valley Retail Cntr Drvwy*	North/South Street:	*Avalon Avenue*
Intersection Orientation:	*North-South*	Study Period (hrs):	*0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*0*	*489*	*86*	*217*	*547*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*489*	*86*	*217*	*547*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*1*	*1*	*0*
Configuration		*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*79*	*0*	*230*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*		
Hourly Flow Rate, HFR	*79*	*0*	*230*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*0*	*0*
Configuration		*LTR*				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*		*LTR*				
v (vph)		*217*		*309*				
C (m) (vph)		*1008*		*279*				
v/c		*0.22*		*1.11*				
95% queue length		*0.82*		*12.80*				
Control Delay		*9.5*		*125.9*				
LOS		*A*		*F*				
Approach Delay	--	--	*125.9*					
Approach LOS	--	--	*F*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*AGA*	Intersection	
Agency/Co.	*Town of Yucca Valley*	Jurisdiction	
Date Performed	*6/27/2005*	Analysis Year	*Future Year 2030 No Project*
Analysis Time Period	*PM Peak*		
Project Description	*#12*		
East/West Street:	*Palisades Drive*	North/South Street:	*Avalon Avenue*
Intersection Orientation:	*North-South*	Study Period (hrs):	*0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*13*	*430*	*57*	*29*	*482*	*32*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*13*	*430*	*57*	*29*	*482*	*32*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*1*	*1*	*0*
Configuration	*LT*		*R*	*L*		*TR*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*52*	*0*	*29*	*57*	*0*	*37*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*52*	*0*	*29*	*57*	*0*	*37*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*		*LTR*	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*	*L*	*LT*		*R*		*LTR*	
v (vph)	*13*	*29*	*52*		*29*		*94*	
C (m) (vph)	*1062*	*1086*	*194*		*629*		*257*	
v/c	*0.01*	*0.03*	*0.27*		*0.05*		*0.37*	
95% queue length	*0.04*	*0.08*	*1.04*		*0.14*		*1.60*	
Control Delay	*8.4*	*8.4*	*30.2*		*11.0*		*26.9*	
LOS	*A*	*A*	*D*		*B*		*D*	
Approach Delay	--	--	*23.3*			*26.9*		
Approach LOS	--	--	*C*			*D*		

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	AGA
Agency/Co.	Town of Yucca Valley
Date Performed	6/23/2005
Analysis Time Period	PM Peak

Site Information

Intersection	
Jurisdiction	
Analysis Year	Future Year 2030 No Project

Project ID #13

East/West Street: Yucca Trail

North/South Street: Palomar Avenue

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	104	562	247	190	546	129
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	167	202	239	128	266	101
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate	913		865		608		495	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.2		0.3		0.3	
Prop. Right-Turns	0.3		0.1		0.4		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	9.67		9.67		9.67		9.67	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.81		0.77		0.54		0.44	
hd, final value	9.67		9.67		9.67		9.67	
x, final value	2.45		2.35		1.63		1.34	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	7.7		7.7		7.7		7.7	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	913		865		608		495	
Delay	681.83		635.27		317.10		197.18	
LOS	F		F		F		F	
Approach: Delay	681.83		635.27		317.10		197.18	
LOS	F		F		F		F	
Intersection Delay	507.61							
Intersection LOS	F							

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	AGA	Intersection	
Agency/Co.	Town of Yucca Valley	Jurisdiction	
Date Performed	6/23/2005	Analysis Year	Future Year 2030 No Project
Analysis Time Period	PM Peak		

Project Description #14

East/West Street: Joshua Lane | North/South Street: Palomar Avenue

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	205	375	0	0	349	194
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	205	375	0	0	349	194
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	192	0	167
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	0	192	0	167
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT					L		R
v (vph)	205					192		167
C (m) (vph)	1036					159		617
v/c	0.20					1.21		0.27
95% queue length	0.73					10.79		1.09
Control Delay	9.3					194.7		13.0
LOS	A					F		B
Approach Delay	--	--				110.2		
Approach LOS	--	--				F		

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WEBSTER
WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Future Year 2030 No Project

#15 Poject Driveway @ SR62 **Town of Yucca Valley** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	*L*	T	R	*L*	T	R	L	T	R
Movement 1: **14** secs				X	X							
Movement 2: **61** secs		X	X		X							
Movement 3: **25** secs							X		X			
Movement 4: **0** secs												
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)		2	1	1	2		2		2			
Unadjusted Volume		1821	108	161	1693		184		101			
Peak Hour Factor (PHF)		1.00	1.00	1.00	1.00		1.00		1.00			
Min/Ped Time Override (sec)		20	20	10	20				25			
Progression Adj. Factor (PAF)		0.70	1.00	1.00	0.70		1.00		1.00			

Output

	***		***			***					
Peak Hour Volume (vph)		1821	108	161	1693		184		101			
Saturation Flow (vph)		3800	1800	1800	3800		3500		3400			
X or Volume/Capacity		0.81	0.10	0.75	0.61		0.23		0.13			
Effective Green (sec)		59	59	12	73		23		23			
Split Time (sec)		61	61	14	75		25		25			
Min. Time or Ped. Time (sec)		20	20	10	20		10		25			
Delay - 15 min pk (sec/veh)		15	9	63	6		32		31			
Level of Service (LOS)		B	A	E	A		C-		C-			
Average 'Q' (veh/ln)		7	1	4	4		2		1			
Design 'Q'-ft/ln (1.5*Qavg)		220	40	120	120		60		40			
Do Vehicles Clear?		YES	YES	YES	YES		YES		YES			

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	20	Weighted Average Delay (seconds) =	20
Level of Service - LOS =	B	Level of Service - LOS =	B
		Intersection Capacity Utilization - ICU =	0.66

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied
Analysis Based on User Selected Splits

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*AGA*	Intersection	
Agency/Co.	*Town of Yucca Valley*	Jurisdiction	
Date Performed	*6/23/2005*	Analysis Year	*Future Year 2030 No Project*
Analysis Time Period	*PM Peak*		
Project Description	*#16*		
East/West Street:	*Buena Vista Drive*	North/South Street:	*Yucca Mesa Road*
Intersection Orientation:	*North-South*	Study Period (hrs):	*0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*236*	*264*	*0*	*0*	*168*	*89*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*236*	*264*	*0*	*0*	*168*	*89*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*142*	*0*	*208*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*142*	*0*	*208*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*1*	*0*
Configuration					*LTR*	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LTR*	
v (vph)	*236*						*350*	
C (m) (vph)	*1320*						*416*	
v/c	*0.18*						*0.84*	
95% queue length	*0.65*						*8.05*	
Control Delay	*8.3*						*45.4*	
LOS	*A*						*E*	
Approach Delay	--	--				*45.4*		
Approach LOS	--	--				*E*		

>

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WEBSTER

WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Future Year 2030 No Project

#17 SR-62 @ LaContenta Rd/Yucca Mesa Rd in Town of Yucca Valley — PM Peak Hour

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	*L*	T	R	L	*T*	R	L	T	R	*L*	T	R
Movement 1: **19** secs	X			X								
Movement 2: **0** secs	X	X	X									
Movement 3: **50** secs		X	X		X	X						
Movement 4: **31** secs							X	X	X	X	X	X
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	S	1	2	S	1	1	S	1	1	S
Unadjusted Volume	304	1744	72	275	1482	349	63	53	214	275	94	200
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	26	26	10	29	29	10	29	29	10	30	30
Progression Adj. Factor (PAF)	1.00	0.70	-	1.00	0.70	-	1.00	1.00	-	1.00	1.00	-

Output

	***				***					***		
Peak Hour Volume (vph)	304	1744	72	275	1482	349	63	53	214	275	94	200
Saturation Flow (vph)	1800	3800	Shrd	1800	3800	Shrd	950	1900	Shrd	950	1900	Shrd
X or Volume/Capacity	0.99	1.00	-	0.90	1.00	-	0.23	0.48	-	1.00	0.53	-
Effective Green (sec)	17	48	-	17	48	-	29	29	-	29	29	-
Split Time (sec)	19	50	-	19	50	-	31	31	-	31	31	-
Min. Time or Ped. Time (sec)	10	26	-	10	29	-	10	29	-	10	30	-
Delay - 15 min pk (sec/veh)	91	38	-	72	40	-	29	32	-	89	33	-
Level of Service (LOS)	F	D+	-	E	D	-	C	C-	-	F	C-	-
Average 'Q' (veh/ln)	8	10	-	7	11	-	1	5	-	6	6	-
Design 'Q'-ft/ln (1.5*Qavg)	240	300	-	220	340	-	40	160	-	180	180	-
Do Vehicles Clear?	NO	YES	-	YES	YES	-	YES	YES	-	NO	YES	-

Summary of Results

Oversaturated - Mitigation Required	
Whole Intersection	**Critical Movements**
Weighted Average Delay (seconds) = 53	Weighted Average Delay (seconds) = 53
Level of Service - LOS = D-	Level of Service - LOS = F
	Intersection Capacity Utilization - ICU = 1.00
Predetermined Cycle Length is 100 sec	
Min./Ped. Times Satisfied	

Future Year 2030 No Project

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

****

Intersection #18 La Contenta Rd @ Yucca Trail

****

Average Delay (sec/veh): 495.9 Worst Case Level Of Service: F[2522.7]

****

Street Name:	La Contenta Rd						Yucca Trail					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 0 1 0			0 1 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	61	147	61	88	249	87	649	0	164	569	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	61	147	61	88	249	87	649	0	164	569	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	61	147	61	88	249	87	649	0	164	569	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	61	147	61	88	249	87	649	0	164	569	50
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	1770	649	1849	1745	594	619	xxxx	xxxxx	649	xxxx	xxxxx
Potent Cap.:	xxxx	84	473	58	87	509	971	xxxx	xxxxx	947	xxxx	xxxxx
Move Cap.:	xxxx	62	473	2	64	509	971	xxxx	xxxxx	947	xxxx	xxxxx
Volume/Cap:	xxxx	0.99	0.31	25.56	1.38	0.49	0.09	xxxx	xxxx	0.17	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx	0.3	xxxx	xxxxx	0.6	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	13957	xxxx	xxxxx	9.1	xxxx	xxxxx	9.6	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	*	A	*	*	A	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx	xxxx	160	xxxx	xxxx	181	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	12.3	xxxxx	xxxx	24.7	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	227.4	xxxxx	xxxx	453.1	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	F	*	*	F	A	*	*	*	*	*
ApproachDel:		227.4			2522.7			xxxxxx			xxxxxx	
ApproachLOS:		F			F			*			*	

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	AGA
Agency/Co.	Town of Yucca Valley
Date Performed	6/23/2005
Analysis Time Period	PM Peak

Site Information

Intersection	
Jurisdiction	
Analysis Year	Future Year 2030 No Project

Project ID #19

East/West Street: Sunny Vista Road

North/South Street: Alta Loma Drive

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	86	499	98	114	450	30
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	95	38	129	21	40	79
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		L	TR
PHF	1.00		1.00		1.00		1.00	1.00
Flow Rate	683		594		262		21	119
% Heavy Vehicles	0		0		0		0	0
No. Lanes	1		1		1		2	
Geometry Group	2		2		4a		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.2		0.4		1.0	0.0
Prop. Right-Turns	0.1		0.1		0.5		0.0	0.7
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	6.83		6.83		6.83		6.83	6.83

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	3.20
x, initial	0.61		0.53		0.23		0.02	0.11
hd, final value	6.83		6.83		6.83		6.83	6.83
x, final value	1.30		1.14		0.57		0.06	0.28
Move-up time, m	2.0		2.0		2.0		2.3	
Service Time	4.8		4.8		4.8		4.8	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	683		594		453		271	369
Delay	168.27		108.37		20.89		12.78	14.52
LOS	F		F		C		B	B
Approach: Delay	168.27		108.37		20.89		14.26	
LOS	F		F		C		B	
Intersection Delay	111.24							
Intersection LOS	F							

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WEBSTER

WEbster **B**ased **S**ignal **T**iming **E**valuation **R**outine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Future Year 2030 No Project

#20 SR-62 @ Park Boulevard **Town of Yucca Valley** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	*L*	T	R	L	T	R	*L*	T	R
Movement 1: **10** secs	X			X								
Movement 2: **18** secs				X	X	X						
Movement 3: **36** secs		X	X		X	X						
Movement 4: **36** secs							X	X	X	X	X	X
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	3	1	1	3	1	1	1	S	1	1	S
Unadjusted Volume	35	1643	135	391	1589	114	199	66	420	138	64	53
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	26	26	10	23	23	10	36	36	10	36	36
Progression Adj. Factor (PAF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-	1.00	1.00	-

Output

		***		***						***		
Peak Hour Volume (vph)	35	1643	135	391	1589	114	199	66	420	138	64	53
Saturation Flow (vph)	1800	5700	1800	1800	5700	1800	1300	1900	Shrd	500	1900	Shrd
X or Volume/Capacity	0.24	0.85	0.22	0.84	0.54	0.12	0.45	0.75	-	0.81	0.18	-
Effective Green (sec)	8	34	34	26	52	52	34	34	-	34	34	-
Split Time (sec)	10	36	36	28	54	54	36	36	-	36	36	-
Min. Time or Ped. Time (sec)	10	26	26	10	23	23	10	36	-	10	36	-
Delay - 15 min pk (sec/veh)	47	35	24	51	17	13	29	37	-	63	24	-
Level of Service (LOS)	D	D+	C+	D-	B	B	C	D+	-	E	C+	-
Average 'Q' (veh/ln)	1	10	2	8	7	2	4	9	-	3	2	-
Design 'Q'-ft/ln (1.5*Qavg)	40	300	60	240	220	60	120	280	-	100	60	-
Do Vehicles Clear?	YES	YES	YES	YES	YES	YES	YES	YES	-	YES	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	40	Weighted Average Delay (seconds) =	40
Level of Service - LOS =	D+	Level of Service - LOS =	D+
		Intersection Capacity Utilization - ICU =	0.83

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied
Analysis Based on User Selected Splits

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*AGA*	Intersection	
Agency/Co.	*Town of Yucca Valley*	Jurisdiction	
Date Performed	*6/23/2005*	Analysis Year	*Future Year 2030 No Project*
Analysis Time Period	*PM Peak*		
Project Description	*#21*		
East/West Street:	*Alta Loma Drive*	North/South Street:	*Quail Springs Rd/Park Blvd*
Intersection Orientation:	*North-South*	Study Period (hrs):	*0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*108*	*125*	*81*	*64*	*105*	*134*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*108*	*125*	*81*	*64*	*105*	*134*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*122*	*280*	*93*	*208*	*358*	*80*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*122*	*280*	*93*	*208*	*358*	*80*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (vph)	*108*	*64*		*495*			*646*	
C (m) (vph)	*1340*	*1377*		*0*			*88*	
v/c	*0.08*	*0.05*					*7.34*	
95% queue length	*0.26*	*0.15*					*73.07*	
Control Delay	*7.9*	*7.7*						
LOS	*A*	*A*		*F*			*F*	
Approach Delay	--	--						
Approach LOS	--	--					*F*	

>

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	AGA
Agency/Co.	Town of Yucca Valley
Date Performed	6/21/2005
Analysis Time Period	PM Peak

Site Information

Intersection	
Jurisdiction	
Analysis Year	Future Year 2030 No Project

Project Description #22

East/West Street: Twentynine Palms SR-62 | North/South Street: Yucca Valley Retail Cntr Drvwy

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		1613	89		1891	
Peak-Hour Factor, PHF		1.00	1.00		1.00	
Hourly Flow Rate, HFR	0	1613	89	0	1891	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	2	1	0	2	0
Configuration		T	R		T	
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume			51			
Peak-Hour Factor, PHF			1.00			
Hourly Flow Rate, HFR	0	0	51	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	1	0	0	0
Configuration			R			

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					R			
v (vph)					51			
C (m) (vph)					329			
v/c					0.16			
95% queue length					0.54			
Control Delay					17.9			
LOS					C			
Approach Delay	--	--	17.9					
Approach LOS	--	--	C					

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APPENDIX F

Opening Day (2007) with Mitigations
LOS Worksheets

WEBSTER
WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Opening Day 2007 With Projects Mitigated

#1 Inca Trail @ Twentynine Palms SR-62Town of Yucca Valley — PM Peak Hour

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	L	T	R	L	*T*	R	L	T	R
Movement 1: **75** secs	X	X	X	X	X	X						
Movement 2: **25** secs							X	X	X	X	X	X
Movement 3: **0** secs												
Movement 4: **0** secs												
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	S	1	2	S	S	1	S	S	1	S
Unadjusted Volume	25	1374	21	88	1047	15	20	8	83	17	8	30
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	16	16	10	16	16	10	25	25	10	25	25
Progression Adj. Factor (PAF)	1.00	1.00	-	1.00	1.00	-	-	1.00	-	-	1.00	-

Output *** ***

Peak Hour Volume (vph)	25	1374	21	88	1047	15	20	10	83	17	10	30
Saturation Flow (vph)	350	3800	Shrd	300	3800	Shrd	Shrd	1750	Shrd	Shrd	1650	Shrd
X or Volume/Capacity	0.10	0.50	-	0.40	0.38	-	-	0.28	-	-	0.15	-
Effective Green (sec)	73	73	-	73	73	-	-	23	-	-	23	-
Split Time (sec)	75	75	-	75	75	-	-	25	-	-	25	-
Min. Time or Ped. Time (sec)	10	16	-	10	16	-	-	25	-	-	25	-
Delay - 15 min pk (sec/veh)	5	6	-	11	5	-	-	33	-	-	32	-
Level of Service (LOS)	A	A	-	B	A	-	-	C-	-	-	C-	-
Average 'Q' (veh/ln)	1	5	-	1	4	-	-	2	-	-	1	-
Design 'Q'-ft/ln (1.5*Qavg)	40	160	-	40	120	-	-	60	-	-	40	-
Do Vehicles Clear?	YES	YES	-	YES	YES	-	-	YES	-	-	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	9	Weighted Average Delay (seconds) =	9
Level of Service - LOS =	A	Level of Service - LOS =	A
		Intersection Capacity Utilization - ICU =	0.45

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied
Analysis Based on User Selected Splits

WEBSTER
WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Opening Day 2007 With Projects Mitigated

5 SR-247 @ Buena Vista Dr/Skyline Rnch, Town of Yucca Valley — PM Peak Hour

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	T	R	L	"T"	R	L	"T"	R	L	T	R
Movement 1: **16** secs	X	X	X	X	X	X						
Movement 2: **35** secs							X	X	X	X	X	X
Movement 3: **0** secs												
Movement 4: **0** secs												
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	S	1	S	S	1	S	S	1	S	S	1	S
Unadjusted Volume	15	24	40	177	17	26	74	447	254	22	382	19
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	16	16	10	16	16	10	16	16	10	16	16
Progression Adj. Factor (PAF)	-	1.00	-	-	1.00	-	-	1.00	-	-	1.00	-

Output

					***			***				
Peak Hour Volume (vph)	15	24	40	177	17	26	74	447	254	22	382	19
Saturation Flow (vph)	Shrd	1750	Shrd	Shrd	1400	Shrd	Shrd	1750	Shrd	Shrd	1700	Shrd
X or Volume/Capacity	-	0.16	-	-	0.57	-	-	0.68	-	-	0.38	-
Effective Green (sec)	-	14	-	-	14	-	-	33	-	-	33	-
Split Time (sec)	-	16	-	-	16	-	-	35	-	-	35	-
Min. Time or Ped. Time (sec)	-	16	-	-	16	-	-	16	-	-	16	-
Delay - 15 min pk (sec/veh)	-	15	-	-	22	-	-	9	-	-	5	-
Level of Service (LOS)	-	B	-	-	C+	-	-	A	-	-	A	-
Average 'Q' (veh/ln)	-	1	-	-	2	-	-	4	-	-	2	-
Design 'Q'-ft/ln (1.5*Qavg)	-	40	-	-	60	-	-	120	-	-	60	-
Do Vehicles Clear?	-	YES	-	-	YES	-	-	YES	-	-	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	12	Weighted Average Delay (seconds) =	12
Level of Service - LOS =	B	Level of Service - LOS =	B
		Intersection Capacity Utilization - ICU =	0.65

Required Cycle Length is 51 sec
Min./Ped. Times Satisfied

WEBSTER
WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Opening Day 2007 With Projects Mitigated

 # 6 SR-62 @ Joshua Ln/SR-247 **Town of Yucca Valley** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	*L*	T	R	L	*T*	R	L	*T*	R	*L*	T	R
Movement 1: **16** secs	X			X								
Movement 2: **0** secs	X	X	X									
Movement 3: **43** secs		X	X		X	X						
Movement 4: **12** secs							X			X		
Movement 5: **4** secs										X	X	X
Movement 6: **15** secs								X	X		X	X
# of Lanes (#, S, P)	2	2	S	1	2	S	P	2	S	P	2	S
Unadjusted Volume	464	1141	148	234	1141	281	184	243	219	319	212	325
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	28	28	10	31	31	8	26	26	8	26	26
Permissive Veh/Cycle							2			2		
Progression Adj. Factor (PAF)	1.00	0.70	-	1.00	0.70	-	P/P	1.00	-	P/P	1.00	-

Output	***				***			***		***		
Peak Hour Volume (vph)	464	1141	148	234	1141	281	184	243	219	319	212	325
Saturation Flow (vph)	3500	3800	Shrd	1800	3800	Shrd	P/P	3800	Shrd	P/P	3800	Shrd
X or Volume/Capacity	0.85	0.74	-	0.84	0.82	-	0.52	0.84	-	0.85	0.75	-
Effective Green (sec)	14	41	-	14	41	-	10	13	-	14	17	-
Split Time (sec)	16	43	-	16	43	-	12	15	-	16	19	-
Min. Time or Ped. Time (sec)	10	28	-	10	31	-	8	26	-	8	26	-
Delay - 15 min pk (sec/veh)	52	17	-	61	19	-	27	52	-	49	41	-
Level of Service (LOS)	D-	B	-	E	B	-	C	D-	-	D	D	-
Average 'Q' (veh/ln)	5	6	-	5	7	-	2	5	-	6	6	-
Design 'Q'-ft/ln (1.5*Qavg)	160	180	-	160	220	-	60	160	-	180	180	-
Do Vehicles Clear?	YES	YES	-	YES	YES	-	YES	YES	-	YES	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	35	Weighted Average Delay (seconds) =	35
Level of Service - LOS =	C-	Level of Service - LOS =	C-
		Intersection Capacity Utilization - ICU =	0.84

Predetermined Cycle Length is 90 sec
Min./Ped. Times May Not Be Satisfied
Analysis Based on User Selected Splits

Notes: EBL+1, NB & SB PPLT

WEBSTER

WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Opening Day 2007 With Projects Mitigated

#7 Joshua Ln @ Yucca Trail **Town of Yucca Valley** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	L	T	R	L	T	R	*L*	T	R
Movement 1: **31** secs	X	X	X	X	X	X						
Movement 2: **22** secs							X	X	X	X	X	X
Movement 3: **0** secs												
Movement 4: **0** secs												
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	1	S	1	2	S	1	2	S	1	1	1
Unadjusted Volume	110	400	84	136	315	211	50	236	102	152	244	84
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	25	25	10	25	25	10	22	22	10	22	22
Progression Adj. Factor (PAF)	1.00	1.00	-	1.00	1.00	-	1.00	1.00	-	1.00	1.00	1.00

Output *** ***

Peak Hour Volume (vph)	110	400	84	136	315	211	50	236	102	152	244	84
Saturation Flow (vph)	800	1900	Shrd	1200	3800	Shrd	1200	3800	Shrd	1000	1900	1800
X or Volume/Capacity	0.25	0.47	-	0.21	0.25	-	0.11	0.24	-	0.40	0.34	0.12
Effective Green (sec)	29	29	-	29	29	-	20	20	-	20	20	20
Split Time (sec)	31	31	-	31	31	-	22	22	-	22	22	22
Min. Time or Ped. Time (sec)	10	25	-	10	25	-	10	22	-	10	22	22
Delay - 15 min pk (sec/veh)	8	9	-	7	7	-	11	12	-	15	13	11
Level of Service (LOS)	A	A	-	A	A	-	B	B	-	B	B	B
Average 'Q' (veh/ln)	1	3	-	1	2	-	1	2	-	1	2	1
Design 'Q'-ft/ln (1.5*Qavg)	40	100	-	40	60	-	40	60	-	40	60	40
Do Vehicles Clear?	YES	YES	-	YES	YES	-	YES	YES	-	YES	YES	YES

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	11	Weighted Average Delay (seconds) =	11
Level of Service - LOS =	B	Level of Service - LOS =	B
		Intersection Capacity Utilization - ICU =	0.44

Required Cycle Length is 53 sec
Min./Ped. Times Satisfied

WEBSTER

WEbster **B**ased **S**ignal **T**iming **E**valuation **R**outine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Opening Day 2007 With Projects Mitigated

#13 Yucca Trail @ Palomar Ave **Town of Yucca Valley** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	T	R	L	*T*	R	L	T	R	L	*T*	R
Movement 1: **20** secs	X	X	X	X	X	X						
Movement 2: **16** secs							X	X	X	X	X	X
Movement 3: **0** secs												
Movement 4: **0** secs												
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	S	1	S	S	1	S	S	1	S	S	1	S
Unadjusted Volume	110	400	84	136	315	211	50	236	102	152	244	84
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	16	16	10	16	16	10	16	16	10	16	16
Progression Adj. Factor (PAF)	-	1.00	-	-	1.00	-	-	1.00	-	-	1.00	-

Output *** ***

Peak Hour Volume (vph)	110	400	84	136	315	211	50	236	102	152	244	84
Saturation Flow (vph)	Shrd	1550	Shrd	Shrd	1550	Shrd	Shrd	1700	Shrd	Shrd	1500	Shrd
X or Volume/Capacity	-	0.77	-	-	0.85	-	-	0.59	-	-	0.82	-
Effective Green (sec)	-	18	-	-	18	-	-	14	-	-	14	-
Split Time (sec)	-	20	-	-	20	-	-	16	-	-	16	-
Min. Time or Ped. Time (sec)	-	16	-	-	16	-	-	16	-	-	16	-
Delay - 15 min pk (sec/veh)	-	14	-	-	19	-	-	13	-	-	22	-
Level of Service (LOS)	-	B	-	-	B	-	-	B	-	-	C+	-
Average 'Q' (veh/ln)	-	3	-	-	4	-	-	2	-	-	3	-
Design 'Q'-ft/ln (1.5*Qavg)	-	100	-	-	120	-	-	60	-	-	100	-
Do Vehicles Clear?	-	YES	-	-	YES	-	-	YES	-	-	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	21	Weighted Average Delay (seconds) =	21
Level of Service - LOS =	C+	Level of Service - LOS =	C+
		Intersection Capacity Utilization - ICU =	0.84

Required Cycle Length is 36 sec
Min./Ped. Times Satisfied

APPENDIX G

Future Year 2030 with Mitigations
LOS Worksheets

WEBSTER

WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Future Year 2030 With Projects Mitigated

#1 Inca Trail @ Twentynine Palms SR-62Town of Yucca Valley — PM Peak Hour

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	*L*	T	R	L	*T*	R	L	T	R
Movement 1: **14** secs	X			X								
Movement 2: **2** secs				X	X	X						
Movement 3: **59** secs		X	X		X	X						
Movement 4: **25** secs							X	X	X	X	X	X
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	S	1	2	S	S	1	1	S	1	1
Unadjusted Volume	133	1534	102	207	1155	39	90	84	183	43	88	155
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	22	22	10	22	22	10	25	25	10	25	25
Progression Adj. Factor (PAF)	1.00	1.00	-	1.00	1.00	-	-	1.00	1.00	-	1.00	1.00

Output

		***		***				***				
Peak Hour Volume (vph)	133	1534	102	207	1155	39	90	84	183	43	88	155
Saturation Flow (vph)	1800	3800	Shrd	1800	3800	Shrd	Shrd	1400	1800	Shrd	1500	1800
X or Volume/Capacity	0.62	0.76	-	0.82	0.53	-	-	0.54	0.44	-	0.38	0.37
Effective Green (sec)	12	57	-	14	59	-	-	23	23	-	23	23
Split Time (sec)	14	59	-	16	61	-	-	25	25	-	25	25
Min. Time or Ped. Time (sec)	10	22	-	10	22	-	-	25	25	-	25	25
Delay - 15 min pk (sec/veh)	54	19	-	67	13	-	-	40	36	-	36	35
Level of Service (LOS)	D-	B	-	E	B	-	-	D	D+	-	D+	D+
Average 'Q' (veh/ln)	3	10	-	5	7	-	-	4	4	-	3	3
Design 'Q'-ft/ln (1.5*Qavg)	100	300	-	160	220	-	-	120	120	-	100	100
Do Vehicles Clear?	YES	YES	-	YES	YES	-	-	YES	YES	-	YES	YES

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	26	Weighted Average Delay (seconds) =	26
Level of Service - LOS =	C	Level of Service - LOS =	C
		Intersection Capacity Utilization - ICU =	0.71

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied
Analysis Based on User Selected Splits

Notes: Protected E/W Lefts, Add N & S Right Turn Lanes

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WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Future Year 2030 With Projects Mitigated

#2 SR-62 @ PioneertoownRd/DeerTrail Town of Yucca Valley — PM Peak Hour

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	*L*	T	R	L	*T*	R	*L*	T	R
Movement 1: **10** secs	X			X								
Movement 2: **9** secs				X	X	X						
Movement 3: **52** secs		X	X		X	X						
Movement 4: **10** secs							X			X		
Movement 5: **5** secs										X	X	X
Movement 6: **14** secs								X	X		X	X
# of Lanes (#, S, P)	1	2	1	1	2	1	1	1	1	2	1	S
Unadjusted Volume	100	1777	54	266	1412	92	49	191	175	401	98	56
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	25	25	10	25	25	8	31	31	8	31	31
Progression Adj. Factor (PAF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-

Output

		***		***				***		***		
Peak Hour Volume (vph)	100	1777	54	266	1412	92	49	191	175	401	98	56
Saturation Flow (vph)	1800	3800	1800	1800	3800	1800	1800	1900	1800	3500	1900	Shrd
X or Volume/Capacity	0.69	0.94	0.06	0.87	0.63	0.09	0.34	0.84	0.81	0.88	0.48	-
Effective Green (sec)	8	50	50	17	59	59	8	12	12	13	17	-
Split Time (sec)	10	52	52	19	61	61	10	14	14	15	19	-
Min. Time or Ped. Time (sec)	10	25	25	10	25	25	8	31	31	8	31	-
Delay - 15 min pk (sec/veh)	69	34	13	67	15	9	50	72	70	64	42	-
Level of Service (LOS)	E	C-	B	E	B	A	D	E	E	E	D	-
Average 'Q' (veh/ln)	3	13	1	7	8	1	1	5	5	5	4	-
Design 'Q'-ft/ln (1.5*Qavg)	100	400	40	220	240	40	40	160	160	160	120	-
Do Vehicles Clear?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	45	Weighted Average Delay (seconds) =	45
Level of Service - LOS =	D	Level of Service - LOS =	D
		Intersection Capacity Utilization - ICU =	0.90

Predetermined Cycle Length is 100 sec
Min./Ped. Times May Not Be Satisfied
Analysis Based on User Selected Splits

Notes: Protected Left All Directions, + 1 SBL, + 1 NBR

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WEbster **B**ased **S**ignal **T**iming **E**valuation **R**outine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

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 # 3 SR-62 @ Yucca Trail/Sage Ave **Town of Yucca Valley** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	*L*	T	R	L	*T*	R	*L*	T	R
Movement 1: **10** secs	X			X								
Movement 2: **10** secs	X	X	X									
Movement 3: **36** secs		X	X		X	X						
Movement 4: **19** secs							X			X		
Movement 5: **0** secs										X	X	X
Movement 6: **25** secs								X	X		X	X
# of Lanes (#, S, P)	1	3	1	1	3	S	2	1	S	1	1	1
Unadjusted Volume	192	2006	460	100	1512	142	374	284	56	249	309	133
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	23	23	10	23	23	10	32	32	10	32	32
Progression Adj. Factor (PAF)	1.00	1.00	1.00	1.00	1.00	-	1.00	1.00	-	1.00	1.00	1.00

Output

		***		***				***		***		
Peak Hour Volume (vph)	192	2006	460	100	1512	142	374	284	56	249	309	133
Saturation Flow (vph)	1800	5700	1800	1800	5700	Shrd	3500	1900	Shrd	1800	1900	1800
X or Volume/Capacity	0.59	0.80	0.58	0.69	0.85	-	0.63	0.78	-	0.81	0.71	0.32
Effective Green (sec)	18	44	44	8	34	-	17	23	-	17	23	23
Split Time (sec)	20	46	46	10	36	-	19	25	-	19	25	25
Min. Time or Ped. Time (sec)	10	23	23	10	23	-	10	32	-	10	32	32
Delay - 15 min pk (sec/veh)	45	27	24	69	36	-	44	49	-	61	45	34
Level of Service (LOS)	D	C	C+	E	D+	-	D	D	-	E	D	C-
Average 'Q' (veh/ln)	4	10	7	3	10	-	4	8	-	6	7	3
Design 'Q'-ft/ln (1.5*Qavg)	120	300	220	100	300	-	120	240	-	180	220	100
Do Vehicles Clear?	YES	YES	YES	YES	YES	-	YES	YES	-	YES	YES	YES

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	35	Weighted Average Delay (seconds) =	35
Level of Service - LOS =	C-	Level of Service - LOS =	C-
		Intersection Capacity Utilization - ICU =	0.79

Predetermined Cycle Length is 100 sec
Min./Ped. Times May Not Be Satisfied
Analysis Based on User Selected Splits

Notes: Protected Left All Directions, + 1 EBT & EBR, + 1 WBT, + 1 NBL (No Storage), + 1 SBR

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WEbster Based Signal Timing Evaluation Routine
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Future Year 2030 With Project Mitigated

 # 4 SR-247 @ Aberdeen Drive **Town of Yucca Valley** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	T	R	L	*T*	R	L	T	R	L	*T*	R
Movement 1: **19** secs				X	X	X						
Movement 2: **49** secs								X	X	X	X	
Movement 3: **0** secs												
Movement 4: **0** secs												
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)				S	1	S		1	1	S	1	
Unadjusted Volume				315	33	32		886	393	29	913	
Peak Hour Factor (PHF)				1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Min/Ped Time Override (sec)				10	19	19		16	16	8	13	
Progression Adj. Factor (PAF)				-	1.00	-		1.00	1.00	-	1.00	

Output

					***						***	
Peak Hour Volume (vph)				315	33	32		886	393	29	913	
Saturation Flow (vph)				Shrd	1900	Shrd		1900	1800	Shrd	1550	
X or Volume/Capacity				-	0.80	-		0.67	0.32	-	0.88	
Effective Green (sec)				-	17	-		47	47	-	47	
Split Time (sec)				-	19	-		49	49	-	49	
Min. Time or Ped. Time (sec)				-	19	-		16	16	-	13	
Delay - 15 min pk (sec/veh)				-	37	-		9	5	-	19	
Level of Service (LOS)				-	D+	-		A	A	-	B	
Average 'Q' (veh/ln)				-	6	-		5	2	-	6	
Design 'Q'-ft/ln (1.5*Qavg)				-	180	-		160	60	-	180	
Do Vehicles Clear?				-	YES	-		YES	YES	-	YES	

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	24	Weighted Average Delay (seconds) =	24
Level of Service - LOS =	C+	Level of Service - LOS =	C+
		Intersection Capacity Utilization - ICU =	0.86

Required Cycle Length is 68 sec
Min./Ped. Times Satisfied

Notes: Signal, + 1 NBR

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WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Future Year 2030 With Project Mitigated

5 SR-247 @ Buena Vista Dr/Skyline Rnch Town of Yucca Valley — PM Peak Hour

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	T	R	L	*T*	R	L	*T*	R	*L*	T	R
Movement 1: **25** secs	X	X	X	X	X	X						
Movement 2: **8** secs							X			X		
Movement 3: **2** secs							X	X	X			
Movement 4: **27** secs								X	X		X	X
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	S	1	S	S	1	S	P	2	S	P	2	S
Unadjusted Volume	51	63	193	315	33	32	231	886	393	29	913	50
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	25	25	10	25	25	8	16	16	8	16	16
Permissive Veh/Cycle							2			2		
Progression Adj. Factor (PAF)	-	1.00	-	-	1.00	-	P/P	1.00	-	P/P	1.00	-

Output

					***			***		***		
Peak Hour Volume (vph)	51	63	193	315	33	32	231	886	393	29	913	50
Saturation Flow (vph)	Shrd	1750	Shrd	Shrd	1200	Shrd	P/P	3800	Shrd	P/P	3800	Shrd
X or Volume/Capacity	-	0.47	-	-	0.85	-	0.50	0.77	-	0.05	0.63	-
Effective Green (sec)	-	23	-	-	23	-	8	27	-	6	25	-
Split Time (sec)	-	25	-	-	25	-	10	29	-	8	27	-
Min. Time or Ped. Time (sec)	-	25	-	-	25	-	8	16	-	8	16	-
Delay - 15 min pk (sec/veh)	-	17	-	-	36	-	16	18	-	3	17	-
Level of Service (LOS)	-	B	-	-	D+	-	B	B	-	A	B	-
Average 'Q' (veh/ln)	-	3	-	-	5	-	2	6	-	1	5	-
Design 'Q'-ft/ln (1.5*Qavg)	-	100	-	-	160	-	60	180	-	40	160	-
Do Vehicles Clear?	-	YES	-	-	YES	-	YES	YES	-	YES	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	23	Weighted Average Delay (seconds) =	23
Level of Service - LOS =	C+	Level of Service - LOS =	C+
		Intersection Capacity Utilization - ICU =	0.73

Required Cycle Length is 62 sec

Min./Ped. Times Satisfied

Notes: Signal, N&S PPLT, + 1 N&S Thru

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Futrue Year 2030 With Projects Mitigated

 # 6 SR-62 @ Joshua Ln/SR-247 **Town of Yucca Valley** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	*L*	T	R	L	*T*	R	*L*	T	*R*	L	T	R
Movement 1: **21** secs	X			X								X
Movement 2: **2** secs	X	X	X									X
Movement 3: **39** secs		X	X		X	X						
Movement 4: **12** secs							X			X		
Movement 5: **16** secs								X	X		X	X
Movement 6: **0** secs												
# of Lanes (#, S, P)	2	2	1	1	2	1	2	2	1	2	2	1
Unadjusted Volume	762	1426	301	282	1426	351	349	475	249	347	492	589
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	34	34	10	34	34	8	34	34	8	34	34
Progression Adj. Factor (PAF)	1.00	0.70	1.00	1.00	0.70	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Output

	***				***		***		***			
Peak Hour Volume (vph)	762	1426	301	282	1426	351	349	475	249	347	492	589
Saturation Flow (vph)	3500	3800	1800	1800	3800	1800	3500	3800	1800	3500	3800	1800
X or Volume/Capacity	0.93	0.87	0.39	0.74	0.91	0.47	0.90	0.80	0.89	0.89	0.83	0.80
Effective Green (sec)	21	39	39	19	37	37	10	14	14	10	14	37
Split Time (sec)	23	41	41	21	39	39	12	16	16	12	16	39
Min. Time or Ped. Time (sec)	10	34	34	10	34	34	8	34	34	8	34	34
Delay - 15 min pk (sec/veh)	53	23	19	46	27	22	65	48	69	65	50	32
Level of Service (LOS)	D-	C+	B	D	C	C+	E	D	E	E	D	C-
Average 'Q' (veh/ln)	8	7	4	6	8	5	4	5	6	4	5	9
Design 'Q'-ft/ln (1.5*Qavg)	240	220	120	180	240	160	120	160	180	120	160	280
Do Vehicles Clear?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	43	Weighted Average Delay (seconds) =	43
Level of Service - LOS =	D	Level of Service - LOS =	D
		Intersection Capacity Utilization - ICU =	0.91

Predetermined Cycle Length is 90 sec
Min./Ped. Times May Not Be Satisfied
Analysis Based on User Selected Splits

Notes: +1 EBL, +1 EBR & WBR, +1 NBR & SBR, +1 NB & SB Left, Protected N & S Left, + SBRight Turn Overlap

WEBSTER

WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Futrue Year 2030 With Projects Mitigated

#7 Joshua Ln @ Yucca Trail **Town of Yucca Valley** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	L	T	R	L	T	R	*L*	T	R
Movement 1: **25** secs	X	X	X	X	X	X						
Movement 2: **27** secs							X	X	X	X	X	X
Movement 3: **0** secs												
Movement 4: **0** secs												
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	1	S	1	2	S	1	2	S	1	1	1
Unadjusted Volume	158	538	145	244	417	318	96	511	207	267	549	139
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	25	25	10	25	25	10	22	22	10	22	22
Progression Adj. Factor (PAF)	1.00	1.00	-	1.00	1.00	-	1.00	1.00	-	1.00	1.00	1.00

Output *** ***

Peak Hour Volume (vph)	158	538	145	244	417	318	96	511	207	267	549	139
Saturation Flow (vph)	600	1900	Shrd	1100	3800	Shrd	1050	3800	Shrd	600	1900	1800
X or Volume/Capacity	0.60	0.81	-	0.50	0.44	-	0.19	0.39	-	0.93	0.60	0.16
Effective Green (sec)	23	23	-	23	23	-	25	25	-	25	25	25
Split Time (sec)	25	25	-	25	25	-	27	27	-	27	27	27
Min. Time or Ped. Time (sec)	10	25	-	10	25	-	10	22	-	10	22	22
Delay - 15 min pk (sec/veh)	20	21	-	14	11	-	9	9	-	50	13	8
Level of Service (LOS)	C+	C+	-	B	B	-	A	A	-	D	B	A
Average 'Q' (veh/ln)	1	6	-	2	3	-	1	3	-	3	4	1
Design 'Q'-ft/ln (1.5*Qavg)	40	180	-	60	100	-	40	100	-	100	120	40
Do Vehicles Clear?	YES	YES	-	YES	YES	-	YES	YES	-	NO	YES	YES

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	30	Weighted Average Delay (seconds) =	30
Level of Service - LOS =	C	Level of Service - LOS =	C
		Intersection Capacity Utilization - ICU =	0.87

Required Cycle Length is 52 sec
Min./Ped. Times Satisfied

WEBSTER

WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Futrue Year 2030 With Projects Mitigated

#8 Joshua Ln @ Onaga Trail **Town of Yucca Valley** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	L	T	R	L	*T*	R	L	T	R
Movement 1: **17** secs	X	X	X	X	X	X						
Movement 2: **44** secs							X	X	X	X	X	X
Movement 3: **0** secs												
Movement 4: **0** secs												
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	1	S	1	1	S	S	1	S	S	1	S
Unadjusted Volume	206	314	104	162	228	79	119	596	157	61	665	192
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	8	16	16	8	16	16	8	19	19	8	19	19
Progression Adj. Factor (PAF)	1.00	1.00	-	1.00	1.00	-	-	1.00	-	-	1.00	-

Output *** ***

Peak Hour Volume (vph)	206	314	104	162	228	79	119	596	157	61	665	192
Saturation Flow (vph)	1250	1900	Shrd	1200	1900	Shrd	Shrd	1350	Shrd	Shrd	1650	Shrd
X or Volume/Capacity	0.67	0.89	-	0.55	0.66	-	-	0.94	-	-	0.81	-
Effective Green (sec)	15	15	-	15	15	-	-	42	-	-	42	-
Split Time (sec)	17	17	-	17	17	-	-	44	-	-	44	-
Min. Time or Ped. Time (sec)	8	16	-	8	16	-	-	19	-	-	19	-
Delay - 15 min pk (sec/veh)	32	45	-	27	28	-	-	26	-	-	13	-
Level of Service (LOS)	C-	D	-	C	C	-	-	C	-	-	B	-
Average 'Q' (veh/ln)	3	6	-	2	4	-	-	6	-	-	5	-
Design 'Q'-ft/ln (1.5*Qavg)	100	180	-	60	120	-	-	180	-	-	160	-
Do Vehicles Clear?	YES	YES	-	YES	YES	-	-	NO	-	-	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	33	Weighted Average Delay (seconds) =	33
Level of Service - LOS =	C-	Level of Service - LOS =	C-
		Intersection Capacity Utilization - ICU =	0.93

Required Cycle Length is 61 sec
Min./Ped. Times Satisfied

Notes: + 1 NB & SB Lefts

WEBSTER

WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Future Year 2030 With Project Mitigated

#9 SR-62 @ Hanford Ave/Balsa Ave **Town of Yucca Valley** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	*L*	T	R	L	*T*	R	*L*	T	R
Movement 1: **10** secs	X			X								
Movement 2: **4** secs				X	X	X						
Movement 3: **48** secs		X	X		X	X						
Movement 4: **15** secs							X			X		
Movement 5: **0** secs										X	X	X
Movement 6: **23** secs								X	X		X	X
# of Lanes (#, S, P)	1	2	1	1	2	1	1	2	S	2	2	S
Unadjusted Volume	42	1548	239	185	1560	324	158	455	236	408	539	45
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	28	28	10	28	28	10	10	10	10	31	31
Progression Adj. Factor (PAF)	1.00	0.70	1.00	1.00	0.70	1.00	1.00	1.00	-	1.00	1.00	-

Output

		***		***				***		***		
Peak Hour Volume (vph)	42	1548	239	185	1560	324	158	455	236	408	539	45
Saturation Flow (vph)	1800	3800	1800	1800	3800	1800	1800	3800	Shrd	3500	3800	Shrd
X or Volume/Capacity	0.29	0.89	0.29	0.86	0.82	0.36	0.68	0.87	-	0.90	0.73	-
Effective Green (sec)	8	46	46	12	50	50	13	21	-	13	21	-
Split Time (sec)	10	48	48	14	52	52	15	23	-	15	23	-
Min. Time or Ped. Time (sec)	10	28	28	10	28	28	10	10	-	10	31	-
Delay - 15 min pk (sec/veh)	48	24	18	76	19	16	56	50	-	66	43	-
Level of Service (LOS)	D	C+	B	E-	B	B	E+	D-	-	E	D	-
Average 'Q' (veh/ln)	1	8	4	5	8	5	4	8	-	5	6	-
Design 'Q'-ft/ln (1.5*Qavg)	40	240	120	160	240	160	120	240	-	160	180	-
Do Vehicles Clear?	YES	YES	YES	YES	YES	YES	YES	YES	-	YES	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	40	Weighted Average Delay (seconds) =	40
Level of Service - LOS =	D+	Level of Service - LOS =	D+
		Intersection Capacity Utilization - ICU =	0.88

Predetermined Cycle Length is 100 sec
Min./Ped. Times May Not Be Satisfied
Analysis Based on User Selected Splits

Notes: + 1 EB & WB Right, +1 NB & SB Thru, + 1 SB Left, NB & SB Protected

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*AGA*	Intersection	
Agency/Co.	*Town of Yucca Valley*	Jurisdiction	
Date Performed	*6/27/2005*	Analysis Year	*2030 With Project Mitigated*
Analysis Time Period	*PM Peak*		

Project Description *#11*

East/West Street: *Yucca Valley Retail Cntr Drvwy*	North/South Street: *Avalon Avenue*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*0*	*512*	*86*	*217*	*558*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*512*	*86*	*217*	*558*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*79*	*0*	*230*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*		
Hourly Flow Rate, HFR	*79*	*0*	*230*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*0*
Configuration	*L*		*R*			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			
v (vph)		*217*	*79*		*230*			
C (m) (vph)		*989*	*136*		*512*			
v/c		*0.22*	*0.58*		*0.45*			
95% queue length		*0.84*	*2.94*		*2.30*			
Control Delay		*9.7*	*62.9*		*17.6*			
LOS		*A*	*F*		*C*			
Approach Delay	--	--	*29.2*					
Approach LOS	--	--	*D*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*AGA*	Intersection	
Agency/Co.	*Town of Yucca Valley*	Jurisdiction	
Date Performed	*6/27/2005*	Analysis Year	*Future Year 2030 With Project*
Analysis Time Period	*PM Peak*		

Project Description *#12*

East/West Street: *Palisade Drive*	North/South Street: *Avalon Avenue*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*13*	*433*	*96*	*43*	*479*	*32*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*13*	*433*	*96*	*43*	*479*	*32*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*1*	*2*	*0*
Configuration	*LT*		*R*	*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*106*	*0*	*44*	*57*	*0*	*37*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*106*	*0*	*44*	*57*	*0*	*37*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*		*LTR*	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*	*L*	*LT*		*R*		*LTR*	
v (vph)	*13*	*43*	*106*		*44*		*94*	
C (m) (vph)	*1065*	*1048*	*261*		*576*		*215*	
v/c	*0.01*	*0.04*	*0.41*		*0.08*		*0.44*	
95% queue length	*0.04*	*0.13*	*1.87*		*0.25*		*2.05*	
Control Delay	*8.4*	*8.6*	*27.9*		*11.8*		*34.1*	
LOS	*A*	*A*	*D*		*B*		*D*	
Approach Delay	--	--	*23.2*			*34.1*		
Approach LOS	--	--	*C*			*D*		

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WEBSTER

WEbster **B**ased **S**ignal **T**iming **E**valuation **R**outine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Future Year 2030 With Projects Mitigated

#13 Yucca Trail @ Palomar Ave **Town of Yucca Valley** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	L	T	R	L	*T*	R	L	T	R
Movement 1: **29** secs	X	X	X	X	X	X						
Movement 2: **19** secs							X	X	X	X	X	X
Movement 3: **0** secs												
Movement 4: **0** secs												
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	1	S	1	1	S	1	1	S	1	1	S
Unadjusted Volume	115	562	247	190	546	140	167	223	239	140	289	113
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	19	19	10	19	19	10	19	19	10	19	19
Progression Adj. Factor (PAF)	1.00	1.00	-	1.00	1.00	-	1.00	1.00	-	1.00	1.00	-

Output *** ***

Peak Hour Volume (vph)	115	562	247	190	546	140	167	223	239	140	289	113
Saturation Flow (vph)	1100	1900	Shrd	850	1900	Shrd	1150	1900	Shrd	900	1900	Shrd
X or Volume/Capacity	0.19	0.76	-	0.40	0.64	-	0.41	0.69	-	0.44	0.60	-
Effective Green (sec)	27	27	-	27	27	-	17	17	-	17	17	-
Split Time (sec)	29	29	-	29	29	-	19	19	-	19	19	-
Min. Time or Ped. Time (sec)	10	19	-	10	19	-	10	19	-	10	19	-
Delay - 15 min pk (sec/veh)	6	13	-	8	10	-	15	19	-	16	17	-
Level of Service (LOS)	A	B	-	A	B	-	B	B	-	B	B	-
Average 'Q' (veh/ln)	1	5	-	1	4	-	1	4	-	1	3	-
Design 'Q'-ft/ln (1.5*Qavg)	40	160	-	40	120	-	40	120	-	40	100	-
Do Vehicles Clear?	YES	YES	-	YES	YES	-	YES	YES	-	YES	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	16	Weighted Average Delay (seconds) =	16
Level of Service - LOS =	B	Level of Service - LOS =	B
		Intersection Capacity Utilization - ICU =	0.73

Required Cycle Length is 48 sec
Min./Ped. Times Satisfied

Notes: Signal, Add Left Turn Lane in All Directions

WEBSTER

WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Future Year 2030 With Projects Mitigated

#14 Joshua Lane @ Palomar Ave **Town of Yucca Valley** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	L	T	R	L	T	R	*L*	T	R
Movement 1: **33** secs	X	X			X	X						
Movement 2: **16** secs										X	X	X
Movement 3: **0** secs												
Movement 4: **0** secs												
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	S	1			1	S				1	1	S
Unadjusted Volume	205	273			349	205				204	10	167
Peak Hour Factor (PHF)	1.00	1.00			1.00	1.00				1.00	1.00	1.00
Min/Ped Time Override (sec)	10	16			19	19				10	16	16
Progression Adj. Factor (PAF)	-	1.00			1.00	-				1.00	1.00	-

Output *** ***

Peak Hour Volume (vph)	205	273			349	205				204	10	167
Saturation Flow (vph)	Shrd	1200			1900	Shrd				1800	1900	Shrd
X or Volume/Capacity	-	0.63			0.46	-				0.40	0.33	-
Effective Green (sec)	-	31			31	-				14	14	-
Split Time (sec)	-	33			33	-				16	16	-
Min. Time or Ped. Time (sec)	-	16			19	-				10	16	-
Delay - 15 min pk (sec/veh)	-	9			6	-				16	15	-
Level of Service (LOS)	-	A			A	-				B	B	-
Average 'Q' (veh/ln)	-	2			3	-				2	2	-
Design 'Q'-ft/ln (1.5*Qavg)	-	60			100	-				60	60	-
Do Vehicles Clear?	-	YES			YES	-				YES	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	12	Weighted Average Delay (seconds) =	12
Level of Service - LOS =	B	Level of Service - LOS =	B
		Intersection Capacity Utilization - ICU =	0.56

Required Cycle Length is 49 sec
Min./Ped. Times Satisfied

Notes: Signal, 1 SBR 1 SBL

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*AGA*	Intersection	
Agency/Co.	*Town of Yucca Valley*	Jurisdiction	
Date Performed	*6/23/2005*	Analysis Year	*2030 With Project Mitigated*
Analysis Time Period	*PM Peak*		

Project Description	*#16*
East/West Street:	*Buena Vista Drive*
North/South Street:	*Yucca Mesa Road*
Intersection Orientation:	*North-South*
Study Period (hrs):	*0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*248*	*276*	*0*	*0*	*179*	*89*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*248*	*276*	*0*	*0*	*179*	*89*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*1*	*0*
Configuration	*L*	*T*				*TR*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*142*	*0*	*219*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*142*	*0*	*219*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*					*L*		*R*
v (vph)	*248*					*142*		*219*
C (m) (vph)	*1307*					*221*		*820*
v/c	*0.19*					*0.64*		*0.27*
95% queue length	*0.70*					*3.87*		*1.08*
Control Delay	*8.4*					*46.6*		*11.0*
LOS	*A*					*E*		*B*
Approach Delay	--	--				*25.0-*		
Approach LOS	--	--				*C*		

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WEBSTER
WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Future Year 2030 With Project Mitigated

#17 SR-62 @ LaContenta Rd/Yucca Mesa Rd/Town of Yucca Valley — PM Peak Hour

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	*L*	T	R	L	*T*	R	L	T	R	*L*	T	*R*
Movement 1: 22 secs	X			X								
Movement 2: 1 secs	X	X	X									
Movement 3: 46 secs		X	X		X	X						
Movement 4: 15 secs							X			X		
Movement 5: 16 secs								X	X		X	X
Movement 6: 0 secs												
# of Lanes (#, S, P)	1	3	S	1	2	1	P	1	1	P	1	1
Unadjusted Volume	327	1779	84	275	1513	349	74	53	214	275	94	221
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	10	26	26	10	29	29	8	29	29	8	30	30
Permissive Veh/Cycle							2			2		
Progression Adj. Factor (PAF)	1.00	0.70	-	1.00	0.70	1.00	P/P	1.00	1.00	P/P	1.00	1.00

Output	***				***					***		***
Peak Hour Volume (vph)	327	1779	84	275	1513	349	74	53	214	275	94	221
Saturation Flow (vph)	1800	5700	Shrd	1800	3800	1800	P/P	1900	1800	P/P	1900	1800
X or Volume/Capacity	0.87	0.73	-	0.76	0.90	0.44	0.09	0.20	0.85	0.86	0.35	0.88
Effective Green (sec)	21	45	-	20	44	44	13	14	14	13	14	14
Split Time (sec)	23	47	-	22	46	46	15	16	16	15	16	16
Min. Time or Ped. Time (sec)	10	26	-	10	29	29	8	29	29	8	30	30
Delay - 15 min pk (sec/veh)	60	18	-	52	27	21	4	40	70	57	43	74
Level of Service (LOS)	E	B	-	D-	C	C+	A	D+	E	E+	D	E
Average 'Q' (veh/ln)	8	7	-	6	9	5	1	1	6	5	2	6
Design 'Q'-ft/ln (1.5*Qavg)	240	220	-	180	280	160	40	40	180	160	60	180
Do Vehicles Clear?	YES	YES	-	YES	YES	YES	YES	YES	YES	YES	YES	YES

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	40	Weighted Average Delay (seconds) =	40
Level of Service - LOS =	D+	Level of Service - LOS =	D+
		Intersection Capacity Utilization - ICU =	0.89

Predetermined Cycle Length is 100 sec
Min./Ped. Times May Not Be Satisfied

Notes: +1 EB Thru, +1 WB Right, +1 NB & SB Right, NB & SB PPLT

WEBSTER

WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Futrue Year 2030 With Projects Mitigated

#18 Yucca Trail @ La Contera Road **Town of Yucca Valley** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	T	R	L	*T*	R	L	T	R	L	*T*	R
Movement 1: **41** secs	X	X	X	X	X	X						
Movement 2: **16** secs							X	X	X	X	X	X
Movement 3: **0** secs												
Movement 4: **0** secs												
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	S	1	S	S	1	S	S	1	S	1	1	S
Unadjusted Volume	87	672	10	164	590	50	10	61	147	61	88	249
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	8	19	19	8	19	19	8	16	16	8	16	16
Progression Adj. Factor (PAF)	-	1.00	-	-	1.00	-	-	1.00	-	1.00	1.00	-

Output *** ***

Peak Hour Volume (vph)	87	672	10	164	590	50	10	61	147	61	88	249
Saturation Flow (vph)	Shrd	1600	Shrd	Shrd	1400	Shrd	Shrd	1850	Shrd	1100	1900	Shrd
X or Volume/Capacity	-	0.70	-	-	0.84	-	-	0.48	-	0.23	0.72	-
Effective Green (sec)	-	39	-	-	39	-	-	14	-	14	14	-
Split Time (sec)	-	41	-	-	41	-	-	16	-	16	16	-
Min. Time or Ped. Time (sec)	-	19	-	-	19	-	-	16	-	8	16	-
Delay - 15 min pk (sec/veh)	-	9	-	-	15	-	-	22	-	19	29	-
Level of Service (LOS)	-	A	-	-	B	-	-	C+	-	B	C	-
Average 'Q' (veh/ln)	-	4	-	-	4	-	-	3	-	1	4	-
Design 'Q'-ft/ln (1.5*Qavg)	-	120	-	-	120	-	-	100	-	40	120	-
Do Vehicles Clear?	-	YES	-	-	YES	-	-	YES	-	YES	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	20	Weighted Average Delay (seconds) =	20
Level of Service - LOS =	B	Level of Service - LOS =	B
		Intersection Capacity Utilization - ICU =	0.81

Required Cycle Length is 57 sec
Min./Ped. Times Satisfied

Notes: Signal

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	AGA
Agency/Co.	Town of Yucca Valley
Date Performed	6/23/2005
Analysis Time Period	PM Peak

Site Information

Intersection	
Jurisdiction	
Analysis Year	2030 With Project Mitigated

Project ID #19

East/West Street: Sunny Vista Road

North/South Street: Alta Loma Drive

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	86	518	98	114	467	30
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	95	38	129	21	40	79
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	TR	L	TR	LT	R	LTR	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate	345	357	114	497	133	129	140	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2	0.0	1.0	0.0	0.7	0.0	0.2	
Prop. Right-Turns	0.0	0.3	0.0	0.1	0.0	1.0	0.6	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	7.37	7.37	7.37	7.37	7.37	7.37	7.37	

Departure Headway and Service Time

hd, initial value	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.31	0.32	0.10	0.44	0.12	0.11	0.12	
hd, final value	7.37	7.37	7.37	7.37	7.37	7.37	7.37	
x, final value	0.71	0.70	0.25	1.00	0.32	0.27	0.32	
Move-up time, m	2.3		2.3		2.3		2.3	
Service Time	5.1	4.8	5.1	4.8	5.1	4.8	5.1	4.8

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	485	507	364	497	383	379	390	
Delay	25.94	24.53	13.04	67.27	15.48	13.17	14.57	
LOS	D	C	B	F	C	B	B	
Approach: Delay	25.23		57.15		14.34		14.57	
LOS	D		F		B		B	
Intersection Delay	34.07							
Intersection LOS	D							

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WEBSTER
WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Sevice Analysis Using HCM 2000 Control Delay

Futrue Year 2030 With Projects Mitigated

#21 Alta Loma Rd @ Park Blvd/Quail SprTown of Yucca Valley — PM Peak Hour

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	T*	R	L	T	R	L	T*	R	L	T	R
Movement 1: 29 secs	X	X	X	X	X	X						
Movement 2: 16 secs							X	X	X	X	X	X
Movement 3: 0 secs												
Movement 4: 0 secs												
Movement 5: 0 secs												
Movement 6: 0 secs												
# of Lanes (#, S, P)	S	1	S	S	1	S	S	1	S	S	1	S
Unadjusted Volume	208	358	80	122	280	93	108	125	81	64	105	134
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	8	16	16	8	16	16	8	16	16	8	16	16
Progression Adj. Factor (PAF)	-	1.00	-	-	1.00	-	-	1.00	-	-	1.00	-

Output

		***						***				
Peak Hour Volume (vph)	208	358	80	122	280	93	108	125	81	64	105	134
Saturation Flow (vph)	Shrd	1450	Shrd	Shrd	1500	Shrd	Shrd	1550	Shrd	Shrd	1700	Shrd
X or Volume/Capacity	-	0.74	-	-	0.55	-	-	0.65	-	-	0.57	-
Effective Green (sec)	-	27	-	-	27	-	-	14	-	-	14	-
Split Time (sec)	-	29	-	-	29	-	-	16	-	-	16	-
Min. Time or Ped. Time (sec)	-	16	-	-	16	-	-	16	-	-	16	-
Delay - 15 min pk (sec/veh)	-	12	-	-	8	-	-	20	-	-	17	-
Level of Service (LOS)	-	B	-	-	A	-	-	C+	-	-	B	-
Average 'Q' (veh/ln)	-	3	-	-	2	-	-	3	-	-	3	-
Design 'Q'-ft/ln (1.5*Qavg)	-	100	-	-	60	-	-	100	-	-	100	-
Do Vehicles Clear?	-	YES	-	-	YES	-	-	YES	-	-	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	15	Weighted Average Delay (seconds) =	15
Level of Service - LOS =	B	Level of Service - LOS =	B
		Intersection Capacity Utilization - ICU =	0.71

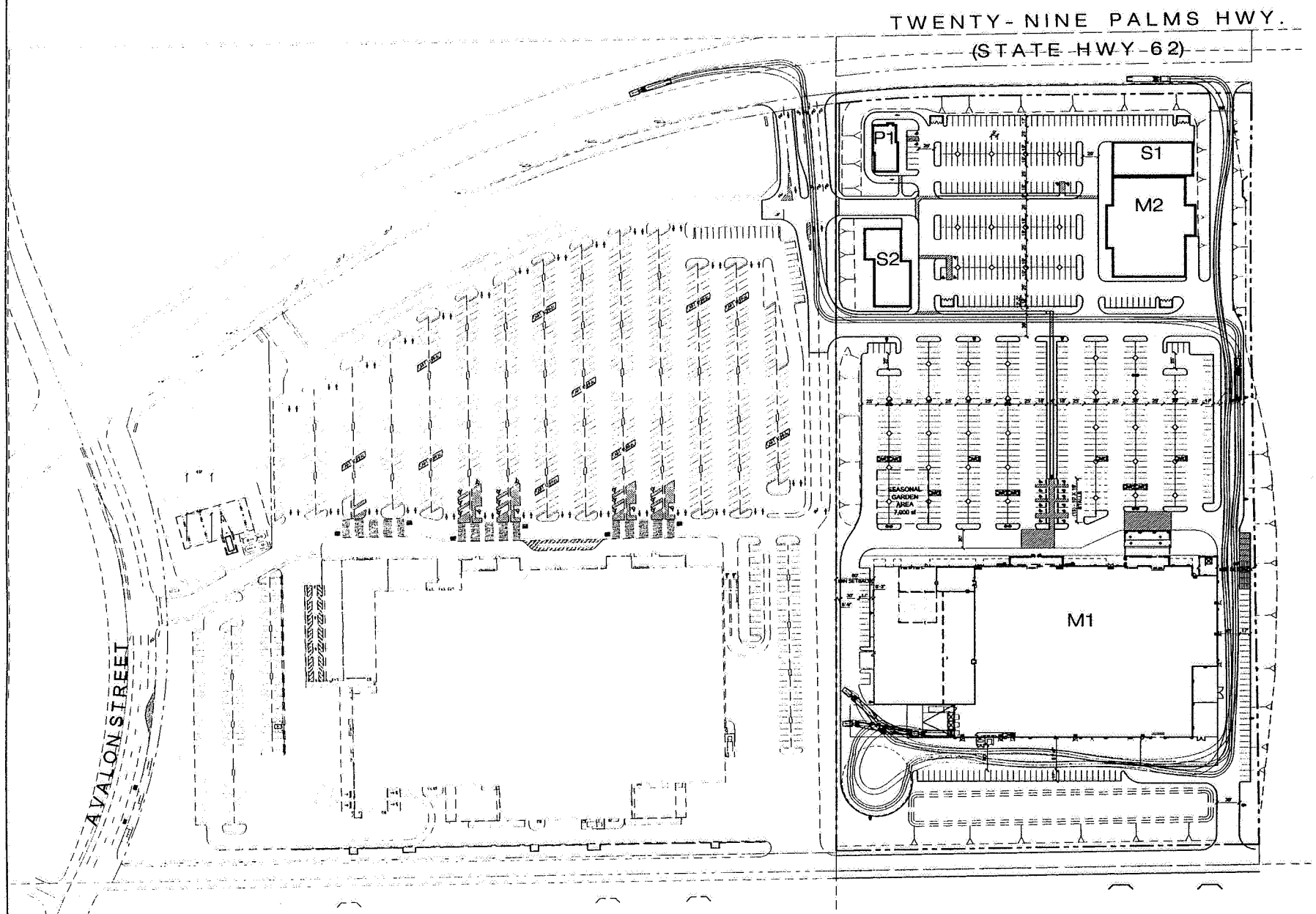
Required Cycle Length is 45 sec

Min./Ped. Times Satisfied

Notes: Signal

APPENDIX H

Truck Turning Templates



TRUCK TURN EXHIBIT

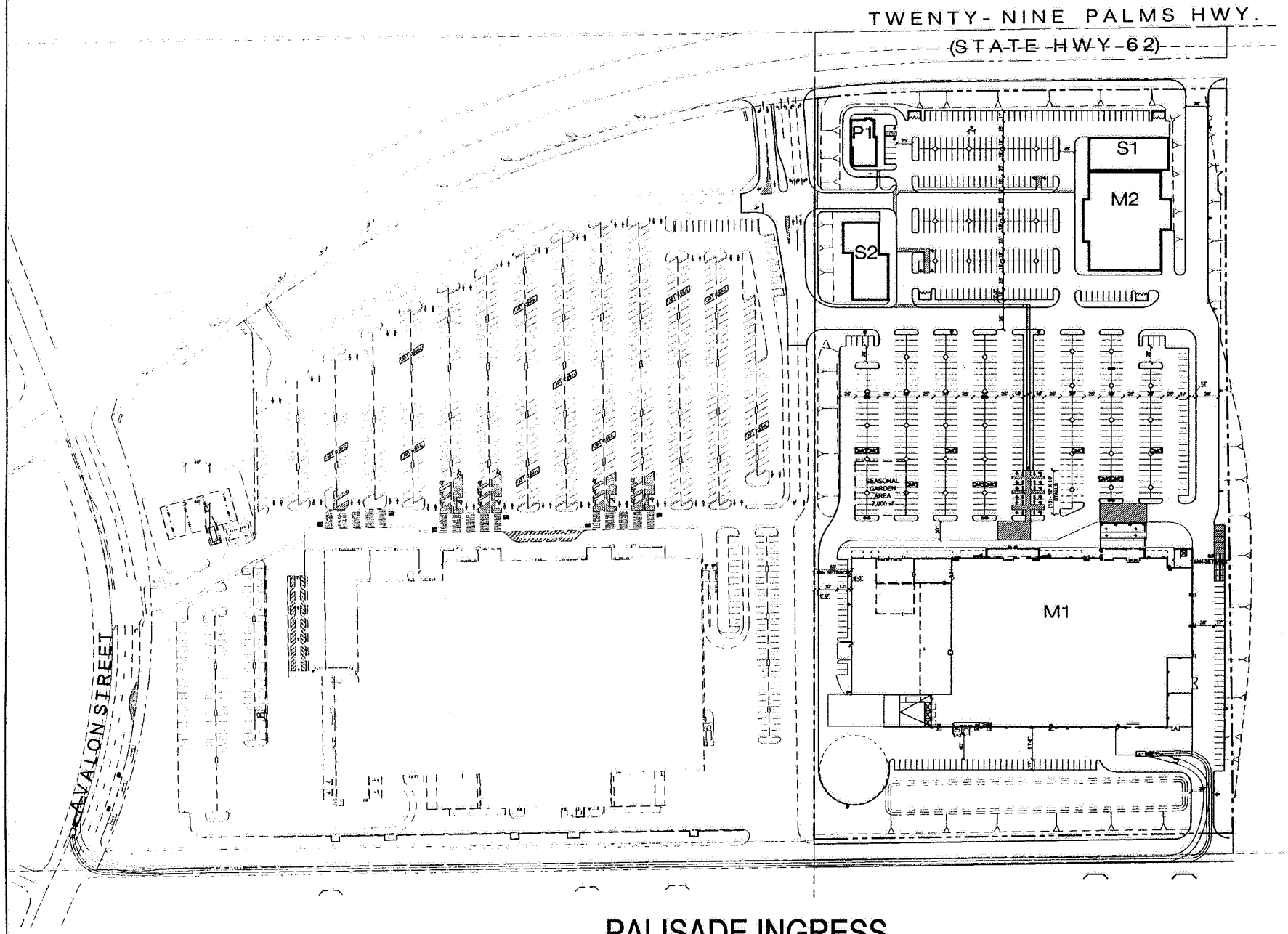
YUCCA VALLEY, CALIFORNIA

0 60' 120'

SCALE 1" = 60'-0"

JUNE 24, 2008

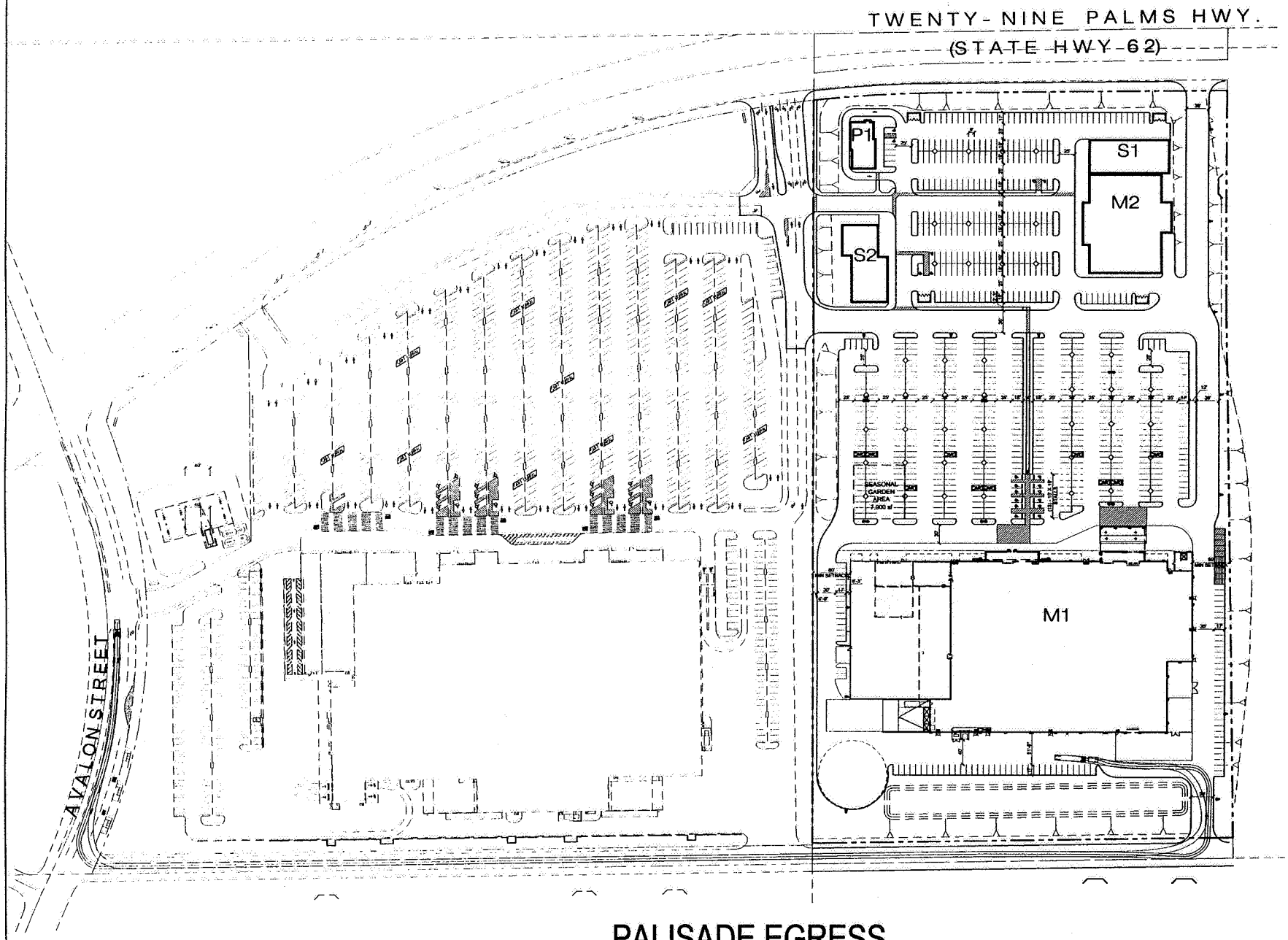
NORTH



PALISADE INGRESS

YUCCA VALLEY, CALIFORNIA

0 60' 120'
SCALE 1" = 60'-0"
JUNE 24, 2005
NORTH



PALISADE EGRESS

YUCCA VALLEY, CALIFORNIA

0 60' 120'

SCALE 1" = 60'-0"

JUNE 24, 2005

NORTH