KUNZMAN ASSOCIATES, INC.

YUCCA VALLEY HAULING YARD AND TRANSFER STATION

TRAFFIC IMPACT ANALYSIS

October 22, 2015

Traffic Engineering | Transportation Planning | Parking | Noise/Vibration | Expert Witness
Air Quality | Global Climate Change | Health Risk Assessment

KUNZMAN ASSOCIATES, INC.

YUCCA VALLEY HAULING YARD AND TRANSFER STATION

TRAFFIC IMPACT ANALYSIS

October 22, 2015

Prepared by:

Robert Kunzman
Carl Ballard, LEED GA
William Kunzman, P.E.

William Kunzman

1111 Town & Country Road, Suite 34
Orange, California 92868
(714) 973-8383

www.traffic-engineer.com

6030

Table of Contents

APPENDICES

List of Tables

List of Figures

I. Introduction

The purpose of this report is to provide an assessment of the traffic impacts resulting from the proposed development of the Yucca Valley Hauling Yard and Transfer Station project, and to identify the traffic mitigation measures necessary to maintain the established Level of Service standard for the elements of the impacted roadway system. The traffic issues related to the proposed land uses and development have been evaluated in the context of the California Environmental Quality Act.

The Town of Yucca Valley is the lead agency responsible for preparation of the traffic impact analysis, in accordance with the California Environmental Quality Act authorizing legislation. This report analyzes traffic impacts for a 231 ton per day hauling yard and transfer station facility in 2016, a 298 ton per day hauling yard and transfer station facility in 2026, and a 411 ton per day hauling yard and transfer station facility in 2035. Based on discussions with the Town of Yucca Valley, Existing, Existing Plus Project, Opening Year 2016, Interim Year 2026, and Year 2035 have been analyzed.

Although this is a technical report, every effort has been made to write the report clearly and concisely. To assist the reader with those terms unique to transportation engineering, a glossary of terms is provided in Appendix A.

A. Project Description

The proposed development is located at the southeast corner of the Indio Avenue at Sunnyslope Drive intersection in the Town of Yucca Valley. A vicinity map showing the project location is provided on Figure 1.

The project site is proposed to be developed with a 231 ton per day hauling yard and transfer station facility in 2016, a 298 ton per day hauling yard and transfer station facility in 2026, and a 411 ton per day hauling yard and transfer station facility in 2035. Figure 2 illustrates the project site plan.

B. Study Area

Regional access to the project site is provided by the SR-62 Highway. Local access is provided by various roadways in the vicinity of the site. The east-west roadways which will be most affected by the project are Sunnyslope Drive and Yucca Trail/Alta Loma Road. North-south roadways which will be most affected by the project are Avalon Avenue, Indio Avenue, and La Contenta Road.

A series of scoping discussions were conducted with the Town of Yucca Valley to define the desired analysis locations for each future analysis year. In addition, the San Bernardino Transportation Analysis Model has been used for purposes of this analysis for associated travel patterns.

No analysis is required further than 5 miles from the project site. The roadway elements that must be analyzed are dependent on both the analysis year (Opening Year or Horizon Year) and project generated traffic volumes. The identification of the study area, and the intersections and highway segments requiring analysis, was based on an estimate of the two-way traffic volumes on the roadway segments near the project site. All arterial segments have been included in the analysis when the anticipated project volume equals or exceeds 50 two-way trips in the peak hours. The requirement is 100 two-way peak hour trips for freeways.

C. Analysis Methodology

The analysis of the traffic impacts from the proposed development and the assessment of the required mitigation measures were based on an evaluation of the existing and forecast traffic conditions in the vicinity of the site with and without the project. The following analysis years are considered in this report:

- Existing Conditions (2015)
- Existing Plus Project[1] Conditions
- Opening Year Conditions (2016) (231 Tons Per Day)
- Interim Year Conditions (2026) (298 Tons Per Day)
- Horizon Year Conditions (2035) (411 Tons Per Day)

Existing intersection traffic conditions were established through morning and evening peak hour traffic counts obtained by Kunzman Associates, Inc. in June 2015 (see Appendix B). Supplemental traffic data was available from the 2013 Traffic Volumes on California State Highways by the California Department of Transportation.

In addition, truck classification counts were conducted at the study area intersections. The existing percent of trucks were used in the conversion of trucks to Passenger Car Equivalent's (see Appendix C).

Project traffic volumes for all future projections were estimated using the manual approach. Trip generation has been estimated based on data provided by the applicant.

The distributions of the project trips were based on projected travel patterns for vehicles entering and exiting the site. These vehicles include Collection trucks, self haul, and employees.

Based upon discussions with Town of Yucca Valley staff, the average daily traffic volume forecasts have been determined using the growth increment approach on the San Bernardino Transportation Analysis Year 2008 and Year 2035 average daily traffic volume forecasts (see Appendix C). This difference defines the growth in traffic over the 27 year period. The incremental growth in average daily traffic volume has been factored to reflect

[1] The existing plus project conditions has been analyzed to comply with the Sunnyvale West Neighborhood Association v. City of Sunnyvale CEQA court case. This scenario assumes the full development of the proposed project and full absorption of the proposed project trips on the circulation system at the present time. This scenario is provided for informational purposes only, and will not be used for impact determinations or mitigation.

the forecast growth between Year 2015 and Year 2035. For this purpose, linear growth between the Year 2008 base condition and the forecast Year 2035 condition was assumed. Since the increment between Year 2015 and Year 2035 is 20 years of the 27 year time frame, a factor of 0.74 (i.e., 20/27) was used.

The Year 2035 without project daily and peak hour directional roadway segment volume forecasts have been determined using the growth increment approach on the San Bernardino Transportation Analysis. The model plots are contained in Appendix D. Year 2008 and Year 2035 peak hour volumes. The growth increment calculation worksheets are shown in Appendix C. Current peak hour intersection approach/departure data is a necessary input to this approach. The existing traffic count data serves as both the starting point for the refinement process, and also provides important insight into current travel patterns and the relationship between peak hour and daily traffic conditions. The initial turning movement proportions are estimated based upon the relationship of each approach leg's forecast traffic volume to the other legs forecast volumes at the intersection. The initial estimate of turning movement proportions is then entered into a spreadsheet program consistent with the National Cooperative Highway Research Program Report 255. A linear programming algorithm is used to calculate individual turning movements that match the known directional roadway segment volumes computed in the previous step. This program computes a likely set of intersection turning movements from intersection approach counts and the initial turning proportions from each approach leg.

To assess Opening Year (2016) traffic conditions and Interim Year (2026) traffic conditions, the San Bernardino Transportation Analysis Model was interpolated to years 2016 and 2026.

Project traffic volumes were then added to the San Bernardino Transportation Analysis Model Year 2035 traffic volumes. Quality control checks and forecast adjustments were performed as necessary to ensure that all future traffic volume forecasts reflect a minimum of 10% growth over existing traffic volumes. The result of this traffic forecasting procedure is a series of traffic volumes suitable for traffic operations analysis.

The technique used to assess the capacity needs of an intersection is known as the Intersection Delay Method (see Appendix E) based on the Highway Capacity Manual – Transportation Research Board Special Report 209. To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection. The signalized intersections are considered deficient (Level of Service F) if the overall intersection critical volume to capacity ratio equals or exceeds 1.0, even if the level of service defined by the delay value is below the defined Level of Service standard. The volume to capacity ratio is defined as the critical volumes divided by the intersection capacity. A volume to capacity ratio greater than 1.0 implies an infinite queue.

The Level of Service analysis for signalized intersections has been performed using optimized signal timing. This analysis has included an assumed lost time of two seconds per phase. Signal timing optimization has considered pedestrian safety and signal coordination requirements. Appropriate time for pedestrian crossings has also been considered in the signalized intersection analysis. The following formula has been used to calculate the pedestrian minimum times for all Highway Capacity Manual runs:

[(Curb to curb distance) / (3.5 feet/second)] + 7 seconds.

For Existing/Existing Plus Project/Opening Year/Interim Year traffic conditions, saturation flow rates of 1,800 vehicles per hour of green for through and right turn lanes and 1,700 vehicles per lane for single left turn lanes, 1,600 vehicles per lane for dual left turn lanes and 1,500 vehicles per lane for triple left turn lanes have been assumed for the capacity analysis.

For Year 2035 traffic conditions, saturation flow rates of 1,900 vehicles per hour of green for through and right turn lanes and 1,800 vehicles per lane for single left turn lanes, 1,700 vehicles per lane for dual left turn lanes and 1,800 vehicles per lane for double right turn lanes have been assumed for the capacity analysis.

The peak hour traffic volumes have been adjusted to peak 15 minute volumes for analysis purposes using the existing observed peak 15 minute to peak hour factors for all scenarios analyzed. Where feasible improvements in accordance with the local jurisdiction's General Plan and which result in acceptable operations cannot be identified, the Year 2035 peak hour factor has been adjusted upwards to 0.95. This is to account for the effects of congestion on peak spreading. Peak spreading refers to the tendency of traffic to spread more evenly across time as congestion increases.

D. Definition of Deficiency and Significant Impact

The following definitions of deficiencies and significant impacts have been developed in accordance with the Town of Yucca Valley requirements.

1. Definition of Deficiency

The definition of an intersection deficiency has been obtained from the Town of Yucca Valley General Plan. The General Plan states that peak hour intersection operations of Level of Service D or better are generally acceptable. Therefore, any intersection operating at Level of Service E to F will be considered deficient.

For freeway facilities, the Congestion Management Program controls the definition of deficiency for purposes of this study. The Congestion Management Program definition of deficiency is based on maintaining a Level of Service standard of Level of Service E or better, except where an existing Level of Service F condition is identified in the Congestion Management Program document (San Bernardino County Congestion Management Program Table 2-1). A Congestion Management Program deficiency is, therefore, defined as any freeway segment operating or projected to operate at Level of Service F, unless the segment is identified explicitly in the Congestion Management Program document.

The identification of a Congestion Management Program deficiency requires further analysis in satisfaction of Congestion Management Program requirements, including:

- Evaluation of the mitigation measures required to restore traffic operations to an acceptable level with respect to Congestion Management Program Level of Service standards.

- Calculation of the project share of new traffic on the impacted Congestion Management Program facility during peak hours of traffic.

- Estimation of the cost required to implement the improvements required to restore traffic operations to an acceptable Level of Service as described above.

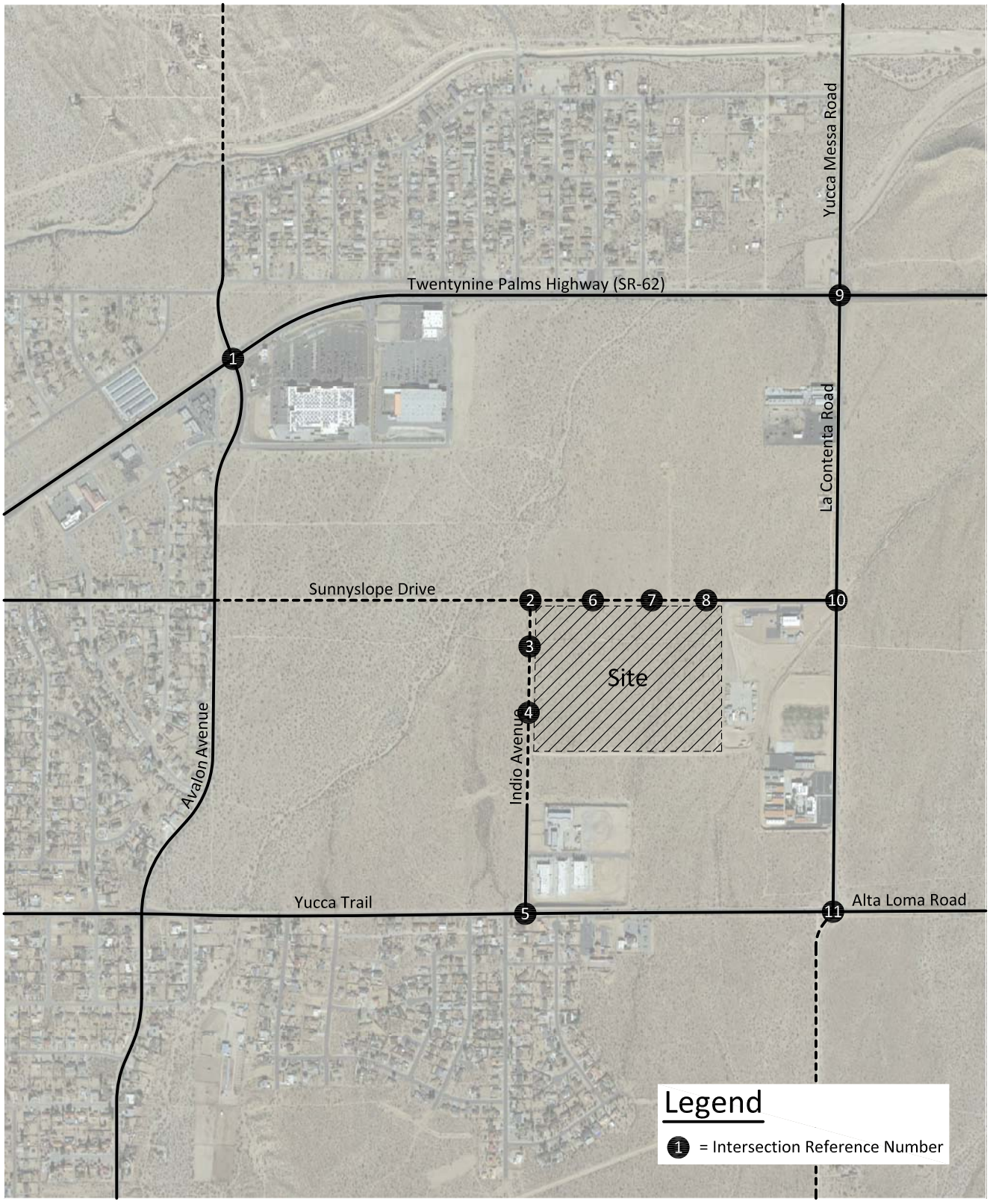
This study incorporates each of these aspects for all locations where a Congestion Management Program deficiency is identified.

2. Definition of Significant Impact

The identification of significant impacts is a requirement of California Environmental Quality Act. The Town of Yucca Valley General Plan and Circulation Element have been adopted in accordance with California Environmental Quality Act requirements, and any roadway improvements within the Town of Yucca Valley that are consistent with these documents are not considered a significant impact, so long as the project contributes its "fair share" funding for improvements.

A traffic impact is considered significant if the project both: i) contributes measurable traffic to and ii) substantially and adversely changes the level of service at any off-site location projected to experience deficient operations under foreseeable cumulative conditions, where feasible improvements consistent with the Town of Yucca Valley General Plan cannot be constructed.

Figure 1
Project Location Map

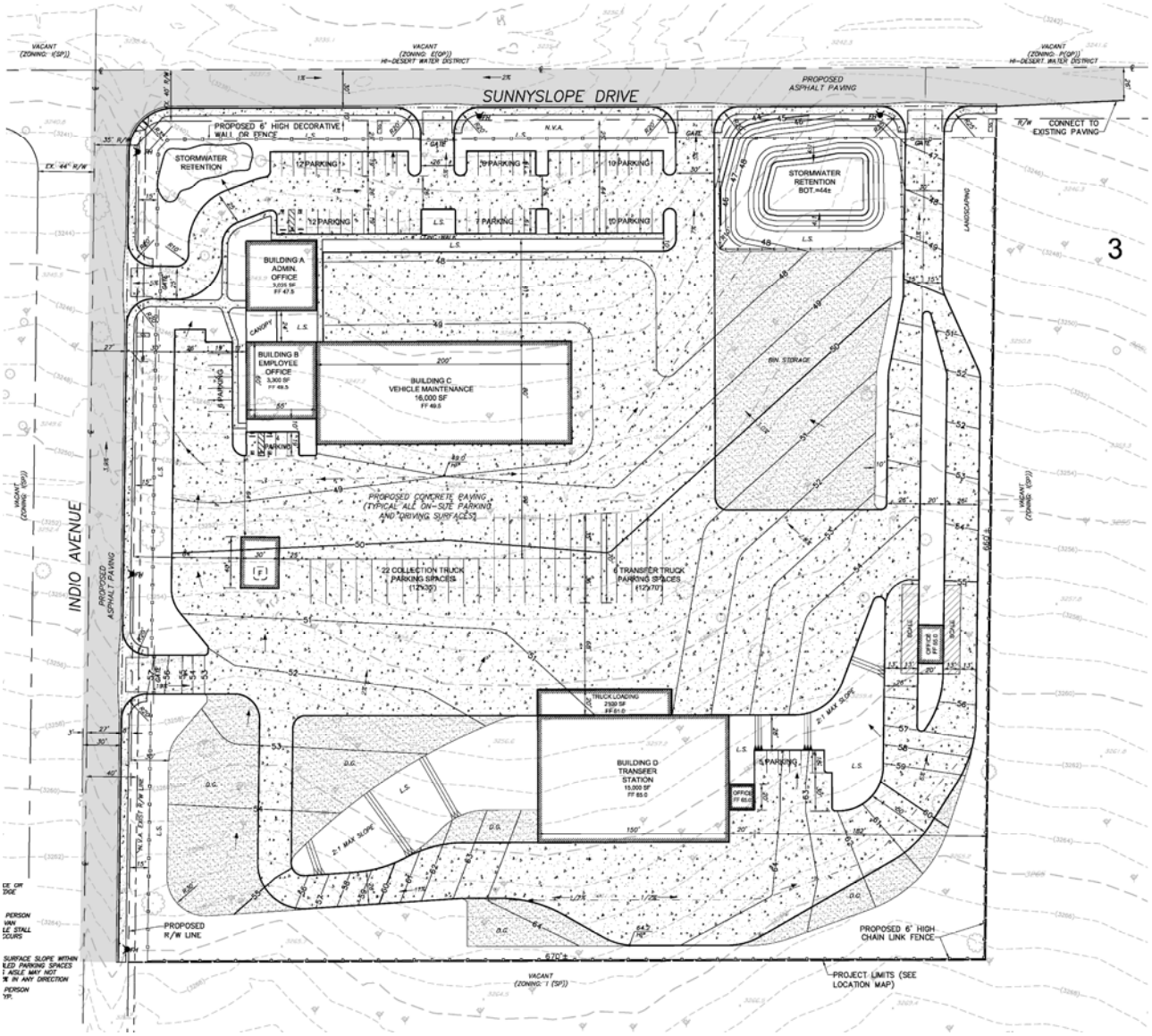


6030/1

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 2
Site Plan



II. Existing Conditions

A. Existing Roadway System

Figure 3 identifies the existing conditions for study area roadways. The number of through lanes for existing roadways and the existing intersection controls are identified.

Regional access to the project site is provided by the SR-62 Highway. Local access is provided by various roadways in the vicinity of the site. The east-west roadways which will be most affected by the project are Sunnyslope Drive and Yucca Trail/Alta Loma Road. North-south roadways which will be most affected by the project are Avalon Avenue, Indio Avenue, and La Contenta Road.

B. Existing Volumes

Figure 4 depicts the Existing average daily traffic volumes. The Existing average daily traffic volumes were obtained from the 2013 Traffic Volumes on California State Highways from the California Department of Transportation and factored from peak hour counts (see Appendix B) obtained by Kunzman Associates, Inc. using the following formula for each intersection leg:

PM Peak Hour (Approach Volume + Exit Volume) x 11.5 = Daily Leg Volume.

This is a conservative estimate and may over estimate the average daily traffic volumes.

Existing intersection traffic conditions were established through morning and evening peak hour traffic counts obtained by Kunzman Associates, Inc. from June 2015 (see Appendix B) and shown on Figures 5 and 6, respectively. Explicit peak hour factors have been calculated using the data collected for this effort as well. The morning and evening peak hour traffic volumes were identified by counting the two hour periods from 7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM.

C. Existing Level of Service

The Existing delay and Level of Service for intersections in the vicinity of the project are shown in Table 1. The study area intersections currently operate at Level of Service C or better during the peak hours for Existing traffic conditions. Existing delay worksheets are provided in Appendix E.

D. Planned Transportation Improvements and Relationship to General Plan

The Town of Yucca Valley General Plan Circulation Element is shown on Figure 7. The Town of Yucca Valley General Plan roadway cross-sections are illustrated on Figure 8.

Table 1

Existing Intersection Delay and Level of Service

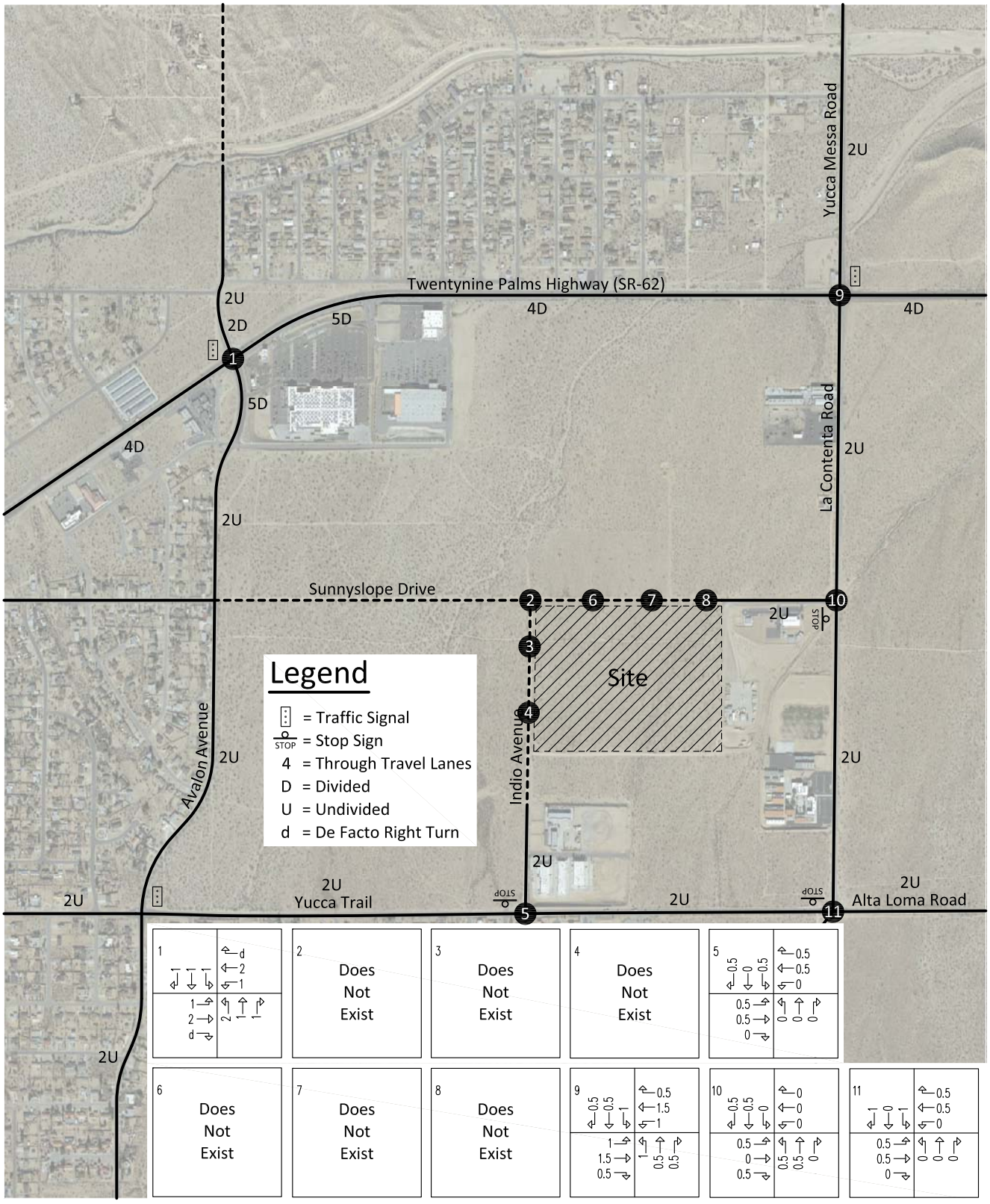
Intersection	Jurisdiction	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
			Northbound			Southbound			Eastbound			Westbound				
			L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Avalon Avenue (NS) at:																
Twentynine Palms Highway (SR-62) (EW) - #1	California Department of Transportation	TS	2	1	1	1	1	1	1	2	d	1	2	d	21.3-C	23.2-C
Indio Avenue (NS) at:																
Yucca Trail (EW) - #5	City of Yucca Valley	CSS	0	0	0	0.5	0	0.5	0.5	0.5	0	0	0.5	0.5	10.5-B	10.7-B
La Contenta Road (NS) at:																
Twentynine Palms Highway (SR-62) (EW) - #9	California Department of Transportation	TS	1	0.5	0.5	1	0.5	0.5	1	1.5	0.5	1	1.5	0.5	15.0-B	12.7-B
Sunnyslope Drive (EW) - #10	City of Yucca Valley/County of San Bernardino	CSS	0.5	0.5	0	0	0.5	0.5	0.5	0	0.5	0	0	0	9.1-A	9.0-A
Alta Loma Road (EW) - #11	City of Yucca Valley/County of San Bernardino	CSS	0	0	0	1	0	1	0.5	0.5	0	0	0.5	0.5	10.0-A	10.6-B

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = De Facto Right Turn Lane

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215. Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; CSS = Cross Street Stop

Figure 3
Existing Through Travel Lanes and Intersection Controls

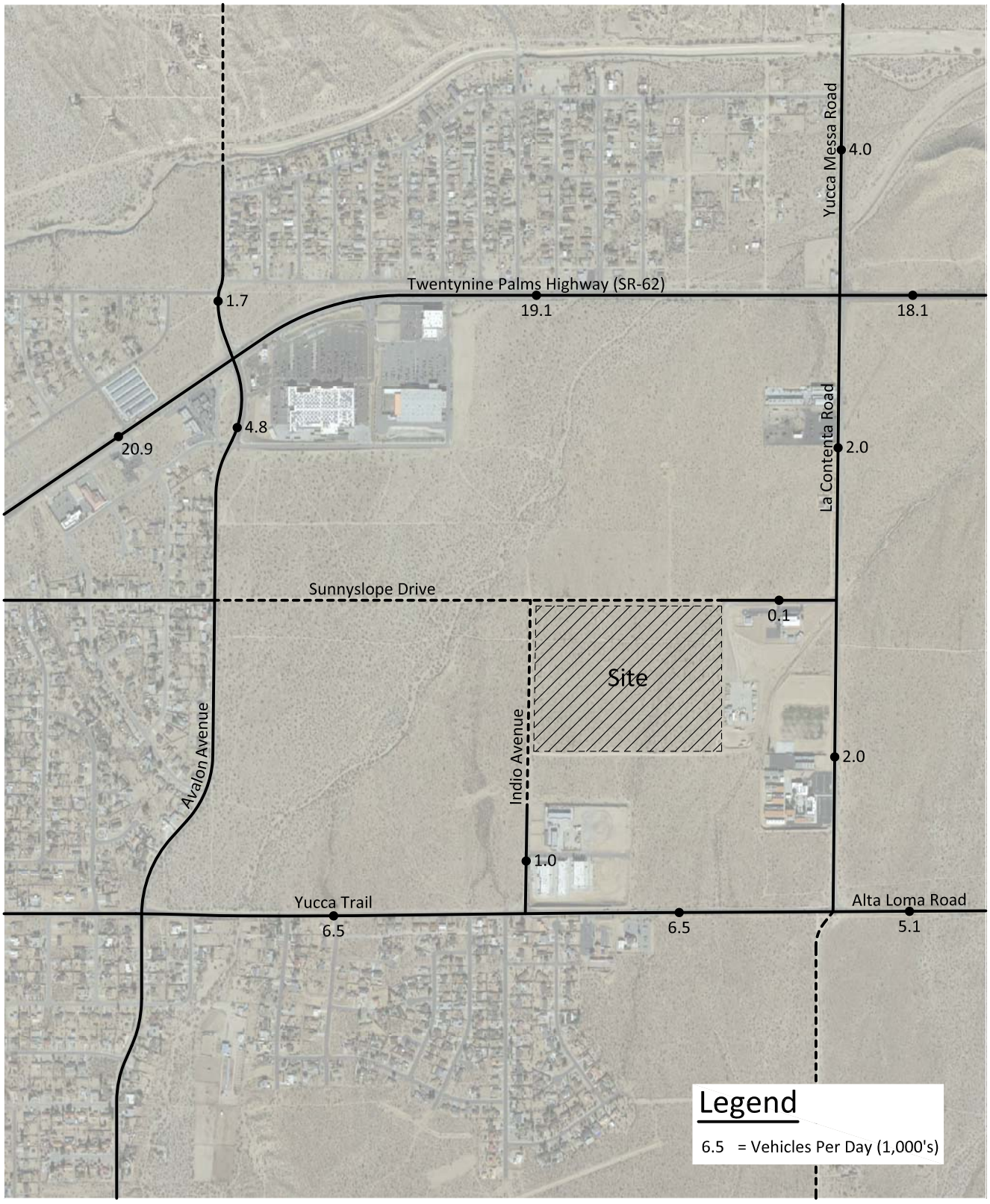


6030/3

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

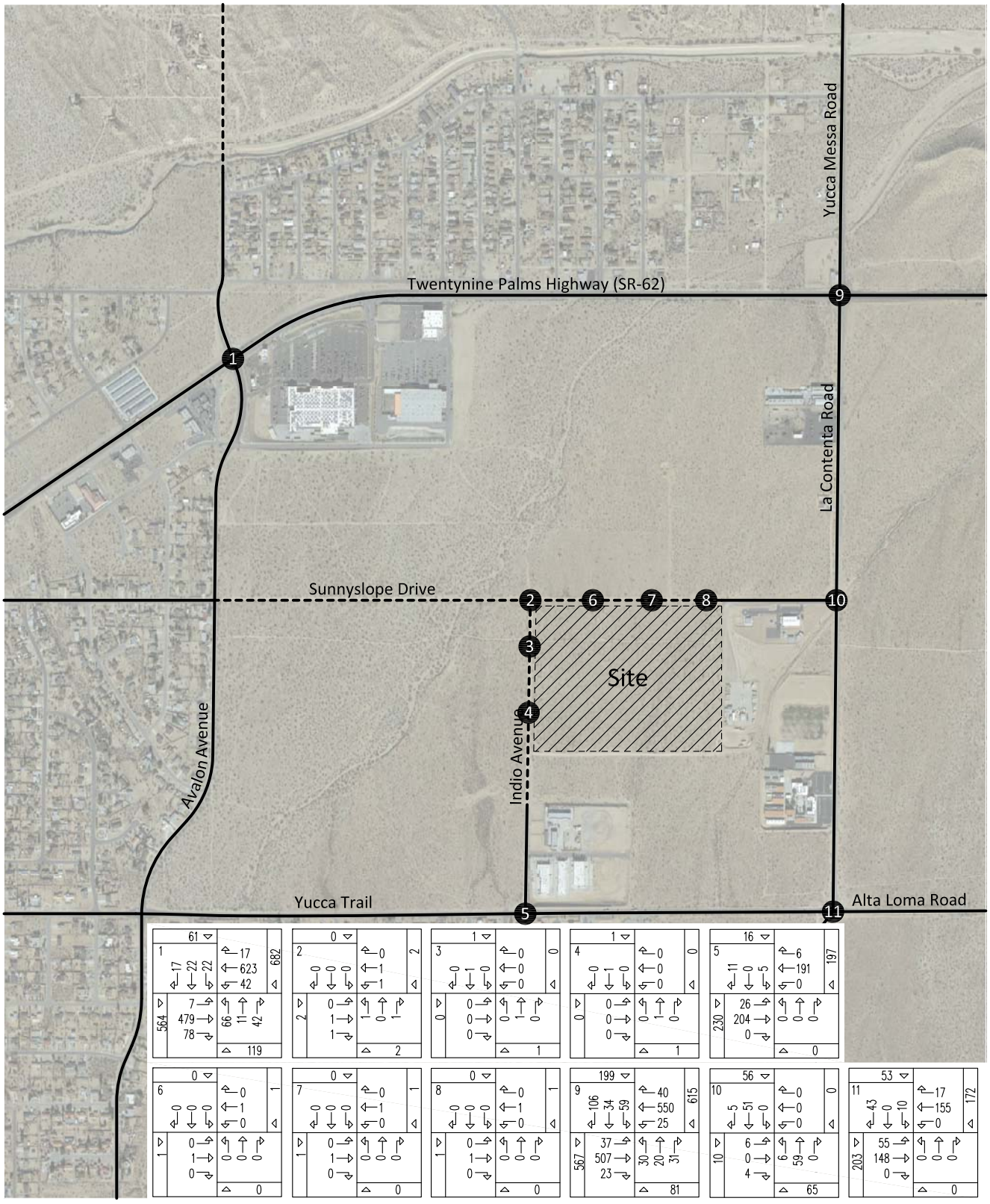
OVER 35 YEARS OF EXCELLENT SERVICE

Figure 4
Existing Average Daily Traffic Volumes



6030/4

Figure 5
Existing Morning Peak Hour Intersection Turning Movement Volumes

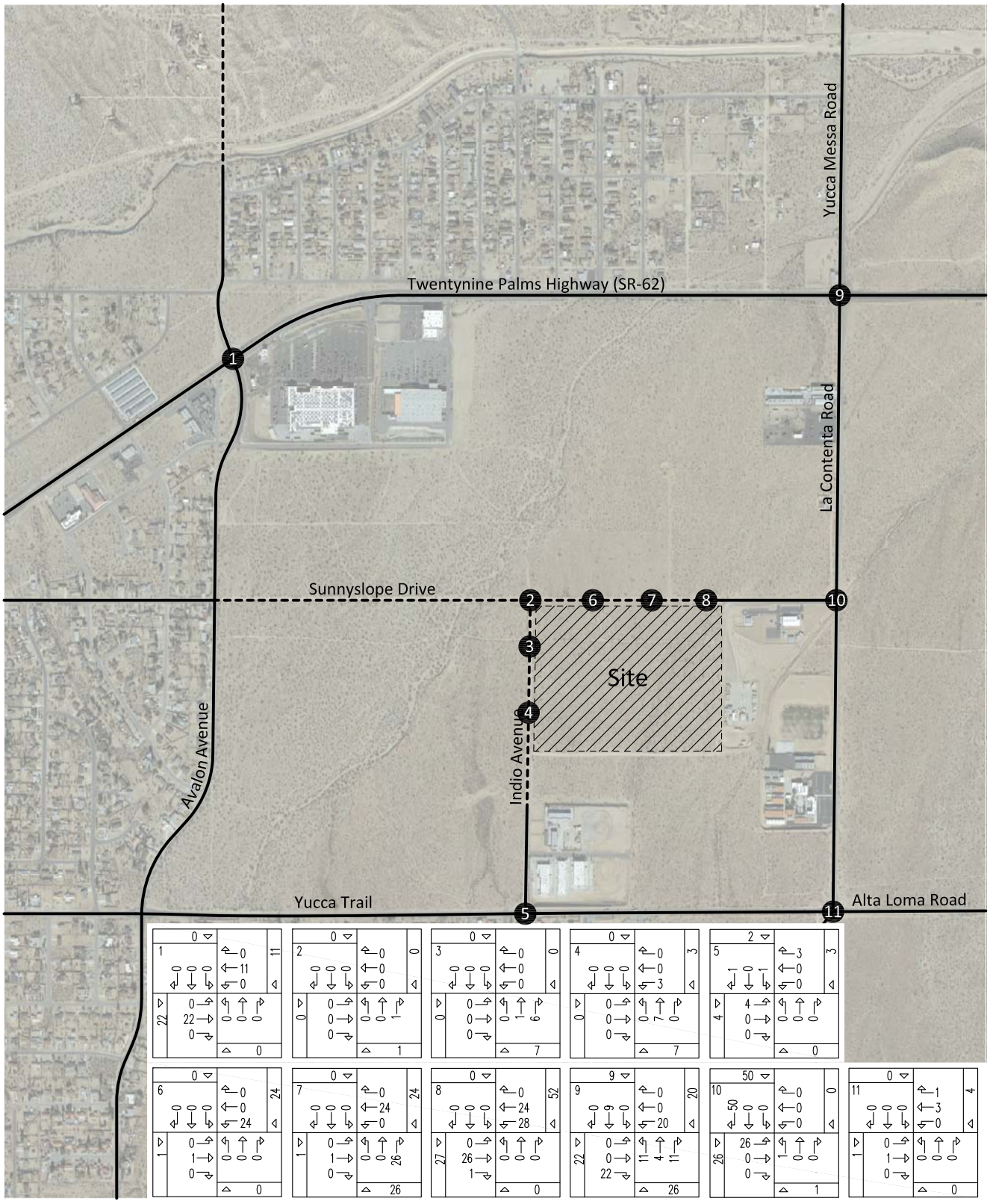


6030/5

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 6
Existing Evening Peak Hour Intersection Turning Movement Volumes

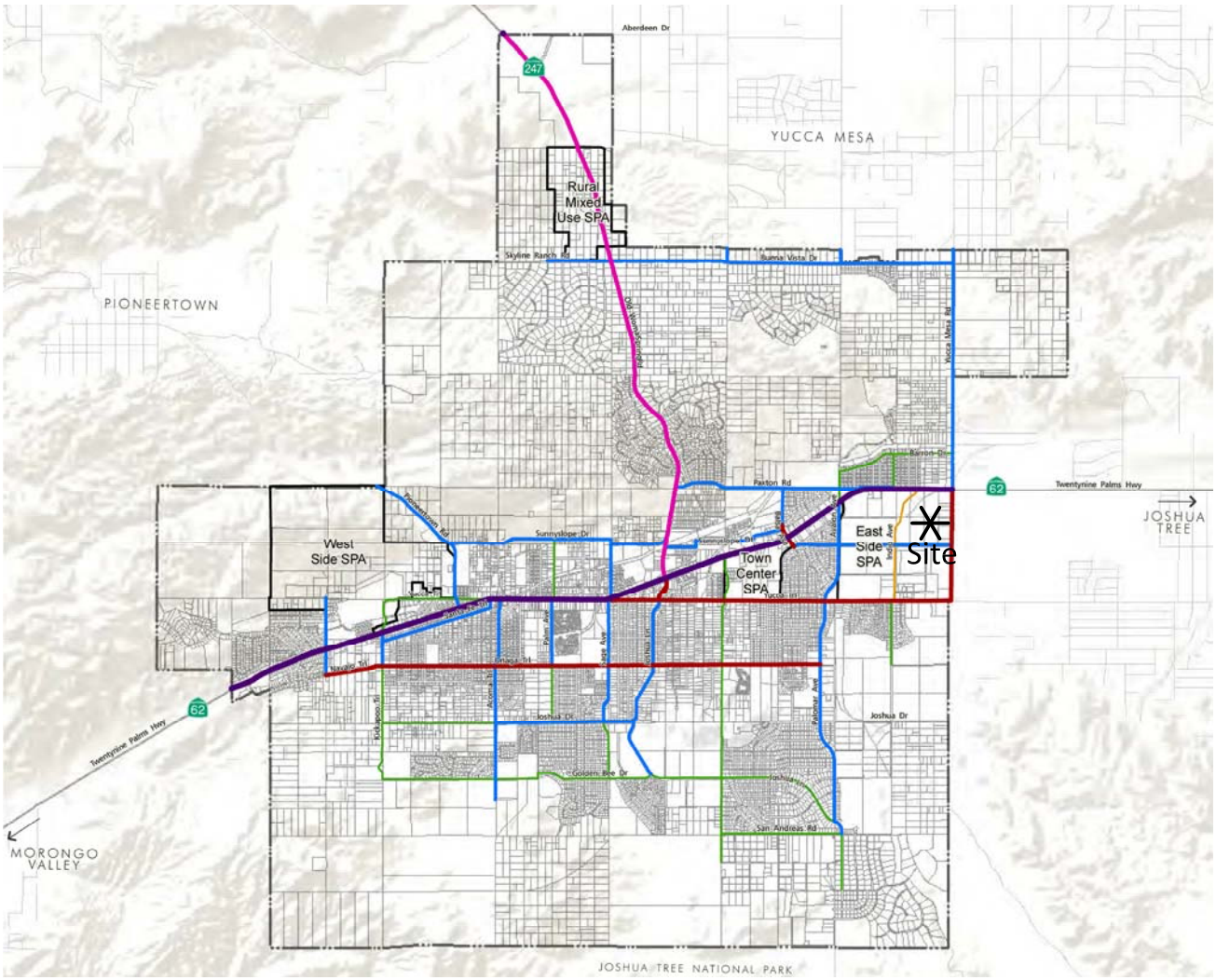


6030/6

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 7
Town of Yucca Valley General Plan Circulation Element



Legend

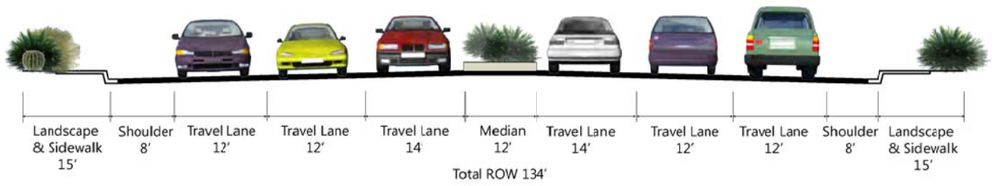
- Highway – 6 Lanes Divided – 134′
- Highway – 4 Lanes Divided – 92′
- Arterial – 4 Lanes Divided – 100′
- Arterial – 2 Lanes – 70′
- Industrial – 2 Lanes with Striped Median – 70′
- Collector – 2 Lanes – 66′
- SPA - Special Policy Area
- Town Limits

6030/7

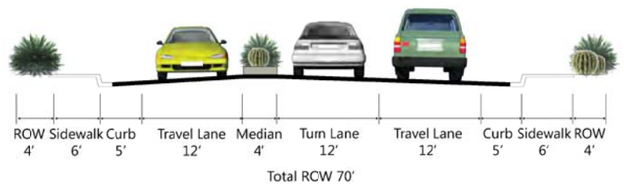
Source: Town of Yucca Valley

Figure 8
Town of Yucca Valley General Plan Roadway Cross-Sections

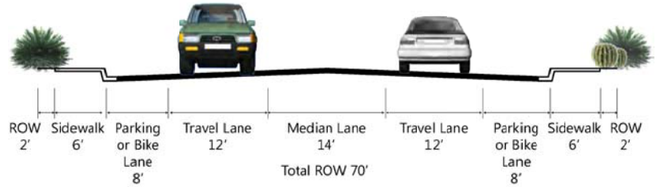
HIGHWAY - 6 LANES DIVIDED



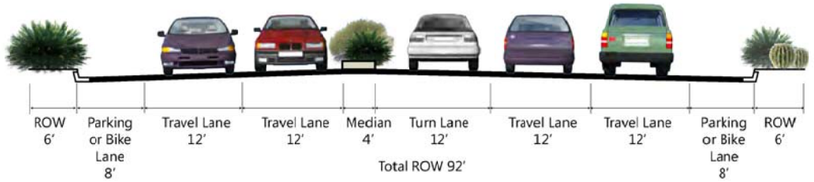
ARTERIAL - 2 LANES DIVIDED



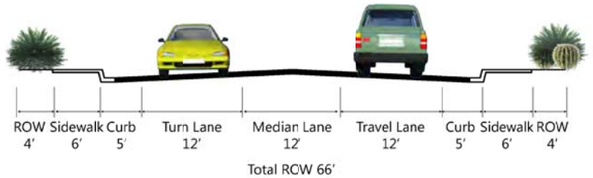
INDUSTRIAL - 2 LANES (WITH STRIPED MEDIAN LANE)



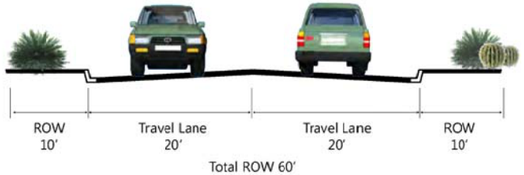
HIGHWAY - 4 LANES DIVIDED



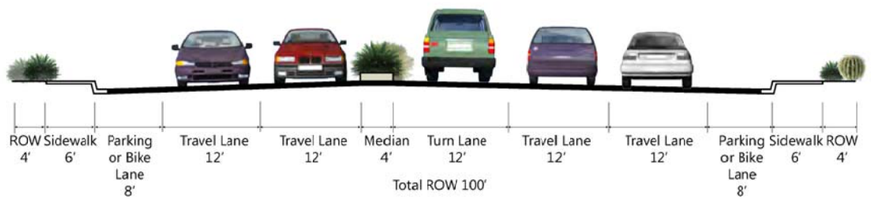
COLLECTOR - 2 LANES (WITH OPTIONAL STRIPED MEDIAN LANE)



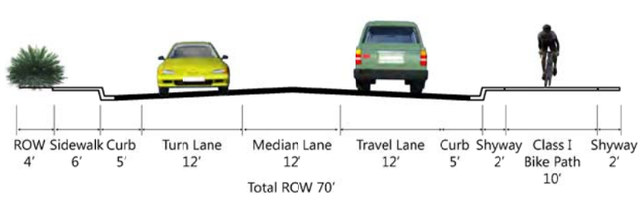
LOCAL



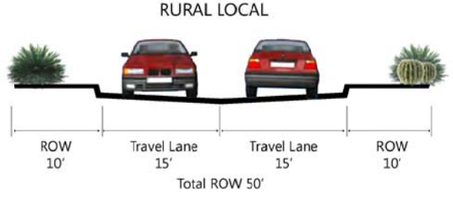
ARTERIAL- 4 LANES DIVIDED



COLLECTOR WITH CLASS I BIKE PATH - 2 LANES (WITH OPTIONAL STRIPED MEDIAN LANE)



RURAL LOCAL



Source: Town of Yucca Valley

6030/8

III. Project Trips

A. Project Description

The project site is proposed to be developed with a 231 ton per day hauling yard and transfer station facility in 2016, a 298 ton per day hauling yard and transfer station facility in 2026, and a 411 ton per day hauling yard and transfer station facility in 2035. Figure 2 illustrates the project site plan. The proposed project will have access to Sunnyslope Drive and Indio Avenue.

B. Trip Generation

The trips generated by the project is determined by multiplying an appropriate trip generation rate by the quantity of land use. Trip generation rates are predicated on the assumption that energy costs, the availability of roadway capacity, the availability of vehicles to drive, and life styles remain similar to what are known today. A major change in these variables may affect trip generation rates.

Trip generation rates were determined for daily traffic and morning peak hour inbound and outbound traffic and evening peak hour inbound and outbound traffic for the proposed tons per day. Trip generation has been estimated based on data provided by the applicant. Daily traffic volumes have been calculated for the proposed 231, 298, and 411 tons per day compost facility (see Tables 2 to 4). The morning peak hour trucks has been assumed to be 9 percent of the daily traffic volumes and evening peak hour trucks has been assumed to be 8 percent of the daily traffic volumes. The employee trips are assumed to all enter during the morning peak hour and exit during the evening peak hour (see Table 5).

As shown in Table 5, the proposed 231 ton per day compost facility is projected to generate approximately 311 daily vehicle trips in passenger car equivalents, 43 which will occur during the morning peak hour and 41 of which will occur during the evening peak hour.

As shown in Table 5, the proposed 298 ton per day compost facility is projected to generate approximately 418 daily vehicle trips in passenger car equivalents, 58 which will occur during the morning peak hour and 54 of which will occur during the evening peak hour.

As shown in Table 5, the proposed 411 ton per day compost facility is projected to generate approximately 710 daily vehicle trips in passenger car equivalents, 88 which will occur during the morning peak hour and 78 of which will occur during the evening peak hour.

C. Trip Distribution

The distributions of the project trips were based on projected travel patterns for vehicles entering the site. These vehicles include employees, transfer trucks, collection trucks, contractors, and self haul.

Figures 9 and 10 contain the directional distributions of the project collection truck trips, Figures 11 and 12 contain the directional distributions of the project contractor trips, Figures 13 and 14 contain the directional distributions of the project transfer truck trips, Figures 15 and 16 contain the directional distributions of the project self haul trips, and Figures 17 and 18 contain the directional distributions of the project employee trips.

D. Trip Assignment

Figure 19 shows the project average daily traffic volumes when the facility operates at a capacity of 231 tons per day.

Figure 20 shows the project average daily traffic volumes when the facility operates at a capacity of 298 tons per day.

Figure 21 shows the project average daily traffic volumes when the facility operates at its maximum capacity of 411 tons per day.

Project trips when operating at 231 tons per day on the future roadway network for morning and evening peak hour intersection turning movement volumes expected from the project are shown on Figures 22 and 23, respectively.

Project trips when operating at 298 tons per day on the future roadway network for morning and evening peak hour intersection turning movement volumes expected from the project are shown on Figures 24 and 25, respectively.

Project trips when operating at its maximum 411 tons per day on the future roadway network for morning and evening peak hour intersection turning movement volumes expected from the project are shown on Figures 26 and 27, respectively.

E. Traffic Contribution Test

No analysis is required further than 5 miles from the project site. The roadway elements that must be analyzed are dependent on both the analysis year (Opening Year, Interim Year, or Horizon Year) and project generated traffic volumes. The identification of the study area, and the intersections and highway segments requiring analysis, was based on an estimate of the two-way traffic volumes on the roadway segments near the project site. All arterial segments be included in the analysis when the anticipated project volume equals or exceeds 50 two-way trips in the peak hours. The requirement is 100 two-way peak hour trips for freeways. Figure 28 graphically depicts the project trip contribution test volumes on all of the roadways segments adjacent to the potential intersection analysis locations previously identified, until the project volume contribution has clearly dropped below the 50 trip threshold and 100 trip threshold.

Table 2

Project Daily Trip Generation (231 Tons Per Day)

Description	Vehicles Per Day	Tons Per Vehicle	Tons Per Day	Vehicle Trips Per Day			Passenger Car Equivalent	Traffic Volumes In Passenger Car Equivalents
				One Way	Two Way	Daily Factor		
Incoming								
Inbound Municipal Solid Waste								
Collection	22	7	154	4	8	1.0	2	16
Medium Contractor	20	3	60	7	14	1.0	2	28
Small Self Haul	20	0.25	5	80	160	1.0	1	160
Inbound Recycling								
Collection	4	3	12	2	4	1.0	2	8
Outgoing								
Outbound Municipal Solid Waste								
Transfer Trucks	62	20		4	8	1.0	3	24
Outbound Recyclables								
Transfer Trucks	4	20		1	2	1.0	3	6
Employees								
Employees (23 Total)				23	46	1.5	1	69
Total			231					311

Table 3

Project Daily Trip Generation (298 Tons Per Day)

Description	Vehicles Per Day	Tons Per Vehicle	Tons Per Day	Vehicle Trips Per Day			Passenger Car Equivalent	Traffic Volumes In Passenger Car Equivalents
				One Way	Two Way	Daily Factor		
Incoming								
Inbound Municipal Solid Waste								
Collection	26	7	182	4	8	1.0	2	16
Medium Contractor	30	3	90	10	20	1.0	2	40
Small Self Haul	30	0.25	8	120	240	1.0	1	240
Inbound Recycling								
Collection	6	3	18	2	4	1.0	2	8
Outgoing								
Outbound Municipal Solid Waste								
Transfer Trucks	86	20		5	10	1.0	3	30
Outbound Recyclables								
Transfer Trucks	6	20		1	2	1.0	3	6
Employees								
Employees (26 Total)				26	52	1.5	1	78
Total			298					418

Table 4

Project Daily Trip Generation (411 Tons Per Day)

Description	Vehicles Per Day	Tons Per Vehicle	Tons Per Day	Vehicle Trips Per Day			Passenger Car Equivalent	Traffic Volumes In Passenger Car Equivalents
				One Way	Two Way	Daily Factor		
Incoming								
Inbound Municipal Solid Waste								
Collection	36	7	252	6	12	1.0	2	24
Medium Contractor	40	3	120	14	28	1.0	2	56
Small Self Haul	60	0.25	15	240	480	1.0	1	480
Inbound Recycling								
Collection	8	3	24	3	6	1.0	2	12
Outgoing								
Outbound Municipal Solid Waste								
Transfer Trucks	136	20		7	14	1.0	3	42
Outbound Recyclables								
Transfer Trucks	8	20		1	2	1.0	3	6
Employees								
Employees (30 Total)				30	60	1.5	1	90
Total			411					710

Table 5

Project Trip Generation Summary in Passenger Car Equivalents

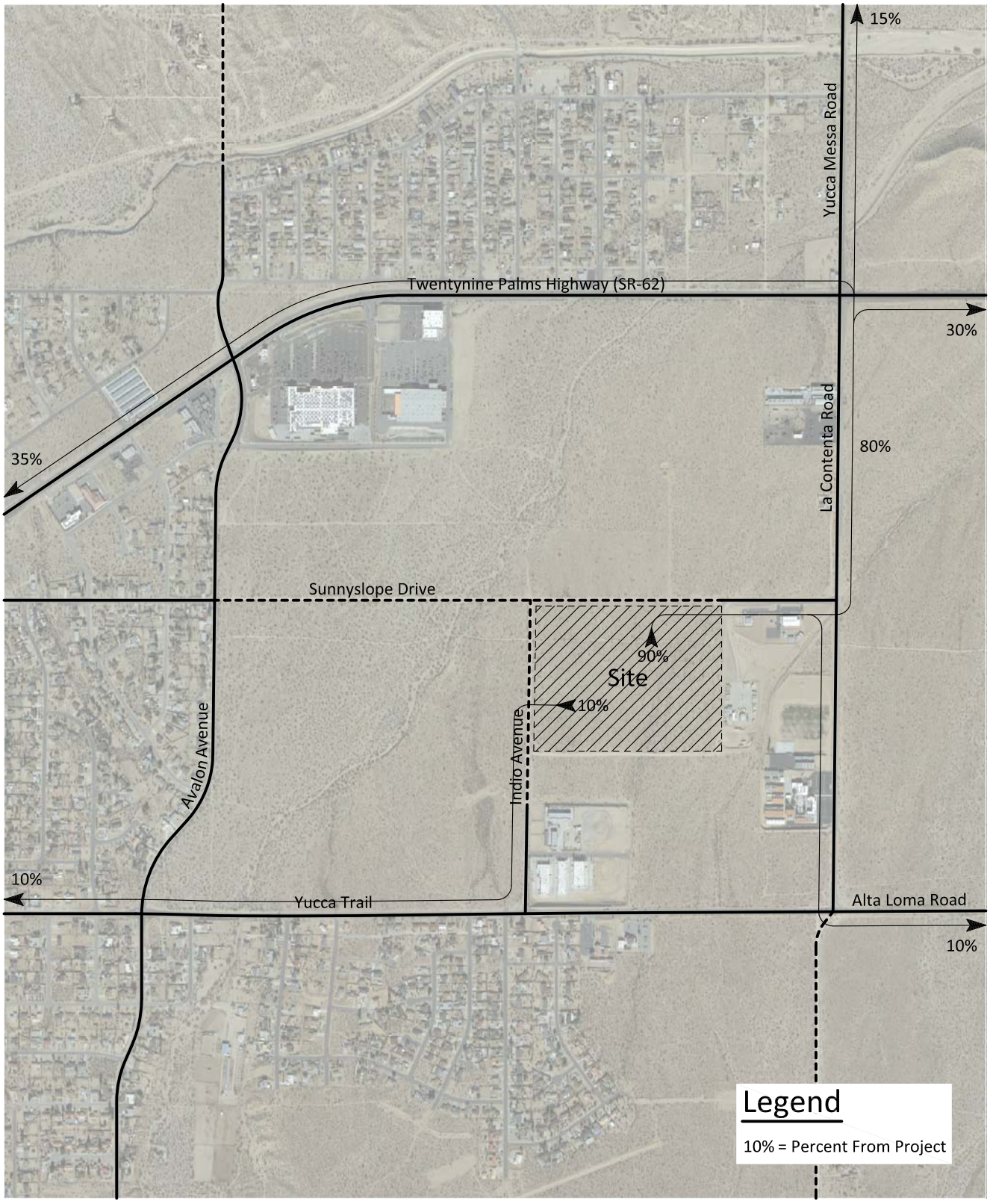
Descriptor	Peak Hour						Daily[3]
	Morning[1]			Evening[2]			
	Inbound	Outbound	Total	Inbound	Outbound	Total	
231 Tons Per Day							
Collection	1	1	2	1	1	2	24
Contractor	1	1	2	1	1	2	28
Transfer	1	1	2	1	1	2	30
Self Haul	7	7	14	6	6	12	160
Employee	23	0	23	0	23	23	69
Total	33	10	43	9	32	41	311
298 Tons Per Day							
Collection	1	1	2	1	1	2	24
Contractor	2	2	4	2	2	4	40
Transfer	2	2	4	1	1	2	36
Self Haul	11	11	22	10	10	20	240
Employee	26	0	26	0	26	26	78
Total	42	16	58	14	40	54	418
411 Tons Per Day							
Collection	2	2	4	1	1	2	36
Contractor	3	3	6	2	2	4	56
Transfer	2	2	4	2	2	4	48
Self Haul	22	22	44	19	19	38	480
Employee	30	0	30	0	30	30	90
Total	59	29	88	24	54	78	710

[1] Morning peak hour is 9% of the daily traffic with a 50% Inbound/50% Outbound split and 100% of the employees Inbound.

[2] Evening peak hour is 8% of the daily traffic with a 50% Inbound/50% Outbound split and 100% of the employees Outbound.

[3] Daily vehicle trips have been calculated in Tables 1, 2, and 3.

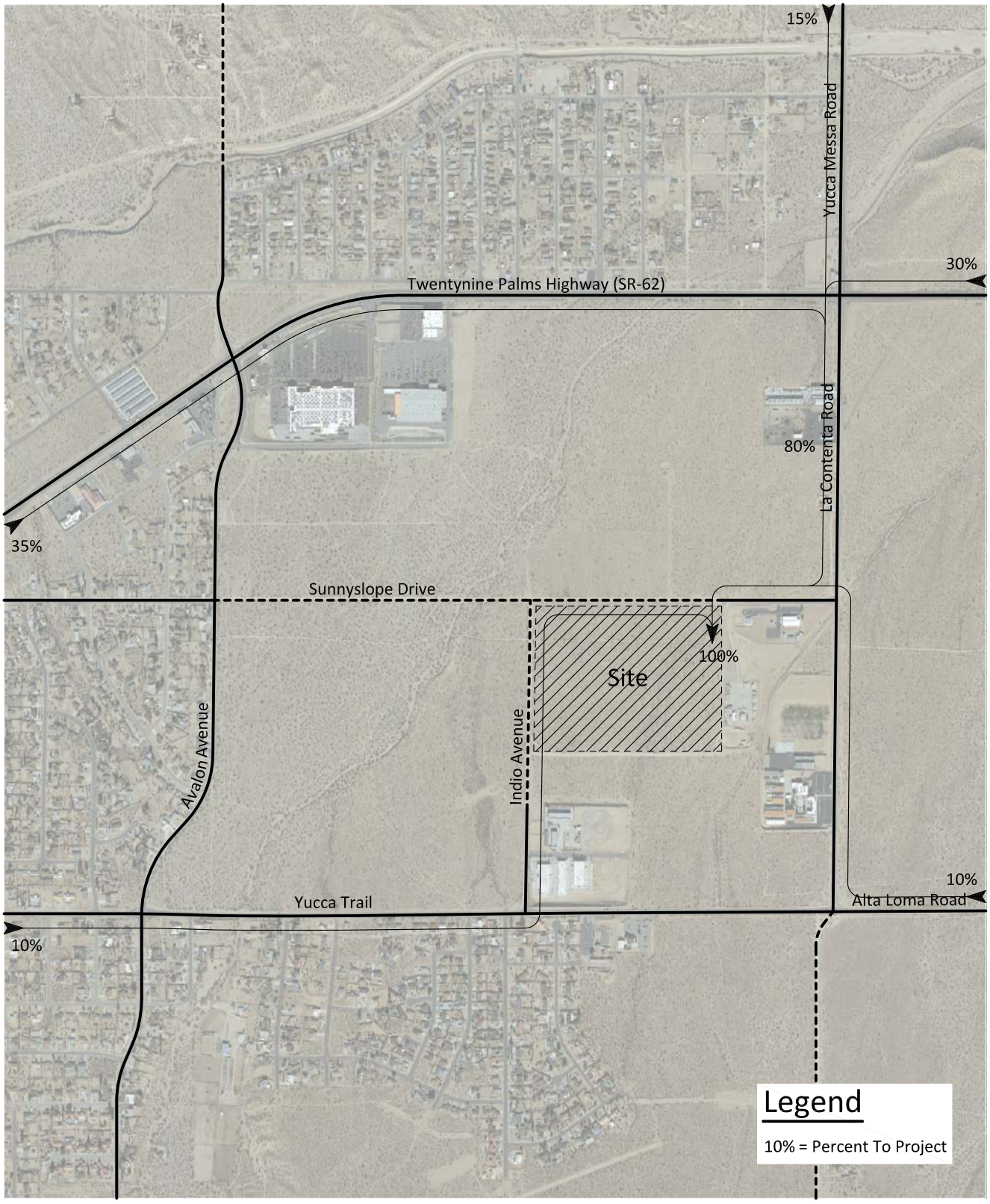
Figure 9
Project Outbound Collection Truck Trip Distribution



6030/9

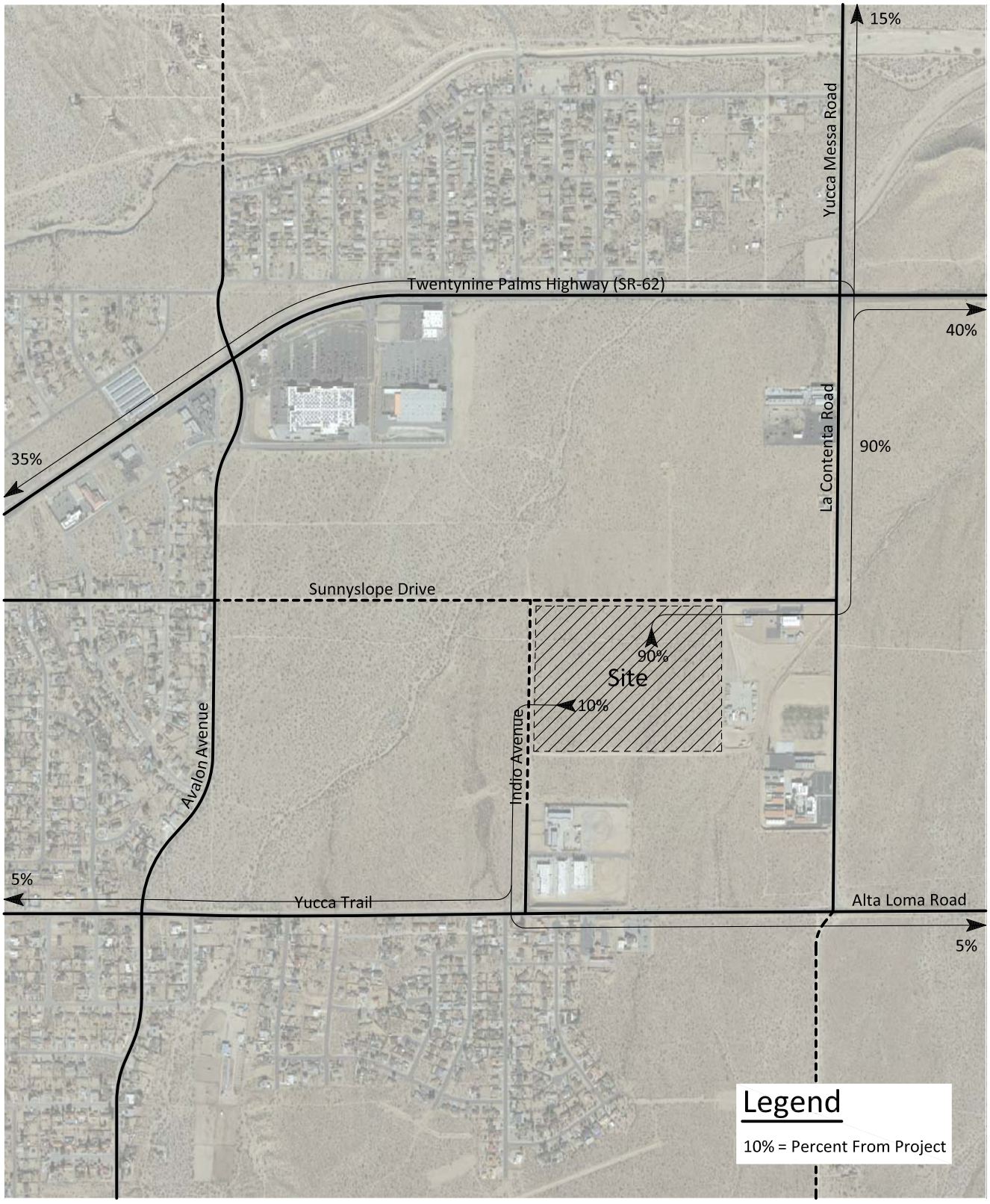
KUNZMAN ASSOCIATES, INC.
OVER 35 YEARS OF EXCELLENT SERVICE

Figure 10
Project Inbound Collection Truck Trip Distribution



6030/10

Figure 11
Project Outbound Contractor Trip Distribution

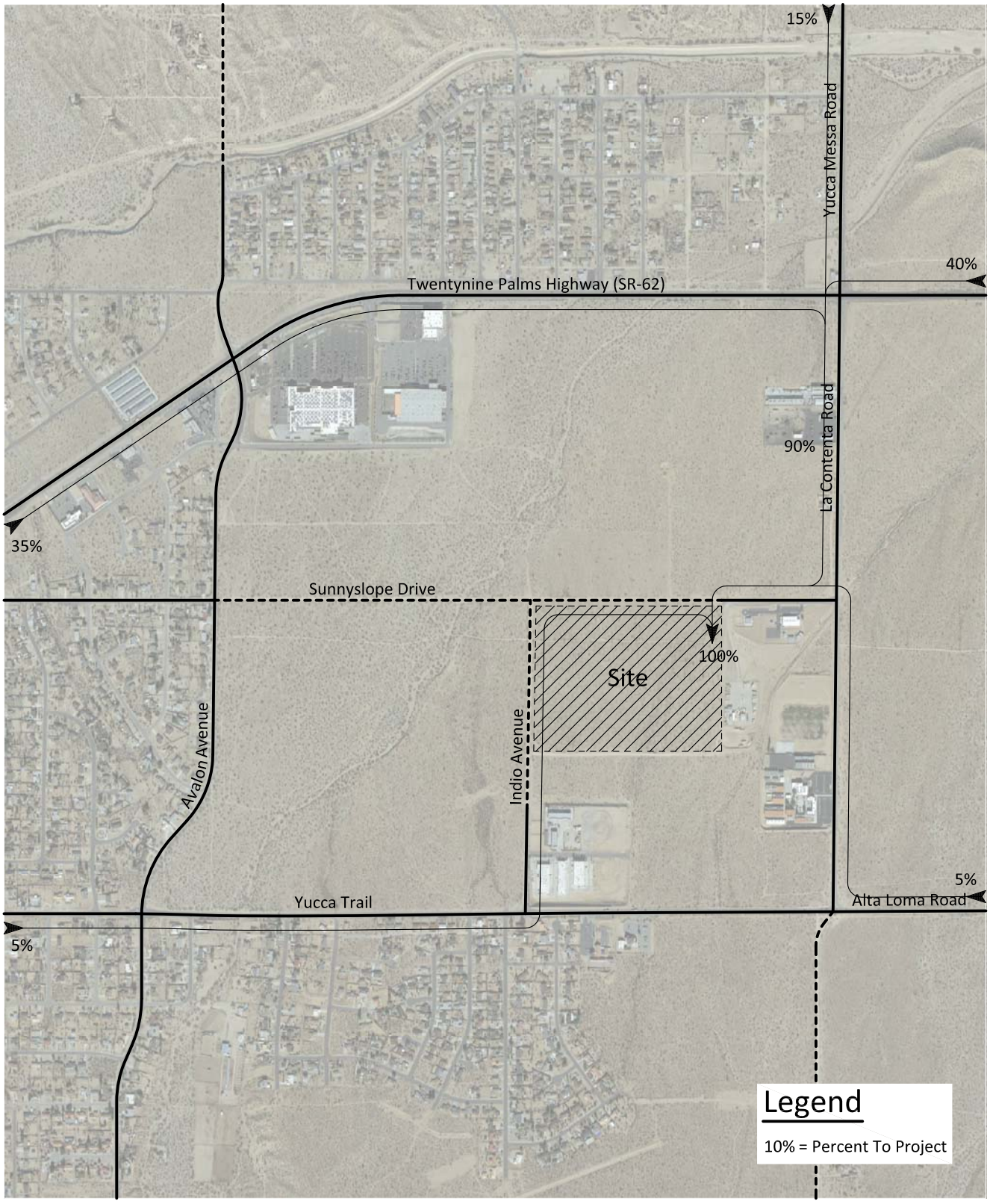


6030/11

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 12
Project Inbound Contractor Trip Distribution

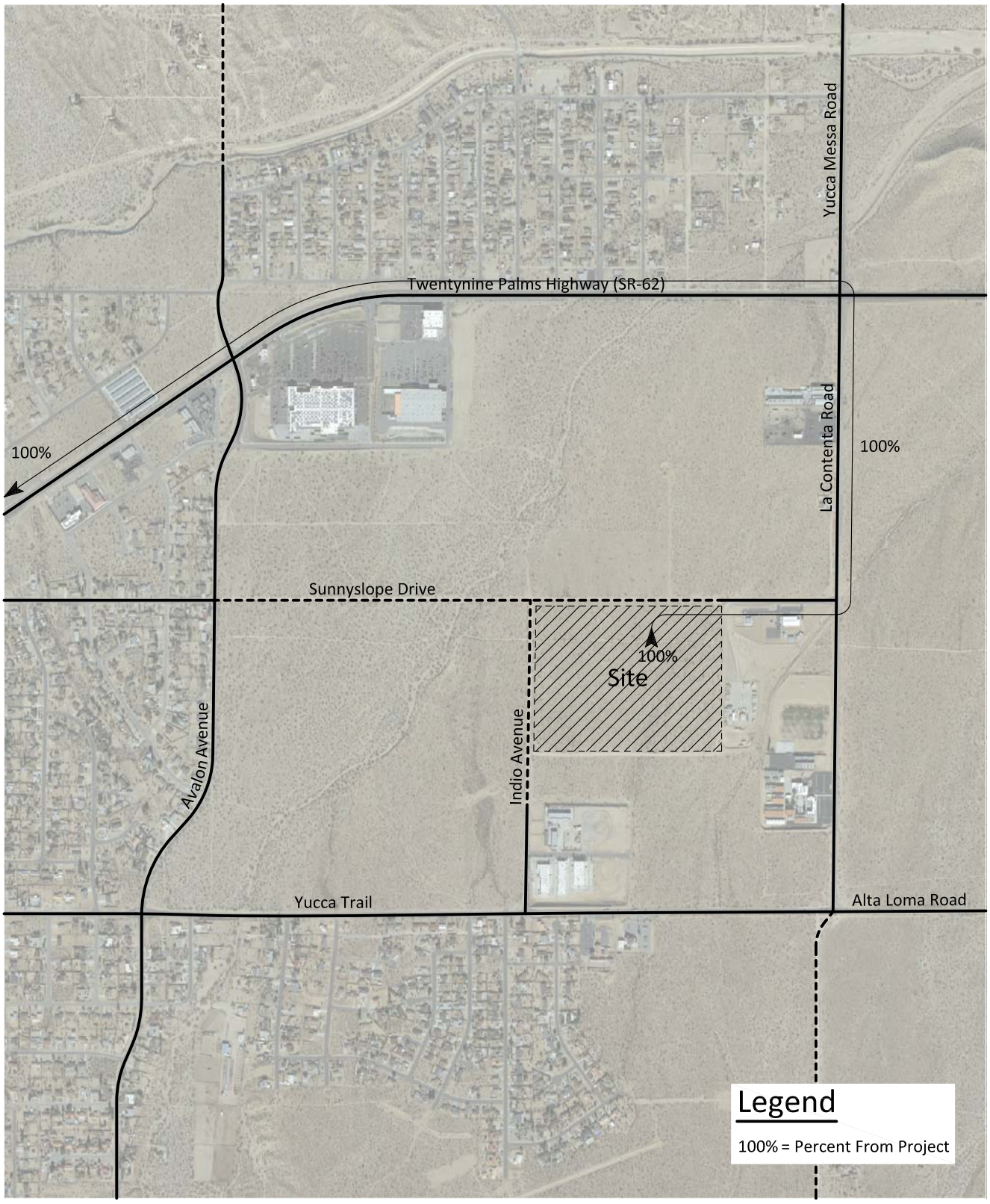


6030/12

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 13
Project Outbound Transfer Truck Trip Distribution

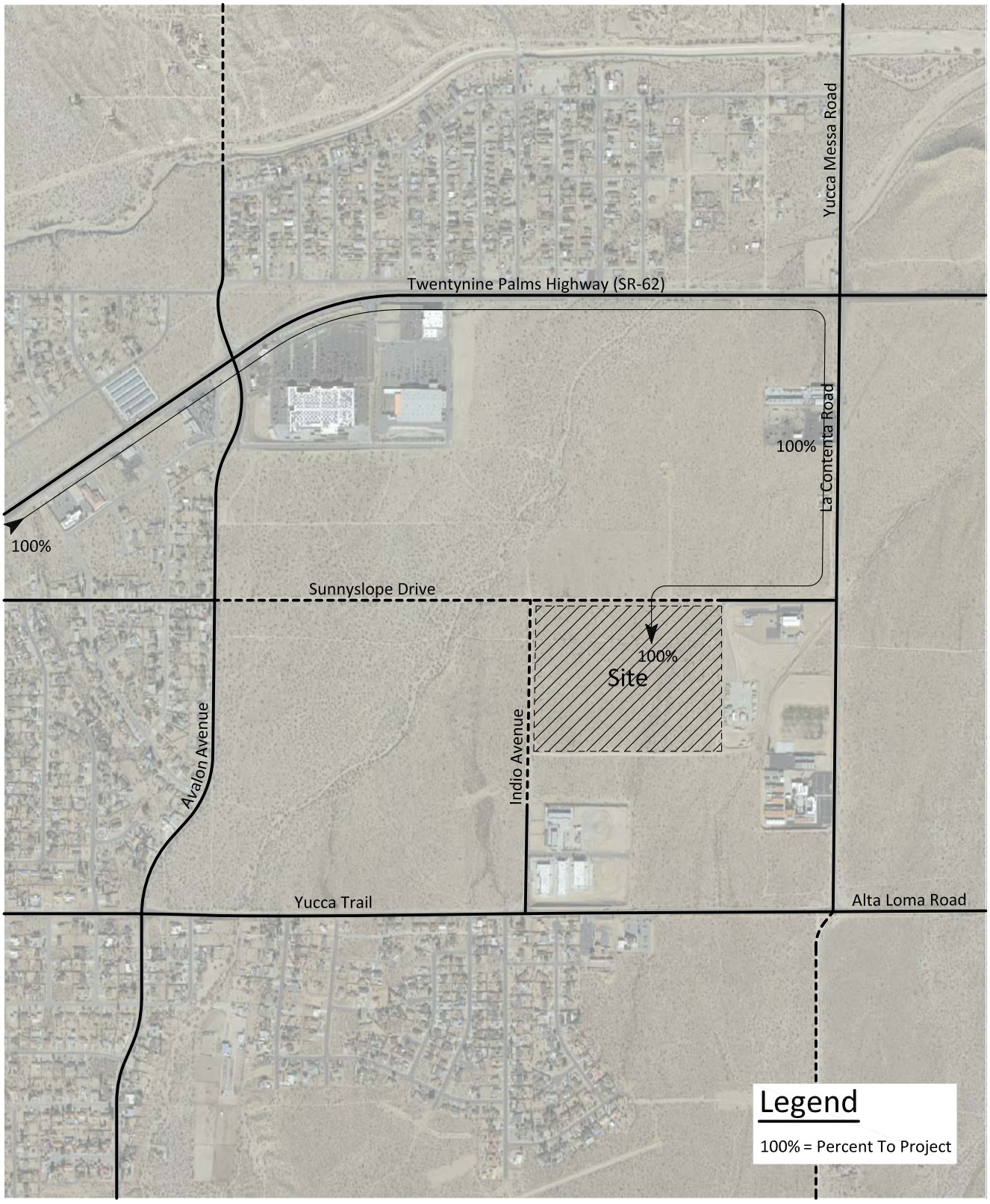


6030/13

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 14
Project Inbound Transfer Truck Trip Distribution

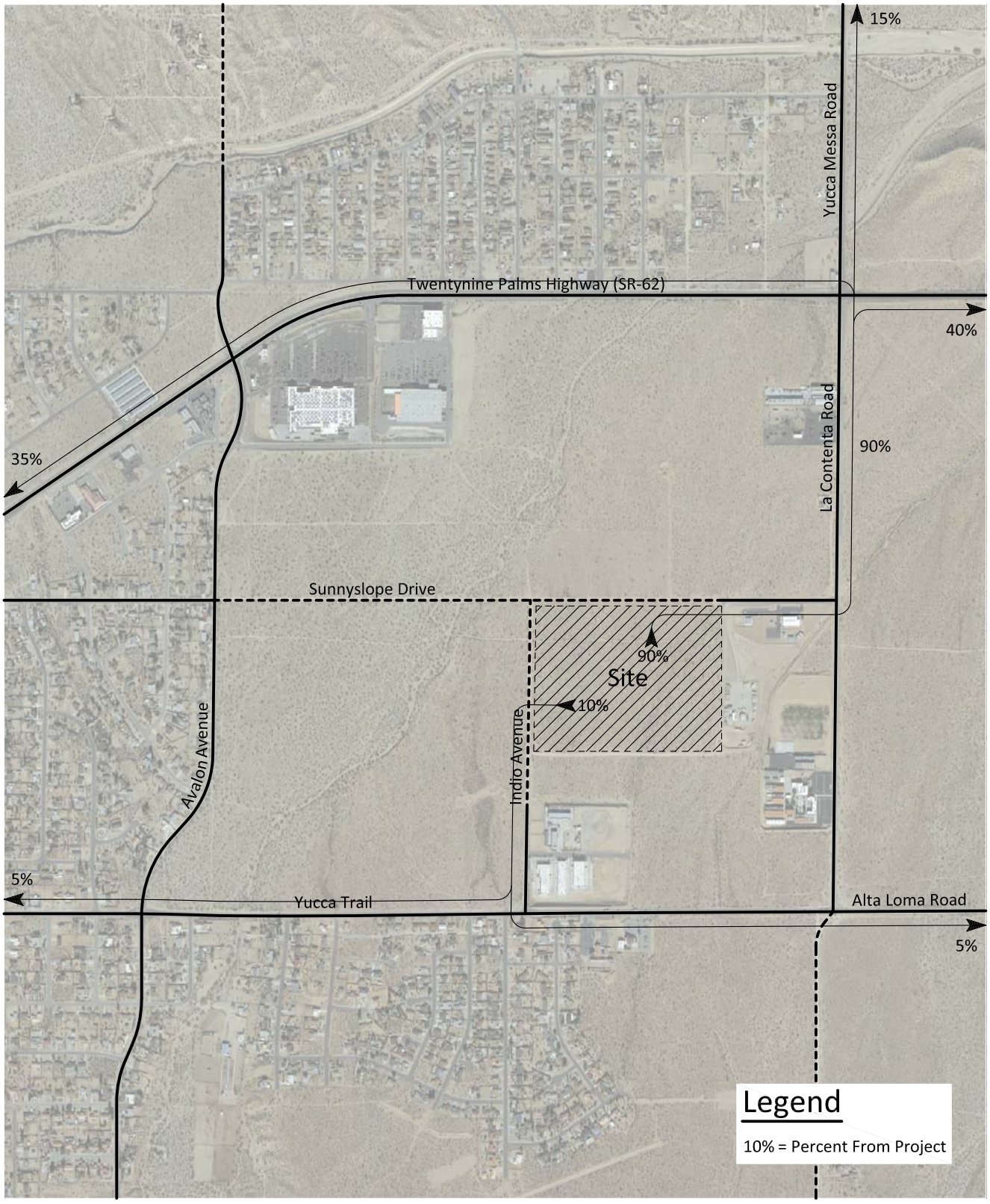


6030/14

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 15
Project Outbound Self Haul Trip Distribution

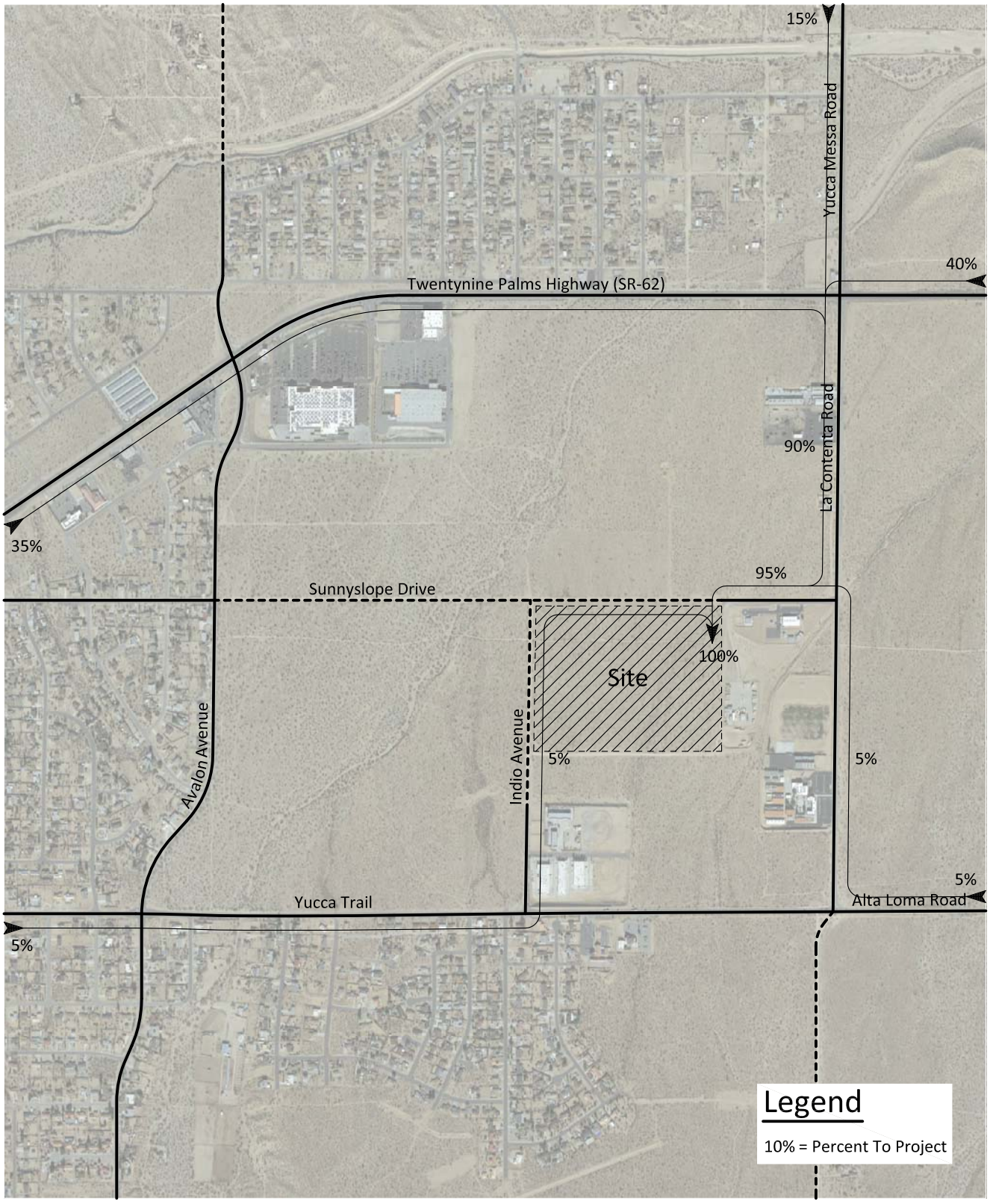


6030/15

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 16
Project Inbound Self Haul Trip Distribution

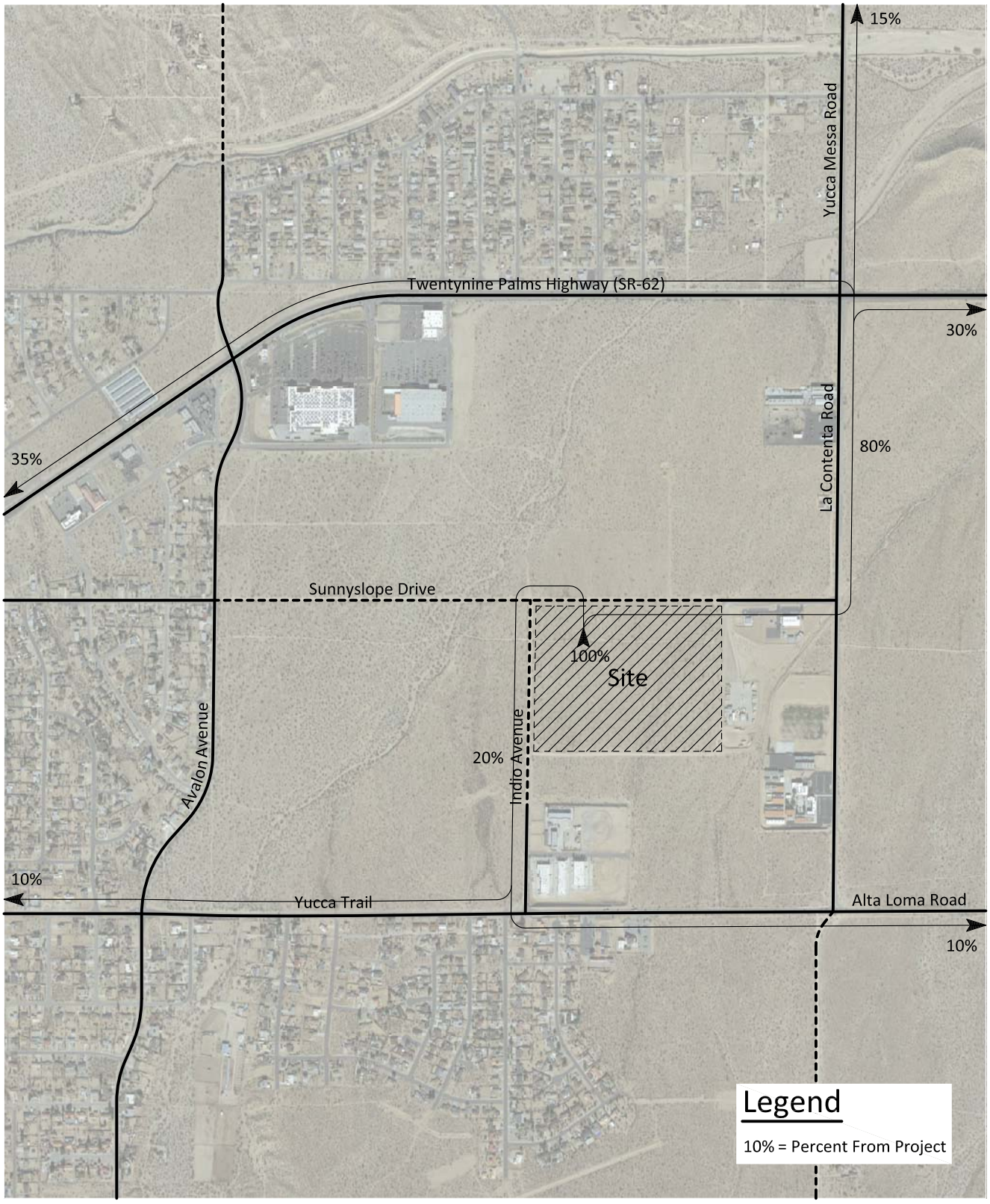


6030/16

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 17
Project Outbound Employee Trip Distribution

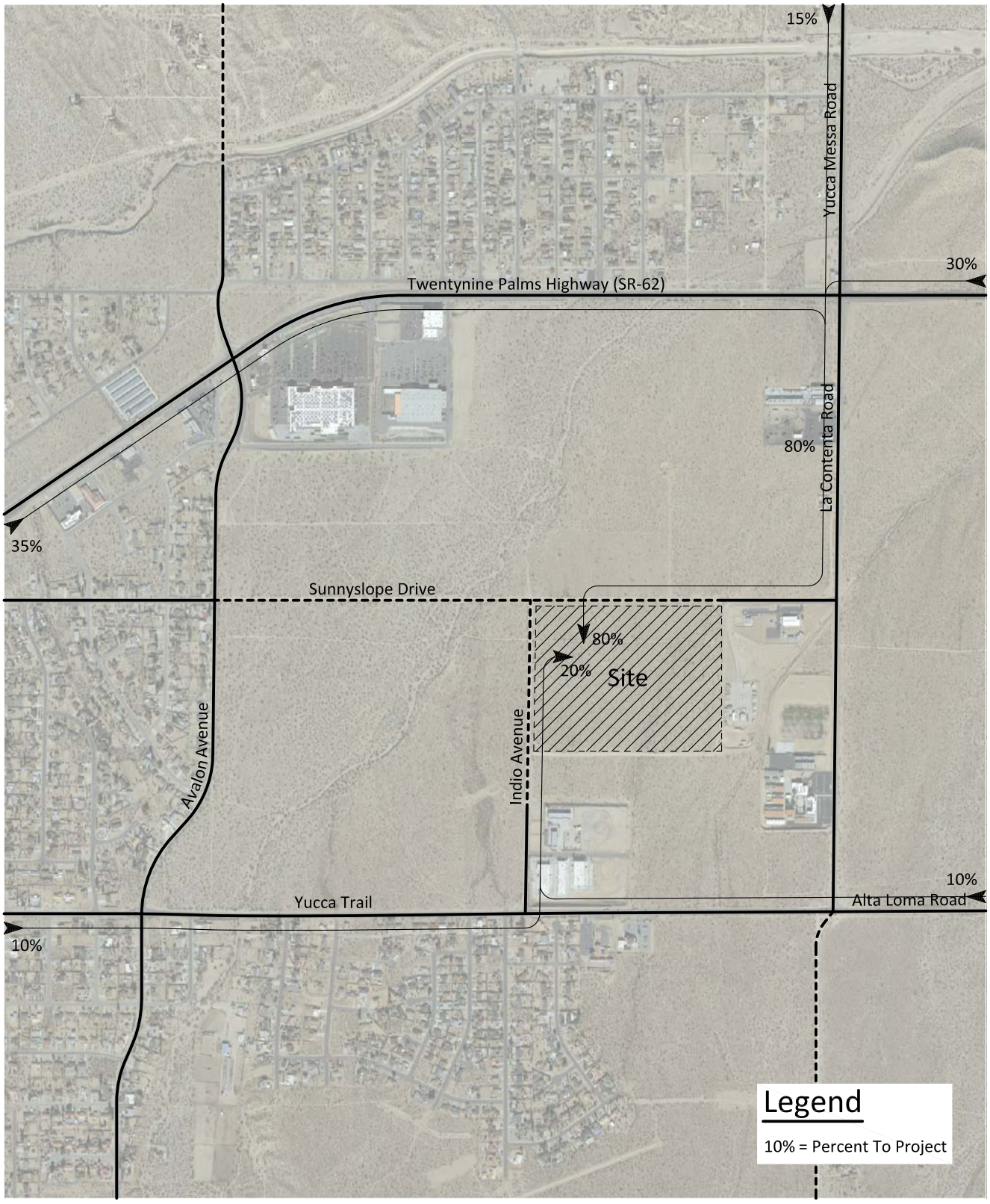


6030/17

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 18
Project Inbound Employee Trip Distribution

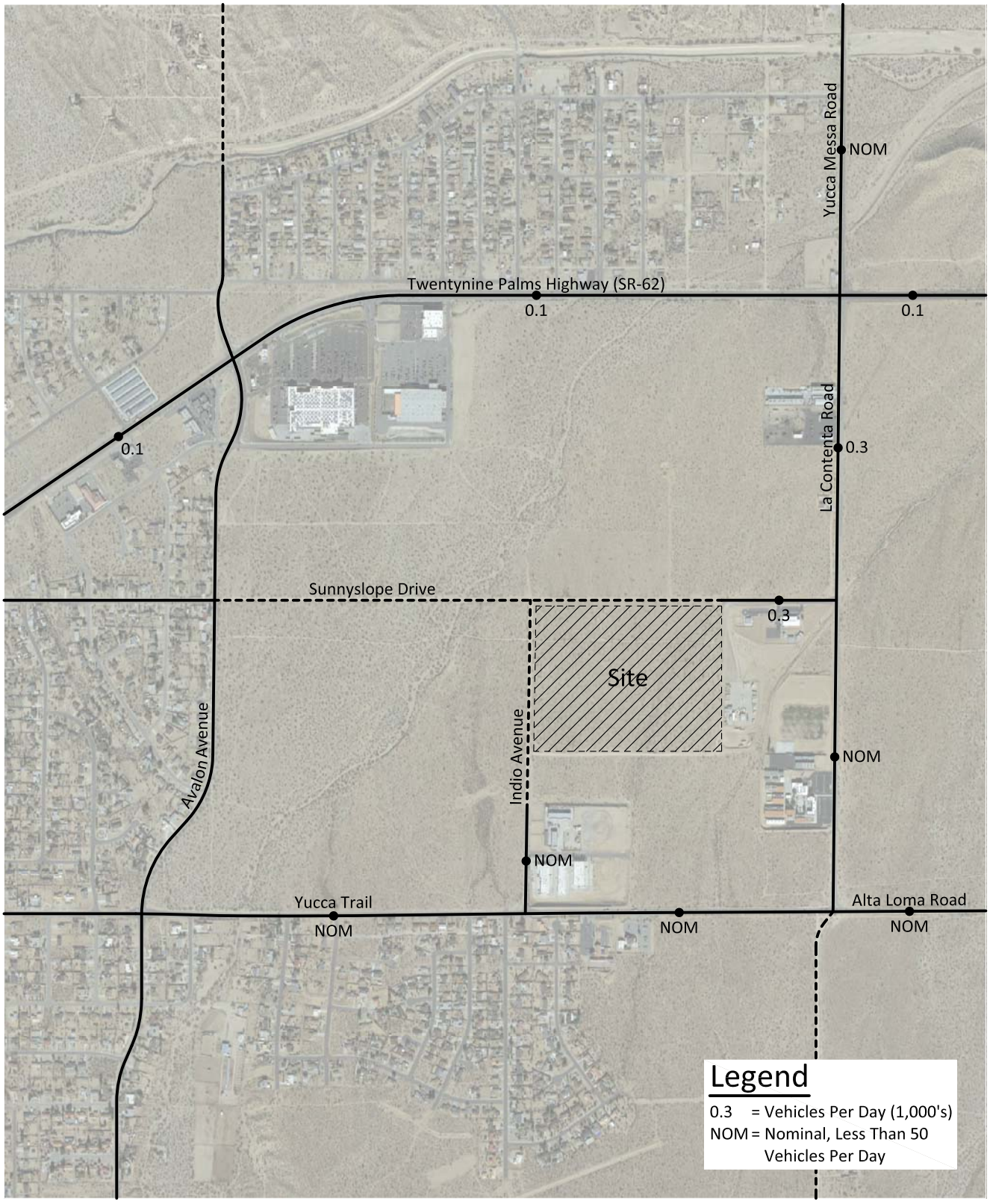


6030/18

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 19
Project Average Daily Traffic Volumes - 231 Tons Per Day

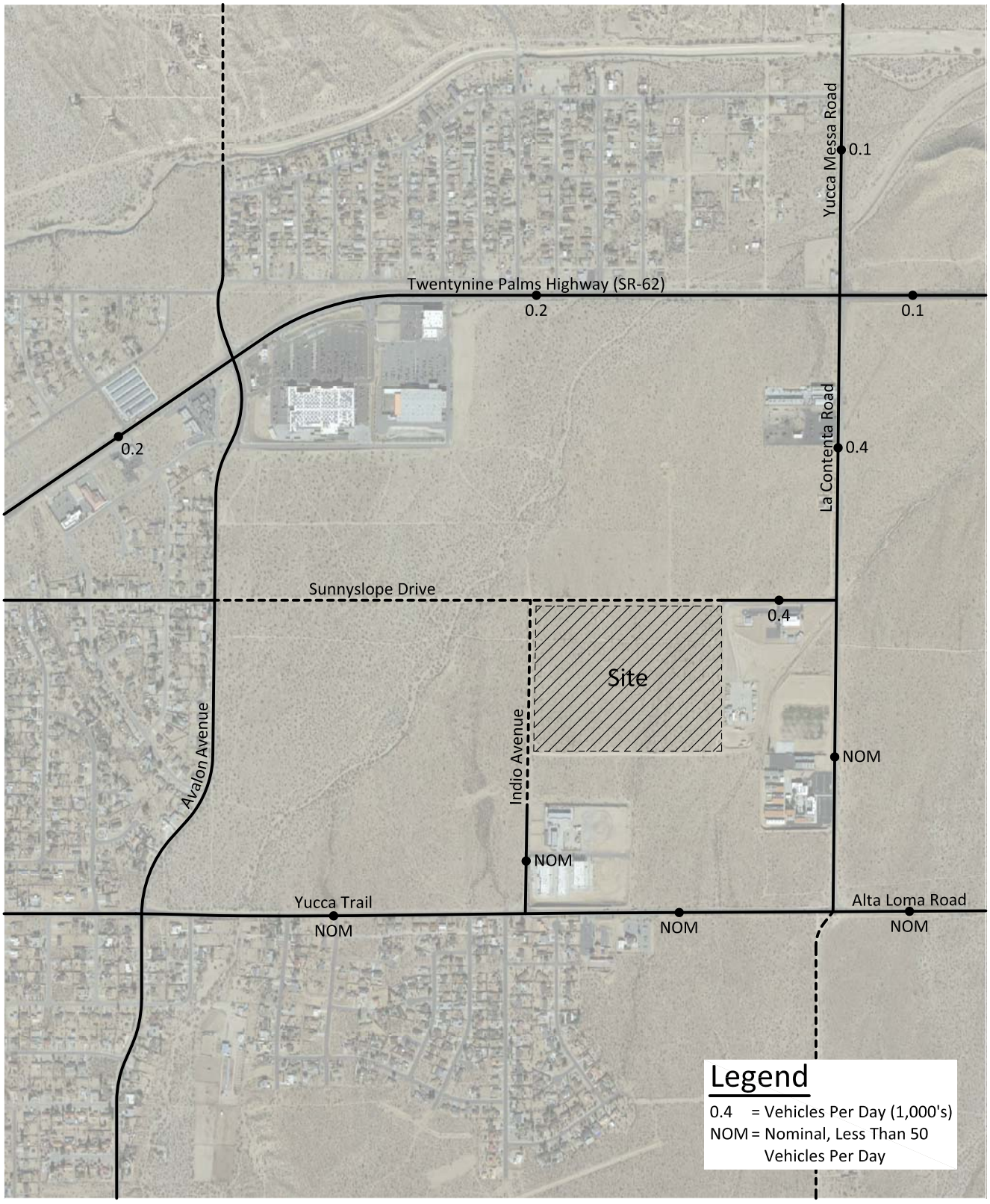


6030/19

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 20
Project Average Daily Traffic Volumes - 298 Tons Per Day

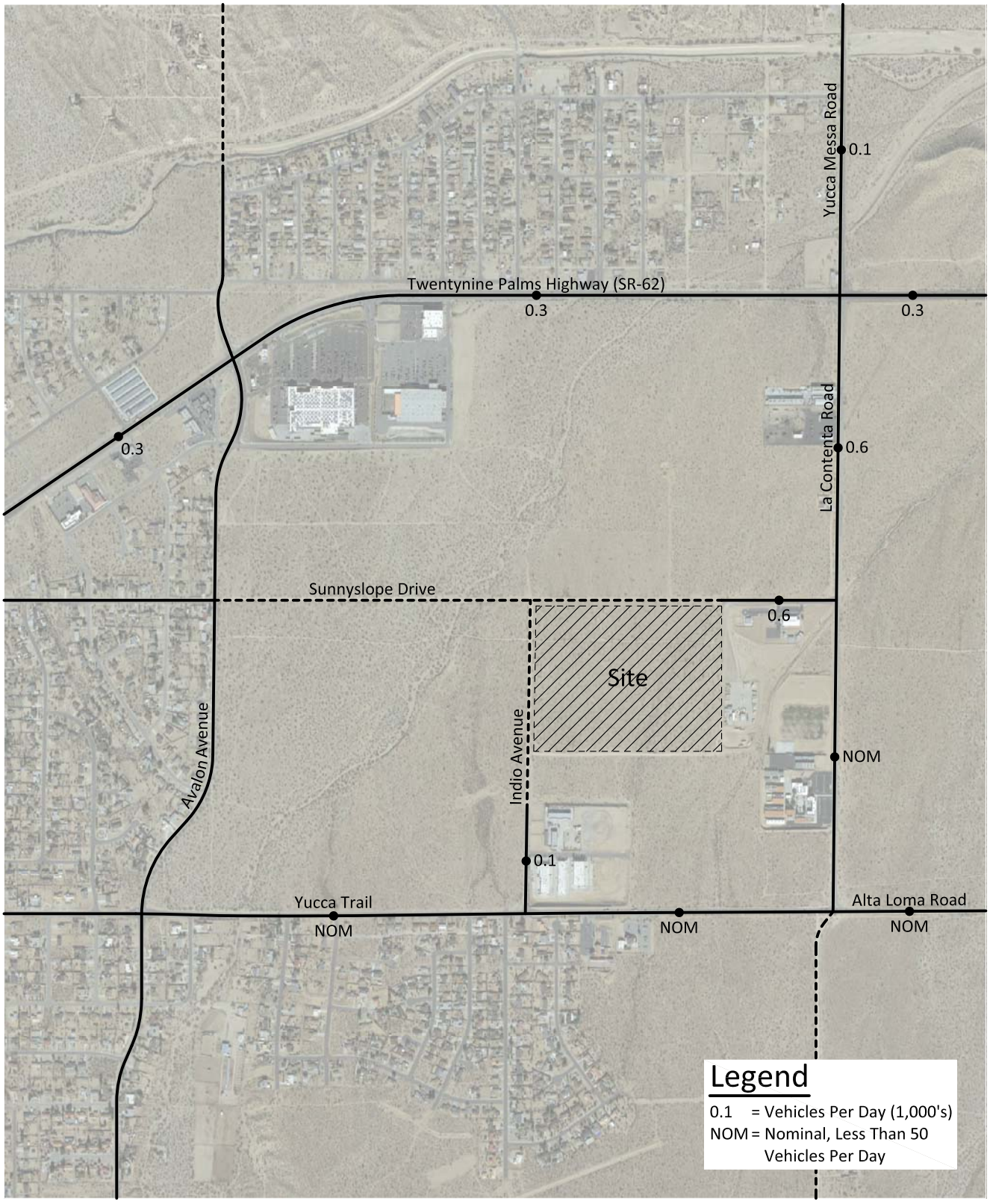


6030/20

KUNZMAN ASSOCIATES, INC.

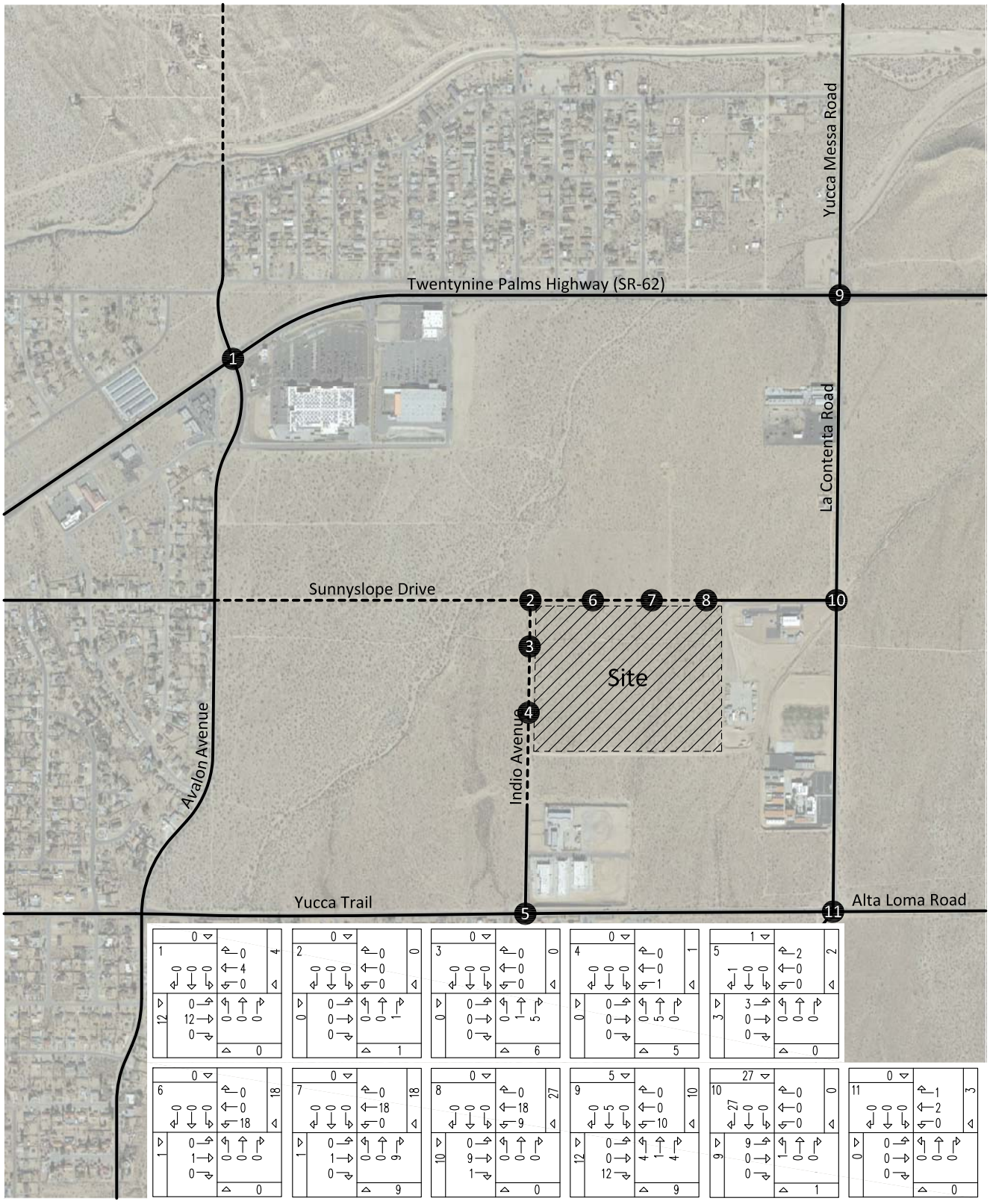
OVER 35 YEARS OF EXCELLENT SERVICE

Figure 21
Project Average Daily Traffic Volumes - 411 Tons Per Day



6030/21

Figure 22
Project Morning Peak Hour Intersection Turning Movement Volumes - 231 Tons Per Day

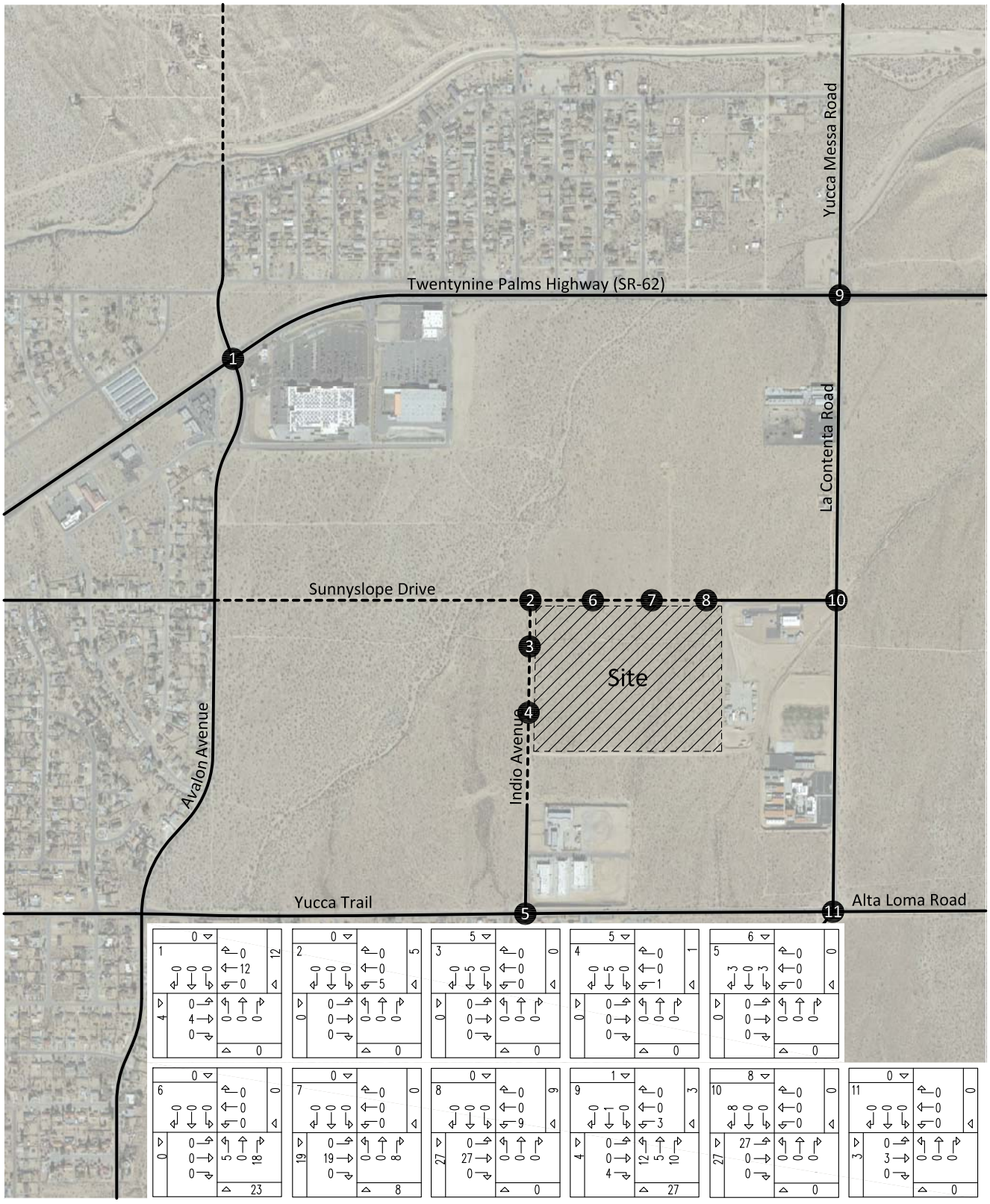


6030/22

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 23
Project Evening Peak Hour Intersection Turning Movement Volumes - 231 Tons Per Day

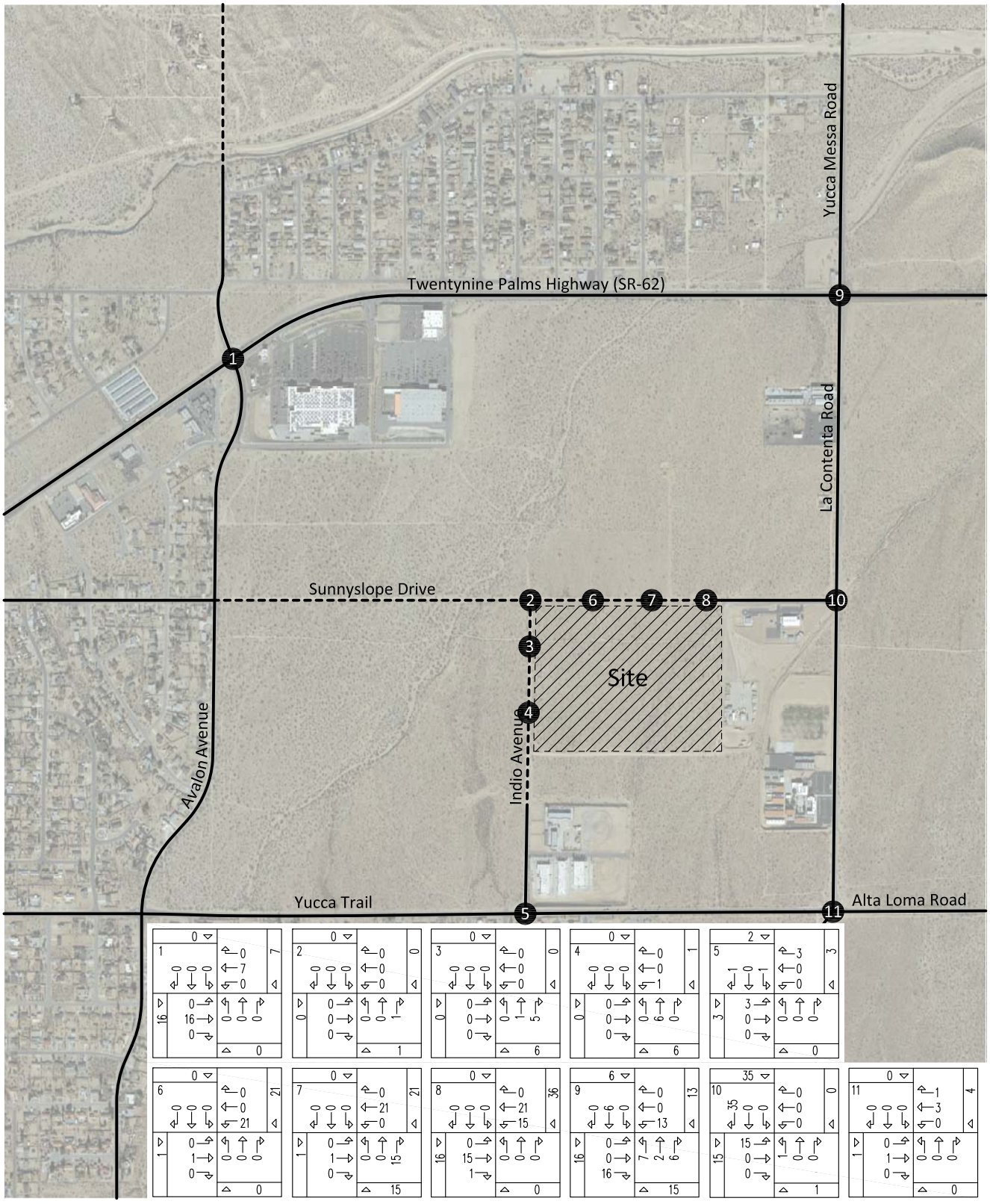


6030/23

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 24
Project Morning Peak Hour Intersection Turning Movement Volumes - 298 Tons Per Day

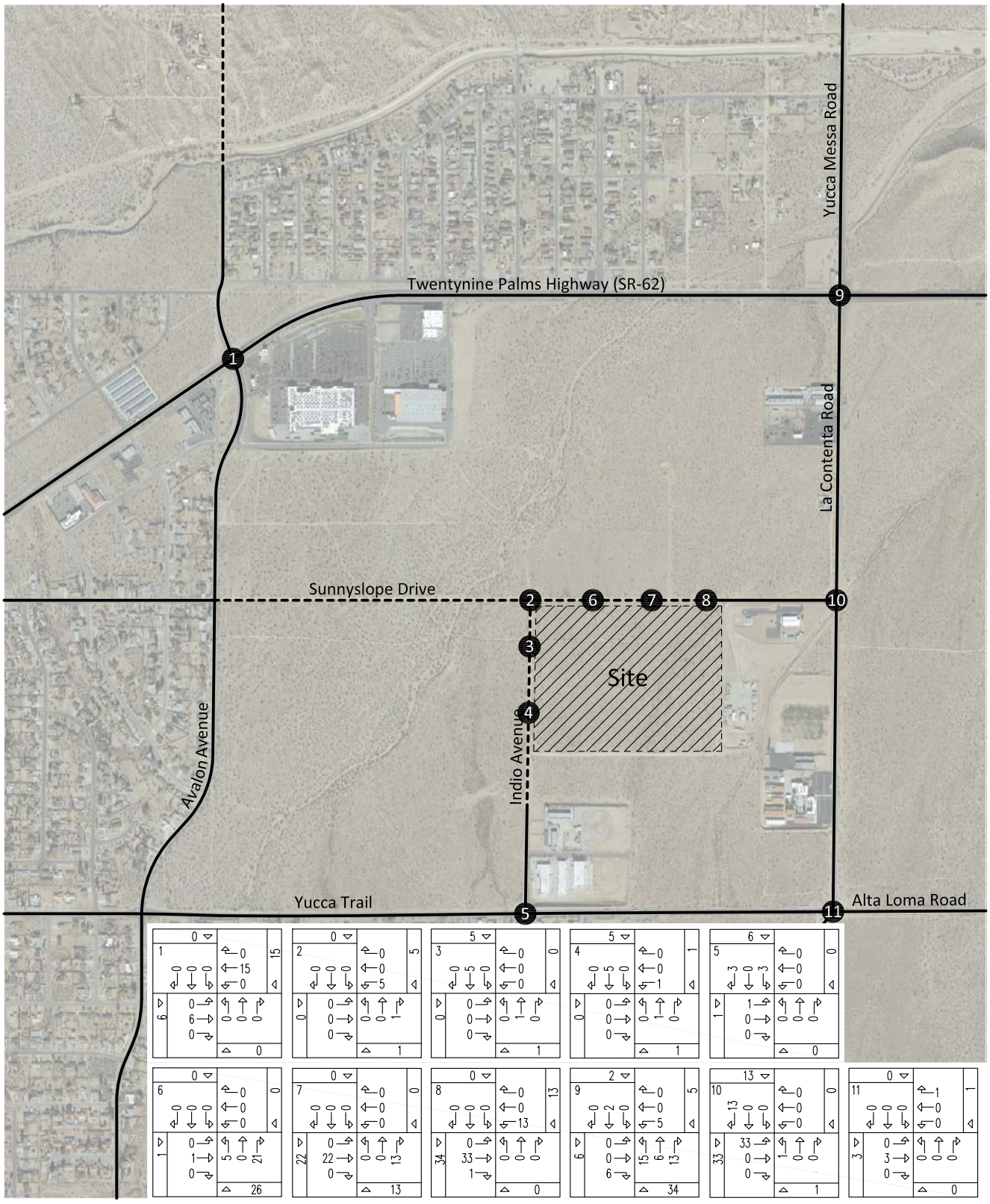


6030/24

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 25
Project Evening Peak Hour Intersection Turning Movement Volumes - 298 Tons Per Day

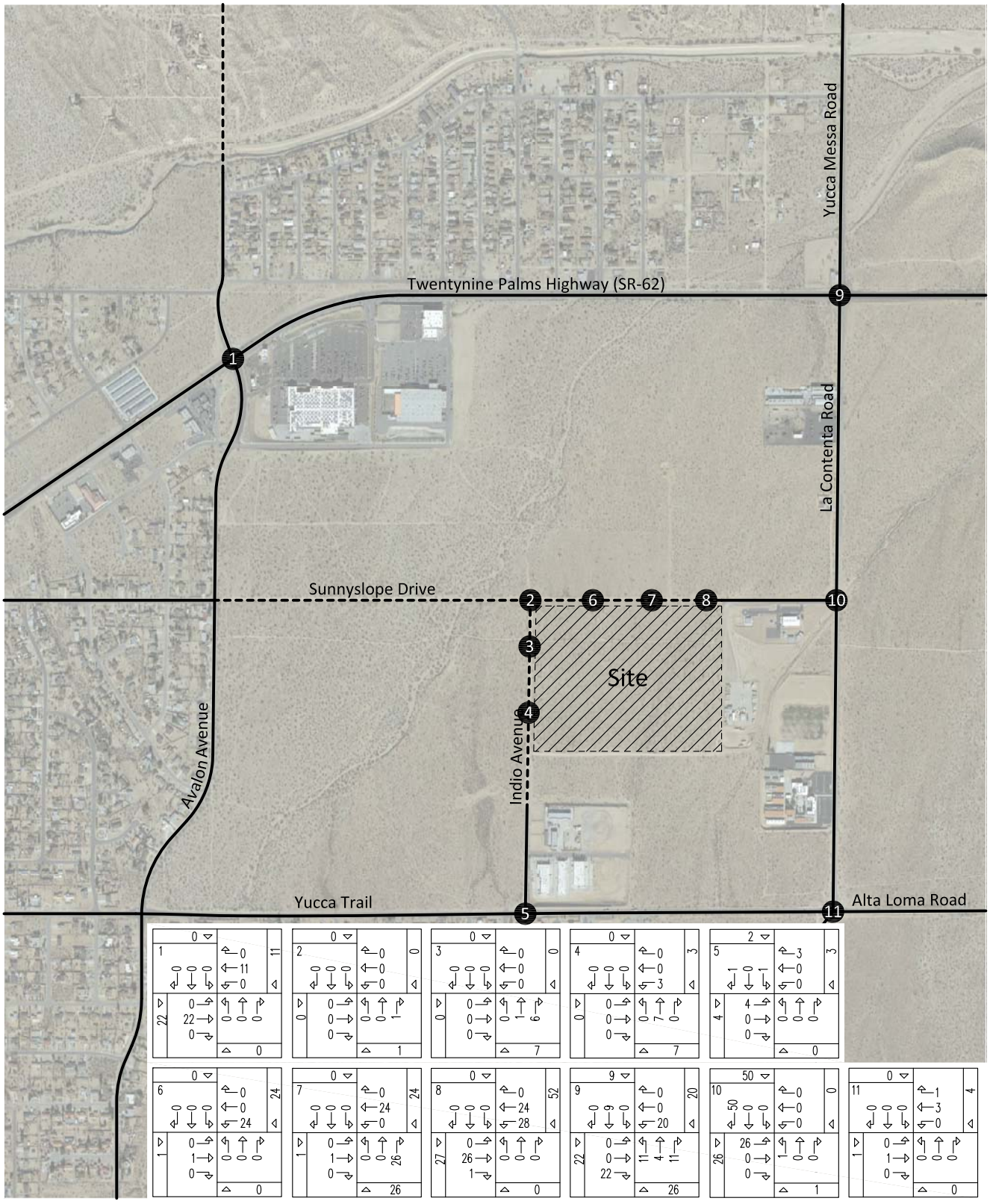


6030/25

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 26
Project Morning Peak Hour Intersection Turning Movement Volumes - 411 Tons Per Day

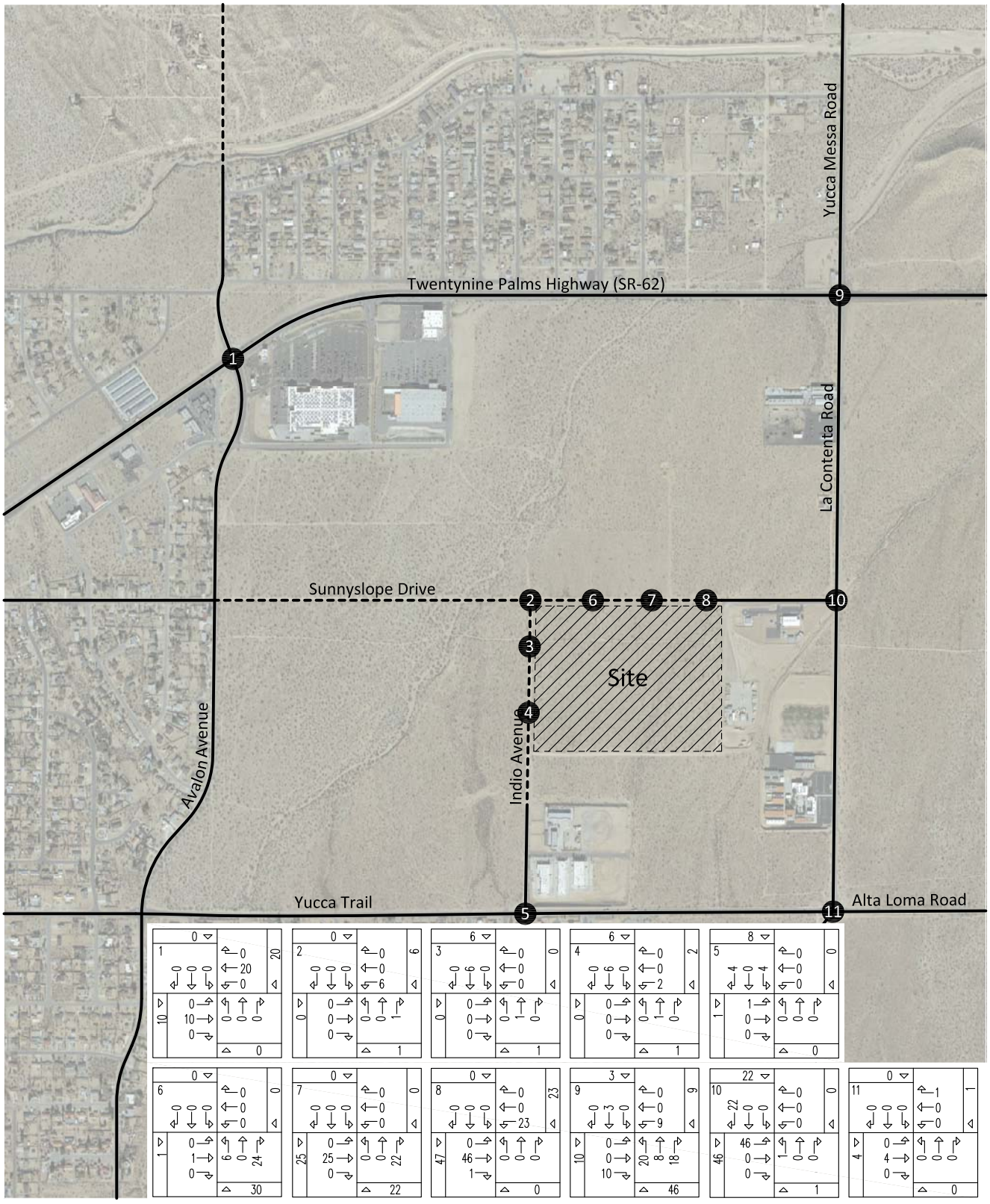


6030/26

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 27
Project Evening Peak Hour Intersection Turning Movement Volumes - 411 Tons Per Day

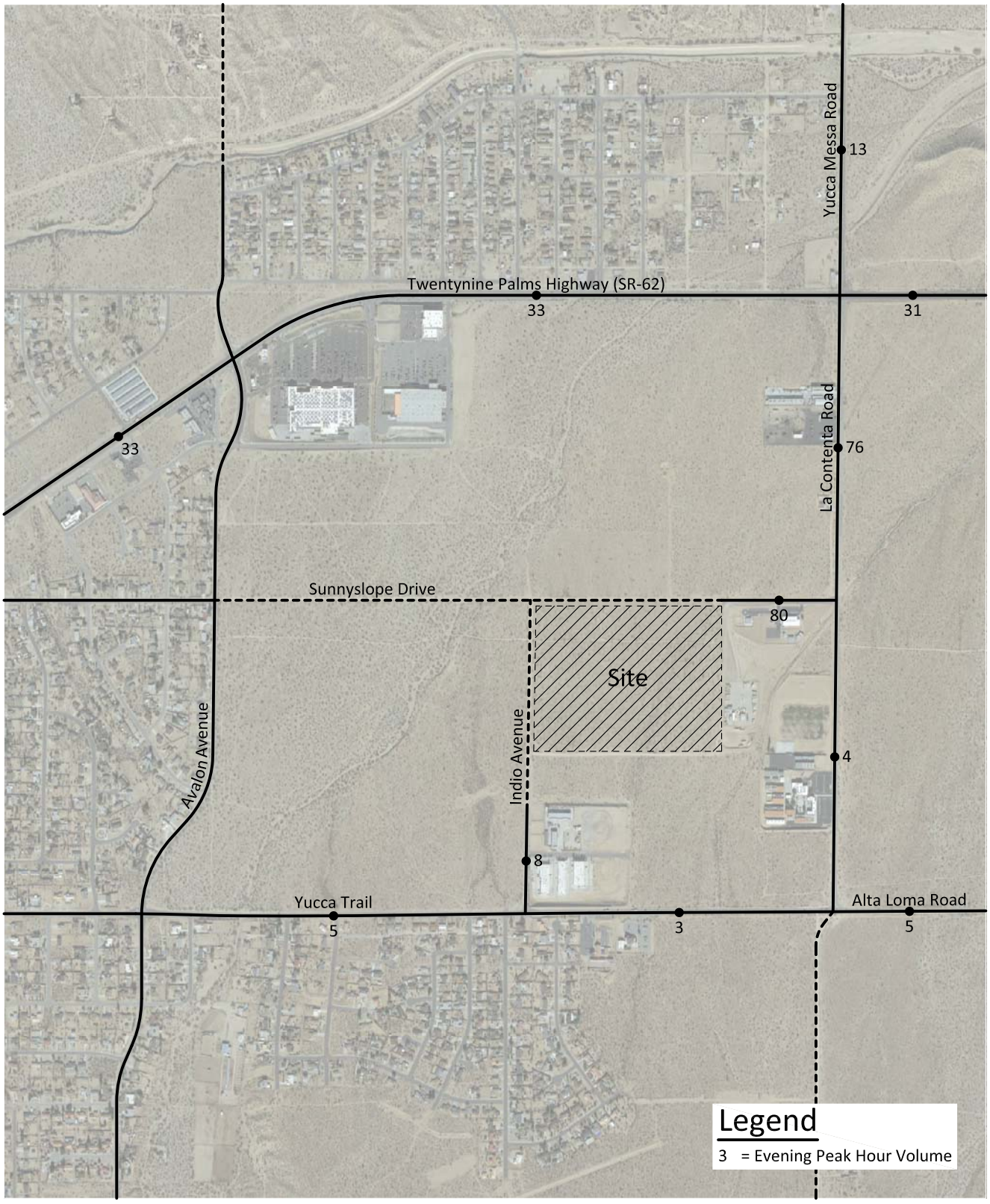


6030/27

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 28
Project Trip Contribution Test Volumes



6030/28

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

IV. Future Conditions

A. Future Volumes

Based upon discussions with Town of Yucca Valley staff, the average daily traffic volume forecasts have been determined using the growth increment approach on the San Bernardino Transportation Analysis Model Year 2008 and Year 2035 average daily traffic volume forecasts (see Appendix C). This difference defines the growth in traffic over the 27 year period. The incremental growth in average daily traffic volume has been factored to reflect the forecast growth between Year 2015 and Year 2035. For this purpose, linear growth between the Year 2008 base condition and the forecast Year 2035 condition was assumed. Since the increment between Year 2015 and Year 2035 is 20 years of the 27 year time frame, a factor of 0.74 (i.e., 20/27) was used.

To assess Opening Year (2016) traffic conditions and Interim Year (2026) traffic conditions, the San Bernardino Transportation Analysis Model was interpolated to years 2016 and 2026.

1. Existing Plus Project

   The average daily traffic volumes for Existing Plus Project traffic conditions have been determined. Existing Plus Project average daily traffic volumes are shown on Figure 29.

2. Opening Year (2016) Without Project

   The average daily traffic volumes for Opening Year (2016) Without Project traffic conditions have been determined as described above using the areawide growth process (see Section I.C.). Opening Year (2016) Without Project average daily traffic volumes are shown on Figure 30.

3. Opening Year (2016) With Project

   The average daily traffic volumes for Opening Year (2016) With Project traffic conditions have been determined as described above using the volume addition process (see Section I.C.). Opening Year (2016) With Project average daily traffic volumes are shown on Figure 31.

4. Interim Year (2026) Without Project

   The average daily traffic volumes for Interim Year (2026) Without Project traffic conditions have been determined as described above using the areawide growth process (see Section I.C.). Interim Year (2026) Without Project average daily traffic volumes are shown on Figure 32.

5. Interim Year (2026) With Project

The average daily traffic volumes for Interim Year (2026) With Project traffic conditions have been determined as described above using the volume addition process (see Section I.C.). Interim Year (2026) With Project average daily traffic volumes are shown on Figure 33.

6. Year 2035 Without Project

The average daily traffic volumes for Year 2035 Without Project traffic conditions have been determined as described above using the growth increment process (see Section I.C.). Year 2035 Without Project average daily traffic volumes are shown on Figure 34.

7. Year 2035 With Project

The average daily traffic volumes for Year 2035 With Project traffic conditions have been determined as described above using the volume addition process (see Section I.C.). Year 2035 With Project average daily traffic volumes are shown on Figure 35.

B. Future Level of Service

1. Existing Plus Project

The Existing Plus Project delay and Level of Service for the study area roadway network are shown in Table 6. Table 6 shows delay values based on the geometrics at the study area intersections without and with improvements. Existing Plus Project delay calculation worksheets are provided in Appendix E. Existing Plus Project morning and evening peak hour intersection turning movement volumes are shown on Figures 36 and 37, respectively.

The study area intersections are projected to operate at Level of Service C or better during the peak hours for Existing Plus Project traffic conditions.

2. Opening Year (2016) Without Project

The Opening Year (2016) delay and Level of Service for the study area roadway network without the proposed project are shown in Table 7. Table 7 shows delay values based on the existing geometrics at the study area intersections. Opening Year (2016) without project delay calculation worksheets are provided in Appendix E. Opening Year (2016) without project morning and evening peak hour intersection turning movement volumes are shown on Figures 38 and 39, respectively.

The study area intersections are projected to operate at Level of Service C or better during the peak hours for Opening Year (2016) Without Project traffic conditions.

3. Opening Year (2016) With Project

The Opening Year (2016) delay and Level of Service for the study area roadway network with the proposed project are shown in Table 8. Table 8 shows delay values based on the existing geometrics at the study area intersections without and with improvements. Opening Year (2016) with project delay calculation worksheets are provided in Appendix E. Opening Year (2016) with project morning and evening peak hour intersection turning movement volumes are shown on Figures 40 and 41, respectively.

The study area intersections are projected to operate at Level of Service C or better during the peak hours for Opening Year (2016) With Project traffic conditions.

4. Interim Year (2026) Without Project

The Interim Year (2026) delay and Level of Service for the study area roadway network without the proposed project are shown in Table 9. Table 9 shows delay values based on the existing geometrics at the study area intersections. Interim Year (2026) without project delay calculation worksheets are provided in Appendix E. Interim Year (2026) without project morning and evening peak hour intersection turning movement volumes are shown on Figures 42 and 43, respectively.

The study area intersections are projected to operate at Level of Service C or better during the peak hours for Interim Year (2026) Without Project traffic conditions.

5. Interim Year (2026) With Project

The Interim Year (2026) delay and Level of Service for the study area roadway network with the proposed project are shown in Table 10. Table 10 shows delay values based on the geometrics at the study area intersections without and with improvements. Interim Year (2026) with project delay calculation worksheets are provided in Appendix E. Interim Year (2026) with project morning and evening peak hour intersection turning movement volumes are shown on Figures 44 and 45, respectively.

The study area intersections are projected to operate at Level of Service C or better during the peak hours for Interim Year (2026) With Project traffic conditions.

6. Year 2035 Without Project

The Year 2035 delay and Level of Service for the study area roadway network without the proposed project are shown in Table 11. Table 11 shows delay values based on the existing geometrics at the study area intersections. Year 2035 without project delay calculation worksheets are provided in Appendix E. Year 2035 without project morning and evening peak hour intersection turning movement volumes are shown on Figures 46 and 47, respectively.

The study area intersections are projected to operate at Level of Service C or better during the peak hours for Year 2035 Without Project traffic conditions.

7. Year 2035 With Project

The Year 2035 delay and Level of Service for the study area roadway network with the proposed project are shown in Table 12. Table 12 shows delay values based on the geometrics at the study area intersections without and with improvements. Year 2035 with project delay calculation worksheets are provided in Appendix E. Year 2035 with project morning and evening peak hour intersection turning movement volumes are shown on Figures 48 and 49, respectively.

The study area intersections are projected to operate at Level of Service C or better during the peak hours for Year 2035 With Project traffic conditions.

Table 6

Existing Plus Project Intersection Delay and Level of Service

Intersection	Jurisdiction	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
			Northbound			Southbound			Eastbound			Westbound				
			L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Avalon Avenue (NS) at:																
Twentynine Palms Highway (SR-62) (EW) - #1	California Department of Transportation	TS	2	1	1	1	1	1	1	2	d	1	2	d	21.3-C	23.3-C
Indio Avenue (NS) at:																
Sunnyslope Drive (EW) - #2	City of Yucca Valley	**CSS**	**0.5**	0	**0.5**	0	0	0	0	**0.5**	**0.5**	**0.5**	**0.5**	0	8.4-A	8.4-A
Project North Access (EW) - #3	City of Yucca Valley	**CSS**	0	**0.5**	**0.5**	0	1	0	0	0	0	0	0	**1**	<0.1-A	<0.1-A
Project South Access (EW) - #4	City of Yucca Valley	**CSS**	0	**0.5**	**0.5**	**0.5**	**0.5**	0	0	0	0	**0.5**	0	**0.5**	8.6-A	8.6-A
Yucca Trail (EW) - #5	City of Yucca Valley	CSS	0	0	0	0.5	0	0.5	0.5	0.5	0	0	0.5	0.5	10.6-B	10.9-B
Project West Access (NS) at:																
Sunnyslope Drive (EW) - #6	City of Yucca Valley	**CSS**	0	**1**	0	0	0	0	0	**0.5**	**0.5**	**0.5**	**0.5**	0	7.2-A	8.5-A
Project Center Access (NS) at:																
Sunnyslope Drive (EW) - #7	City of Yucca Valley	**CSS**	0	**1**	0	0	0	0	0	**0.5**	**0.5**	**0.5**	**0.5**	0	8.4-A	8.5-A
Project East Access (NS) at:																
Sunnyslope Drive (EW) - #8	City of Yucca Valley	**CSS**	0	**1**	0	0	0	0	0	**0.5**	**0.5**	**0.5**	**0.5**	0	7.3-A	7.3-A
La Contenta Road (NS) at:																
Twentynine Palms Highway (SR-62) (EW) - #9	California Department of Transportation	TS	1	0.5	0.5	1	0.5	0.5	1	1.5	0.5	1	1.5	0.5	15.3-B	13.6-B
Sunnyslope Drive (EW) - #10																
- Without Improvements	City of Yucca Valley/County of San Bernardino	CSS	0.5	0.5	0	0	0.5	0.5	0.5	0	0.5	0	0	0	9.7-A	9.5-A
- With Improvements	City of Yucca Valley/County of San Bernardino	CSS	**1**	1	0	0	1	**1**	0.5	0	0.5	0	0	0	9.5-A	9.4-A
Alta Loma Road (EW) - #11	City of Yucca Valley/County of San Bernardino	CSS	0	0	0	1	0	1	0.5	0.5	0	0	0.5	0.5	10.0-B	10.6-B

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = De Facto Right Turn Lane; 1 = Improvement

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215. Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; CSS = Cross Street Stop

Table 7

Opening Year (2016) Without Project Intersection Delay and Level of Service

Intersection	Jurisdiction	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
			Northbound			Southbound			Eastbound			Westbound				
			L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Avalon Avenue (NS) at:																
Twentynine Palms Highway (SR-62) (EW) - #1	California Department of Transportation	TS	2	1	1	1	1	1	1	2	d	1	2	d	21.4-C	23.4-C
Indio Avenue (NS) at:																
Yucca Trail (EW) - #5	City of Yucca Valley	CSS	0	0	0	0.5	0	0.5	0.5	0.5	0	0	0.5	0.5	10.7-B	10.8-B
La Contenta Road (NS) at:																
Twentynine Palms Highway (SR-62) (EW) - #9	California Department of Transportation	TS	1	0.5	0.5	1	0.5	0.5	1	1.5	0.5	1	1.5	0.5	15.0-B	12.8-B
Sunnyslope Drive (EW) - #10	City of Yucca Valley/County of San Bernardino	CSS	0.5	0.5	0	0	0.5	0.5	0.5	0	0.5	0	0	0	9.2-A	9.2-A
Alta Loma Road (EW) - #11	City of Yucca Valley/County of San Bernardino	CSS	0	0	0	1	0	1	0.5	0.5	0	0	0.5	0.5	10.0-A	10.6-B

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = De Facto Right Turn Lane

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215. Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; CSS = Cross Street Stop

Table 8

Opening Year (2016) With Project Intersection Delay and Level of Service

Intersection	Jurisdiction	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
			Northbound			Southbound			Eastbound			Westbound				
			L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Avalon Avenue (NS) at:																
Twentynine Palms Highway (SR-62) (EW) - #1	California Department of Transportation	TS	2	1	1	1	1	1	1	2	d	1	2	d	21.4-C	23.4-C
Indio Avenue (NS) at:																
Sunnyslope Drive (EW) - #2	City of Yucca Valley	**CSS**	**0.5**	0	**0.5**	0	0	0	0	**0.5**	**0.5**	**0.5**	**0.5**	0	8.4-A	8.5-A
Project North Access (EW) - #3	City of Yucca Valley	**CSS**	0	**0.5**	**0.5**	0	1	0	0	0	0	0	0	**1**	<0.1-A	<0.1-A
Project South Access (EW) - #4	City of Yucca Valley	**CSS**	0	**0.5**	**0.5**	**0.5**	**0.5**	0	0	0	0	**0.5**	0	**0.5**	8.5-A	8.5-A
Yucca Trail (EW) - #5	City of Yucca Valley	CSS	0	0	0	0.5	0	0.5	0.5	0.5	0	0	0.5	0.5	10.7-B	11.0-B
Project West Access (NS) at:																
Sunnyslope Drive (EW) - #6	City of Yucca Valley	**CSS**	0	**1**	0	0	0	0	0	**0.5**	**0.5**	**0.5**	**0.5**	0	7.2-A	8.4-A
Project Center Access (NS) at:																
Sunnyslope Drive (EW) - #7	City of Yucca Valley	**CSS**	0	**1**	0	0	0	0	0	**0.5**	**0.5**	**0.5**	**0.5**	0	8.3-A	8.4-A
Project East Access (NS) at:																
Sunnyslope Drive (EW) - #8	City of Yucca Valley	**CSS**	0	**1**	0	0	0	0	0	**0.5**	**0.5**	**0.5**	**0.5**	0	7.2-A	7.3-A
La Contenta Road (NS) at:																
Twentynine Palms Highway (SR-62) (EW) - #9	California Department of Transportation	TS	1	0.5	0.5	1	0.5	0.5	1	1.5	0.5	1	1.5	0.5	15.8-B	14.0-B
Sunnyslope Drive (EW) - #10																
- Without Improvements	City of Yucca Valley/County of San Bernardino	CSS	0.5	0.5	0	0	0.5	0.5	0.5	0	0.5	0	0	0	9.5-A	9.4-A
- With Improvements	City of Yucca Valley/County of San Bernardino	CSS	**1**	1	0	0	1	**1**	0.5	0	0.5	0	0	0	9.4-A	9.4-A
Alta Loma Road (EW) - #11	City of Yucca Valley/County of San Bernardino	CSS	0	0	0	1	0	1	0.5	0.5	0	0	0.5	0.5	10.0-A	10.6-B

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = De Facto Right Turn Lane; 1 = Improvement

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215. Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; CSS = Cross Street Stop

Table 9

Interim Year (2026) Without Project Intersection Delay and Level of Service

Intersection	Jurisdiction	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
			Northbound			Southbound			Eastbound			Westbound				
			L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Avalon Avenue (NS) at:																
Twentynine Palms Highway (SR-62) (EW) - #1	California Department of Transportation	TS	2	1	1	1	1	1	1	2	d	1	2	d	21.7-C	23.6-C
Indio Avenue (NS) at:																
Yucca Trail (EW) - #5	City of Yucca Valley	CSS	0	0	0	0.5	0	0.5	0.5	0.5	0	0	0.5	0.5	10.7-B	11.0-B
La Contenta Road (NS) at:																
Twentynine Palms Highway (SR-62) (EW) - #9	California Department of Transportation	TS	1	0.5	0.5	1	0.5	0.5	1	1.5	0.5	1	1.5	0.5	15.1-B	12.8-B
Sunnyslope Drive (EW) - #10	City of Yucca Valley/County of San Bernardino	CSS	0.5	0.5	0	0	0.5	0.5	0.5	0	0.5	0	0	0	9.2-A	9.2-A
Alta Loma Road (EW) - #11	City of Yucca Valley/County of San Bernardino	CSS	0	0	0	1	0	1	0.5	0.5	0	0	0.5	0.5	10.2-B	10.8-B

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = De Facto Right Turn Lane

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215. Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; CSS = Cross Street Stop

Table 10

Interim Year (2026) With Project Intersection Delay and Level of Service

Intersection	Jurisdiction	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
			Northbound			Southbound			Eastbound			Westbound				
			L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Avalon Avenue (NS) at:																
Twentynine Palms Highway (SR-62) (EW) - #1	California Department of Transportation	TS	2	1	1	1	1	1	1	2	d	1	2	d	21.7-C	23.7-C
Indio Avenue (NS) at:																
Sunnyslope Drive (EW) - #2	City of Yucca Valley	**CSS**	**0.5**	0	**0.5**	0	0	0	0	**0.5**	**0.5**	**0.5**	**0.5**	0	8.4-A	8.4-A
Project North Access (EW) - #3	City of Yucca Valley	**CSS**	0	**0.5**	**0.5**	0	1	0	0	0	0	0	0	**1**	<0.1-A	<0.1-A
Project South Access (EW) - #4	City of Yucca Valley	**CSS**	0	**0.5**	**0.5**	**0.5**	**0.5**	0	0	0	0	**0.5**	0	**0.5**	8.5-A	8.5-A
Yucca Trail (EW) - #5	City of Yucca Valley	CSS	0	0	0	0.5	0	0.5	0.5	0.5	0	0	0.5	0.5	10.8-B	11.2-B
Project West Access (NS) at:																
Sunnyslope Drive (EW) - #6	City of Yucca Valley	**CSS**	0	**1**	0	0	0	0	0	**0.5**	**0.5**	**0.5**	**0.5**	0	7.2-A	8.4-A
Project Center Access (NS) at:																
Sunnyslope Drive (EW) - #7	City of Yucca Valley	**CSS**	0	**1**	0	0	0	0	0	**0.5**	**0.5**	**0.5**	**0.5**	0	8.4-A	8.4-A
Project East Access (NS) at:																
Sunnyslope Drive (EW) - #8	City of Yucca Valley	**CSS**	0	**1**	0	0	0	0	0	**0.5**	**0.5**	**0.5**	**0.5**	0	7.3-A	7.3-A
La Contenta Road (NS) at:																
Twentynine Palms Highway (SR-62) (EW) - #9	California Department of Transportation	TS	1	0.5	0.5	1	0.5	0.5	1	1.5	0.5	1	1.5	0.5	16.4-B	14.2-B
Sunnyslope Drive (EW) - #10																
- Without Improvements	City of Yucca Valley/County of San Bernardino	CSS	0.5	0.5	0	0	0.5	0.5	0.5	0	0.5	0	0	0	9.6-A	9.5-A
- With Improvements	City of Yucca Valley/County of San Bernardino	CSS	**1**	1	0	0	1	**1**	0.5	0	0.5	0	0	0	9.5-A	9.4-A
Alta Loma Road (EW) - #11	City of Yucca Valley/County of San Bernardino	CSS	0	0	0	1	0	1	0.5	0.5	0	0	0.5	0.5	10.2-B	10.8-B

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = De Facto Right Turn Lane; 1 = Improvement

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215. Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; CSS = Cross Street Stop

Table 11

Year 2035 Without Project Intersection Delay and Level of Service

Intersection	Jurisdiction	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
			Northbound			Southbound			Eastbound			Westbound				
			L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Avalon Avenue (NS) at:																
Twentynine Palms Highway (SR-62) (EW) - #1	California Department of Transportation	TS	2	1	1	1	1	1	1	2	d	1	2	d	21.8-C	24.3-C
Indio Avenue (NS) at:																
Yucca Trail (EW) - #5	City of Yucca Valley	CSS	0	0	0	0.5	0	0.5	0.5	0.5	0	0	0.5	0.5	10.2-B	11.1-B
La Contenta Road (NS) at:																
Twentynine Palms Highway (SR-62) (EW) - #9	California Department of Transportation	TS	1	0.5	0.5	1	0.5	0.5	1	1.5	0.5	1	1.5	0.5	15.4-B	13.7-B
Sunnyslope Drive (EW) - #10	City of Yucca Valley/County of San Bernardino	CSS	0.5	0.5	0	0	0.5	0.5	0.5	0	0.5	0	0	0	9.1-A	9.0-A
Alta Loma Road (EW) - #11	City of Yucca Valley/County of San Bernardino	CSS	0	0	0	1	0	1	0.5	0.5	0	0	0.5	0.5	10.0-A	11.3-B

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = De Facto Right Turn Lane

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215. Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; CSS = Cross Street Stop

Table 12

Year 2035 With Project Intersection Delay and Level of Service

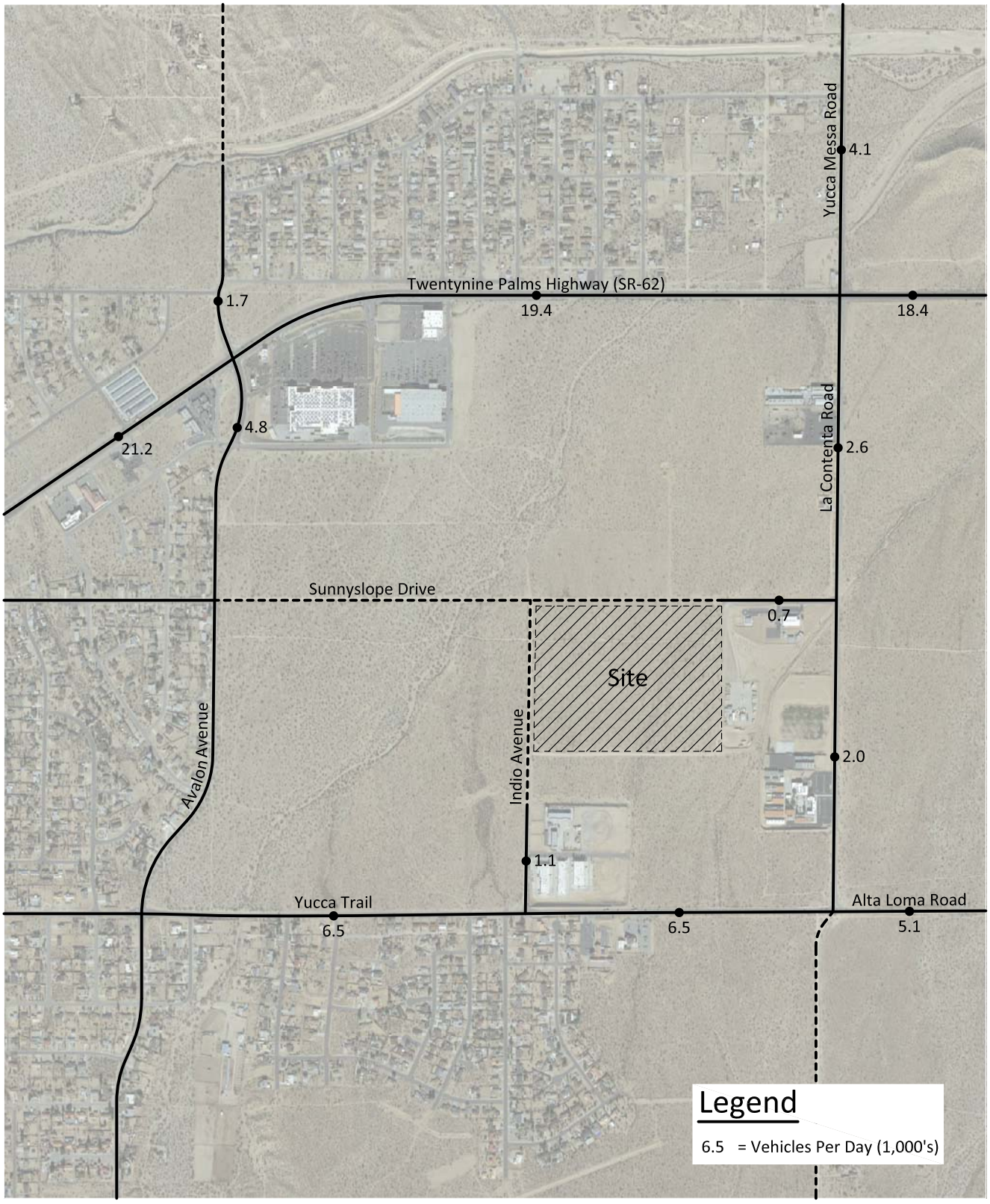
Intersection	Jurisdiction	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
			Northbound			Southbound			Eastbound			Westbound				
			L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Avalon Avenue (NS) at:																
Twentynine Palms Highway (SR-62) (EW) - #1	California Department of Transportation	TS	2	1	1	1	1	1	1	2	d	1	2	d	21.9-C	24.5-C
Indio Avenue (NS) at:																
Sunnyslope Drive (EW) - #2	City of Yucca Valley	**CSS**	**0.5**	0	**0.5**	0	0	0	0	**0.5**	**0.5**	**0.5**	**0.5**	0	8.4-A	8.4-A
Project North Access (EW) - #3	City of Yucca Valley	**CSS**	0	**0.5**	**0.5**	0	1	0	0	0	0	0	0	**1**	<0.1-A	<0.1-A
Project South Access (EW) - #4	City of Yucca Valley	**CSS**	0	**0.5**	**0.5**	**0.5**	**0.5**	0	0	0	0	**0.5**	0	**0.5**	8.6-A	8.6-A
Yucca Trail (EW) - #5	City of Yucca Valley	CSS	0	0	0	0.5	0	0.5	0.5	0.5	0	0	0.5	0.5	10.3-B	11.3-B
Project West Access (NS) at:																
Sunnyslope Drive (EW) - #6	City of Yucca Valley	**CSS**	0	**1**	0	0	0	0	0	**0.5**	**0.5**	**0.5**	**0.5**	0	7.2-A	8.5-A
Project Center Access (NS) at:																
Sunnyslope Drive (EW) - #7	City of Yucca Valley	**CSS**	0	**1**	0	0	0	0	0	**0.5**	**0.5**	**0.5**	**0.5**	0	8.4-A	8.5-A
Project East Access (NS) at:																
Sunnyslope Drive (EW) - #8	City of Yucca Valley	**CSS**	0	**1**	0	0	0	0	0	**0.5**	**0.5**	**0.5**	**0.5**	0	7.3-A	7.3-A
La Contenta Road (NS) at:																
Twentynine Palms Highway (SR-62) (EW) - #9	California Department of Transportation	TS	1	0.5	0.5	1	0.5	0.5	1	1.5	0.5	1	1.5	0.5	16.9-B	15.3-B
Sunnyslope Drive (EW) - #10																
- Without Improvements	City of Yucca Valley/County of San Bernardino	CSS	0.5	0.5	0	0	0.5	0.5	0.5	0	0.5	0	0	0	9.6-A	9.4-A
- With Improvements	City of Yucca Valley/County of San Bernardino	CSS	**1**	1	0	0	1	**1**	0.5	0	0.5	0	0	0	9.4-A	9.4-A
Alta Loma Road (EW) - #11	City of Yucca Valley/County of San Bernardino	CSS	0	0	0	1	0	1	0.5	0.5	0	0	0.5	0.5	10.0-A	11.4-B

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = De Facto Right Turn Lane; 1 = Improvement

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215. Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; CSS = Cross Street Stop

Figure 29
Existing Plus Project Average Daily Traffic Volumes (411 Tons Per Day)

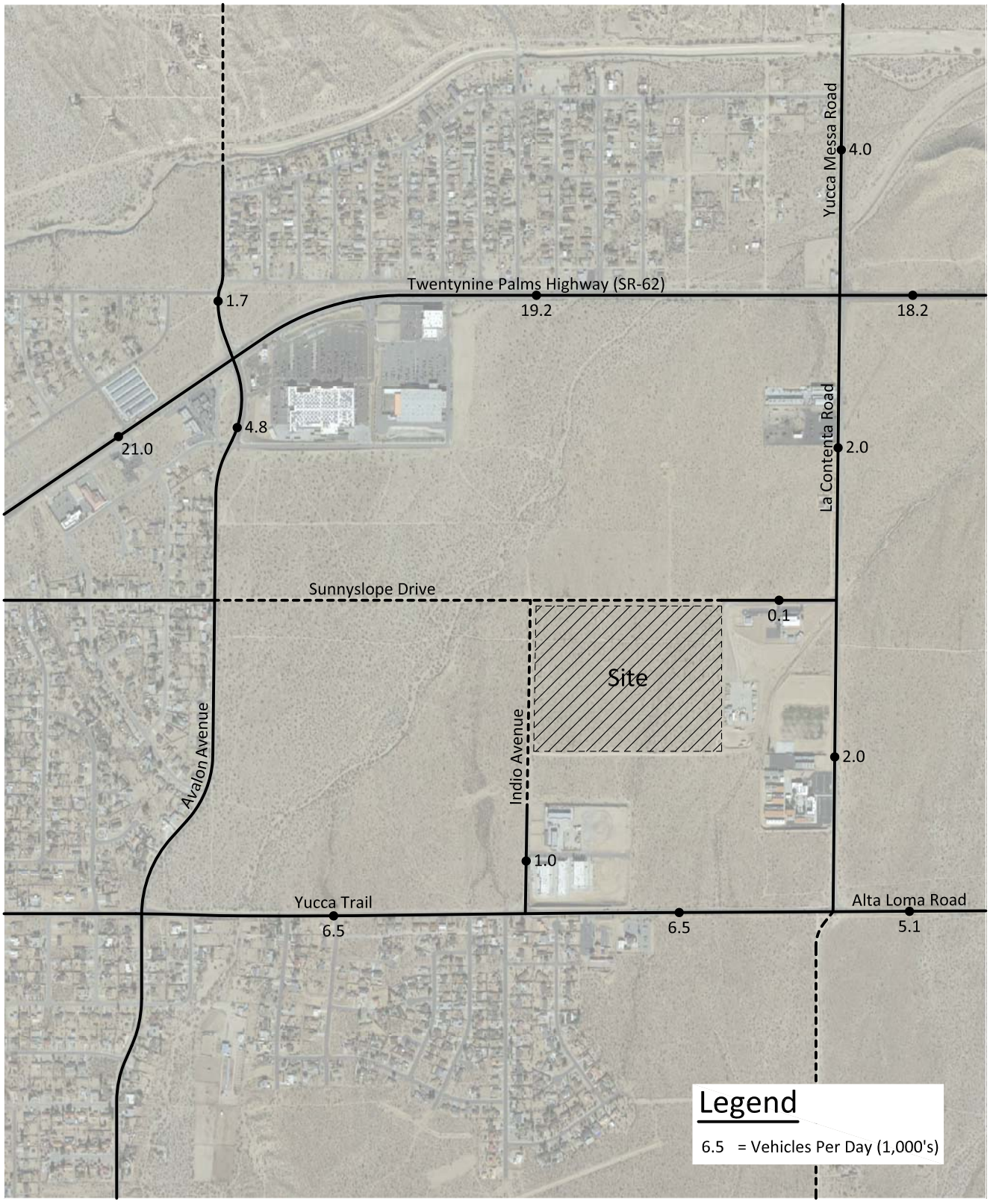


6030/29

KUNZMAN ASSOCIATES, INC.

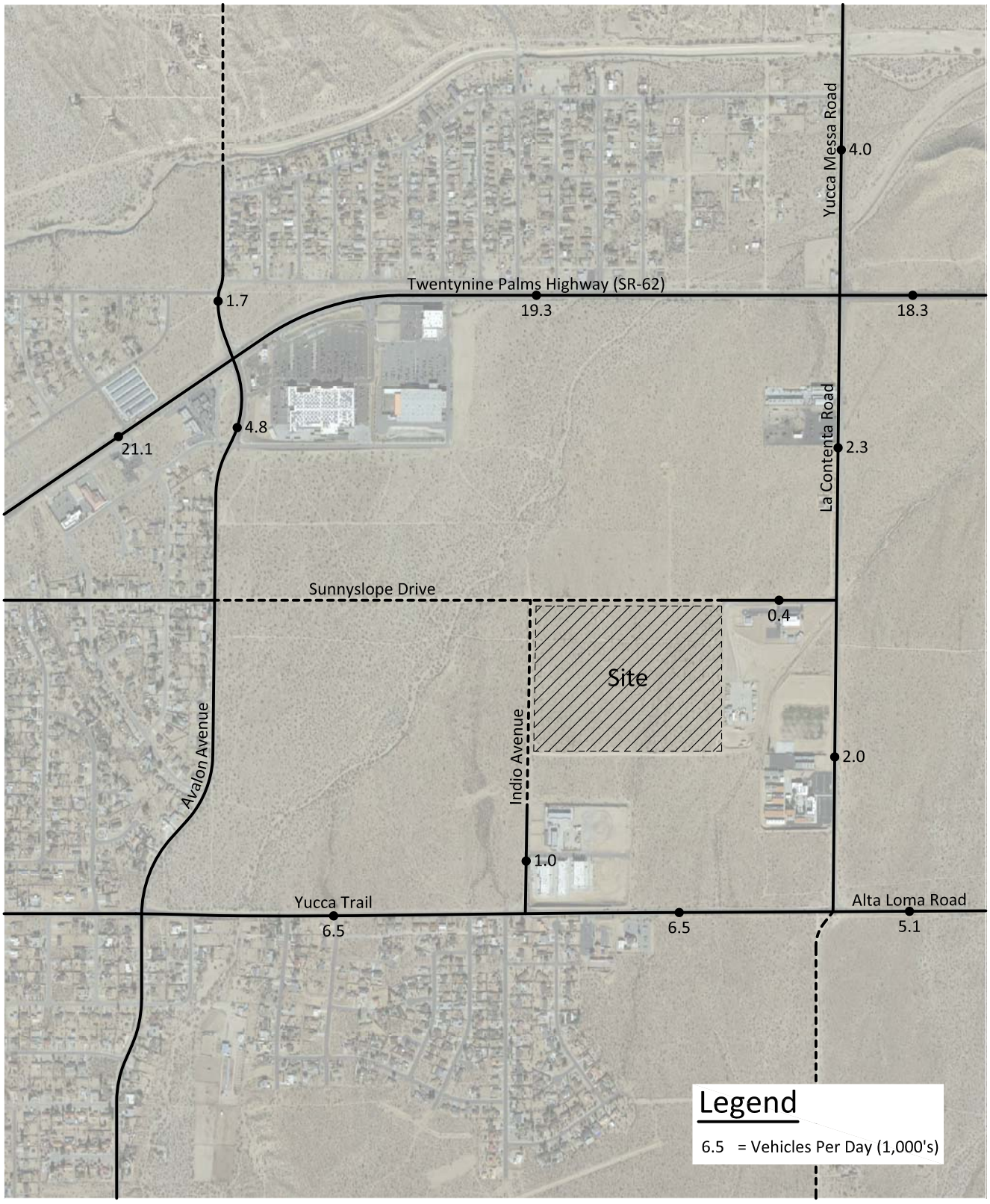
OVER 35 YEARS OF EXCELLENT SERVICE

Figure 30
Opening Year (2016) Without Project Average Daily Traffic Volumes



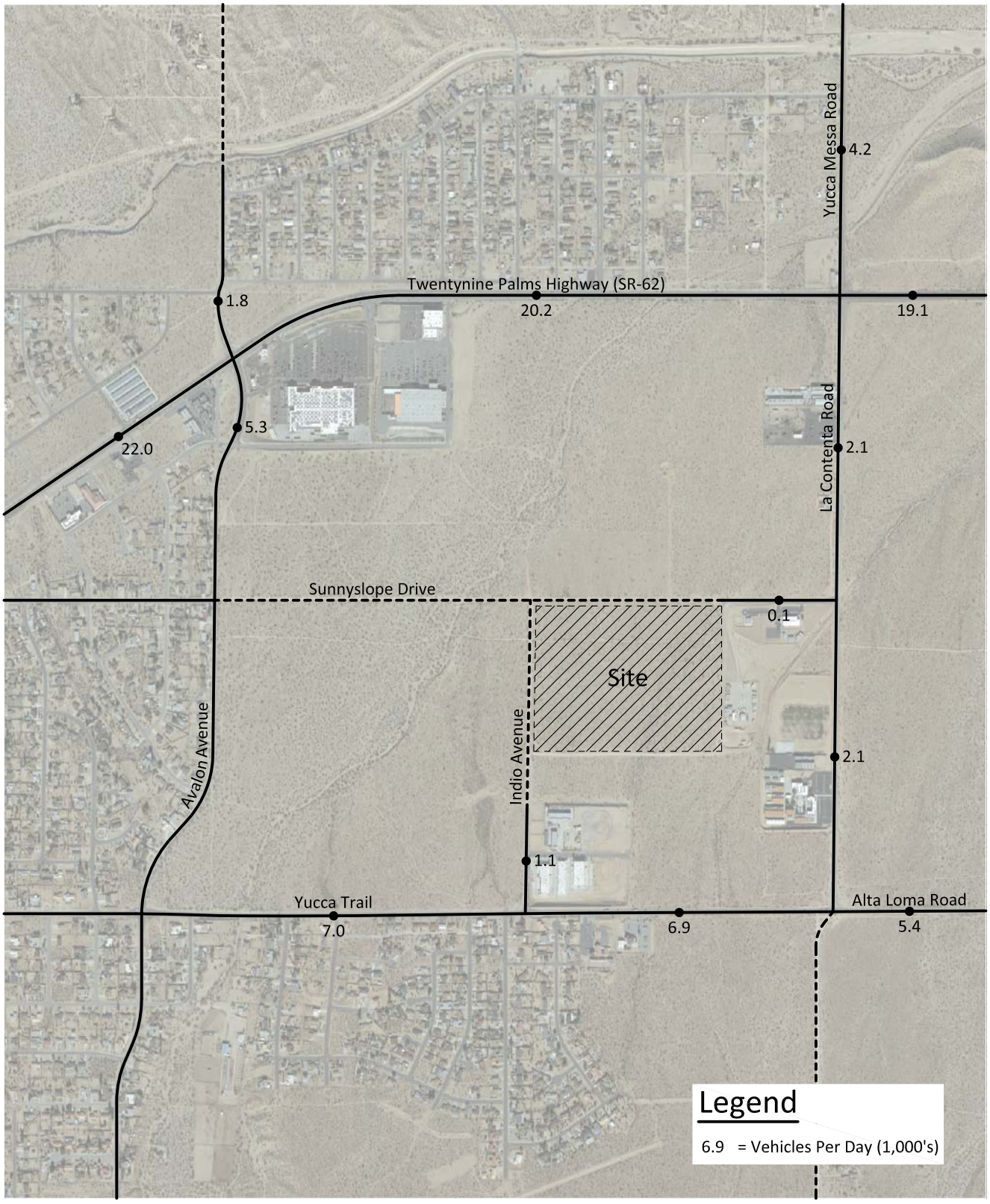
6030/30

Figure 31
Opening Year (2016) With Project Average Daily Traffic Volumes



6030/31

Figure 32
Interim Year (2026) Without Project Average Daily Traffic Volumes

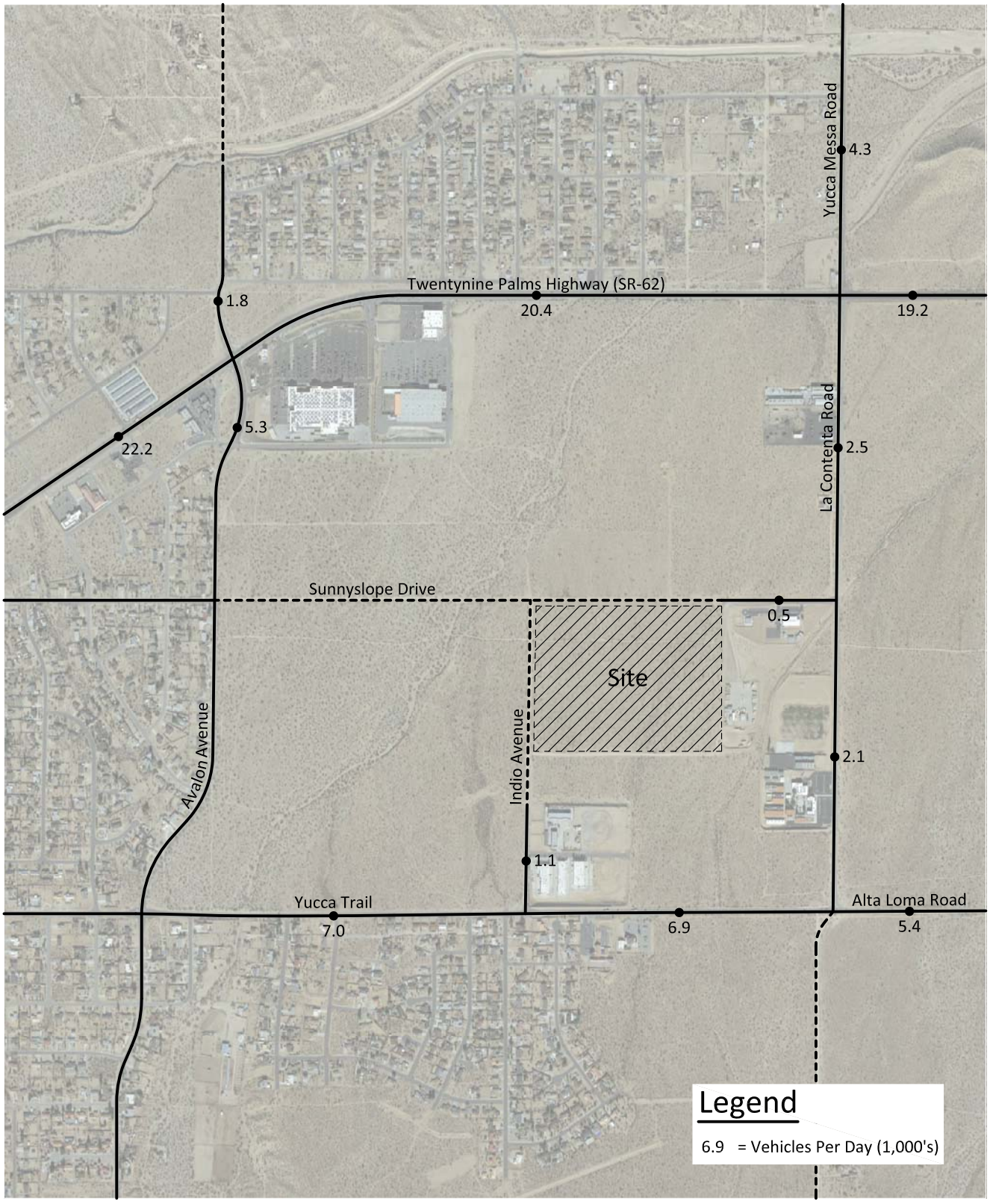


6030/32

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 33
Interim Year (2026) With Project Average Daily Traffic Volumes

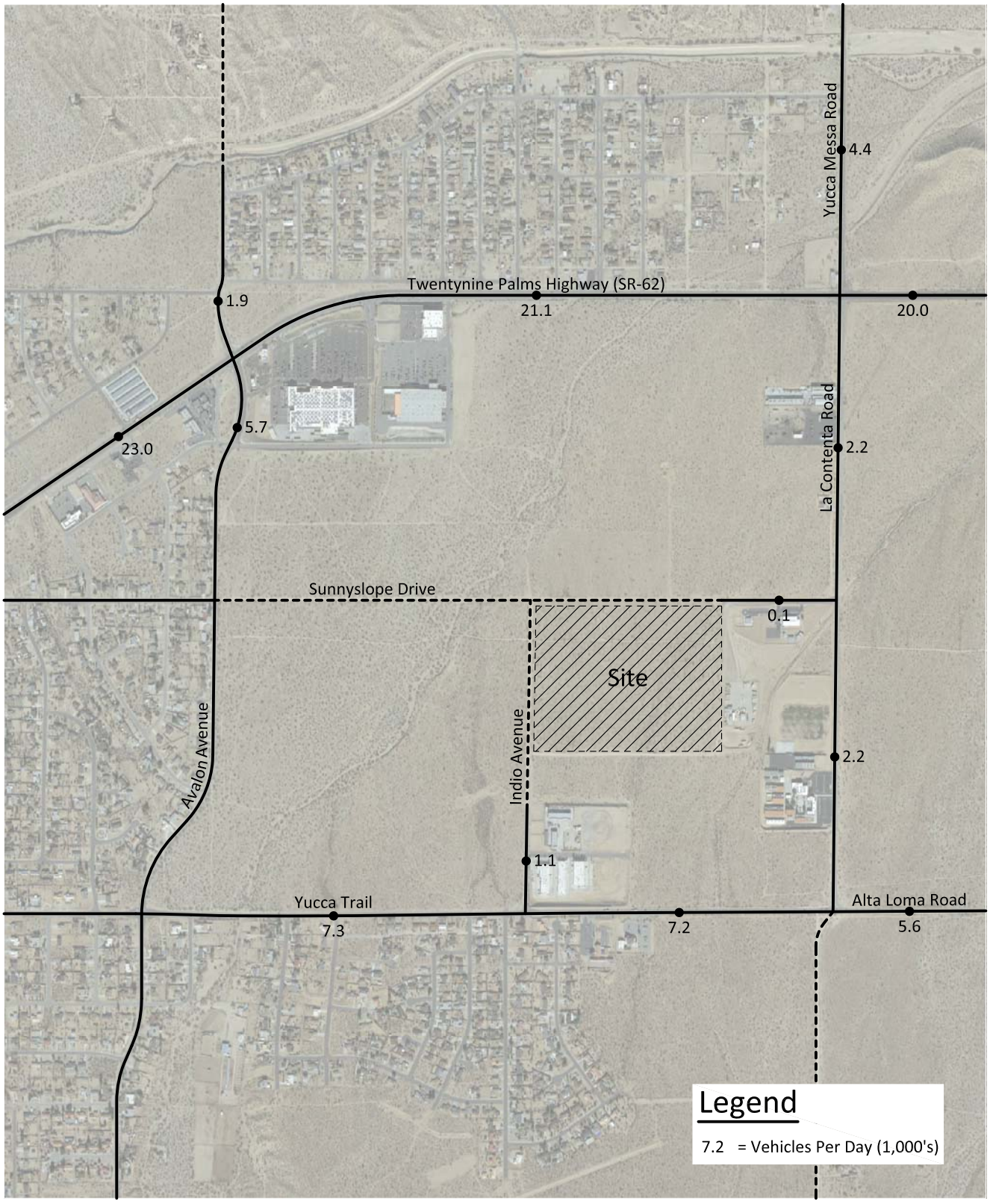


6030/33

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 34
Year 2035 Without Project Average Daily Traffic Volumes

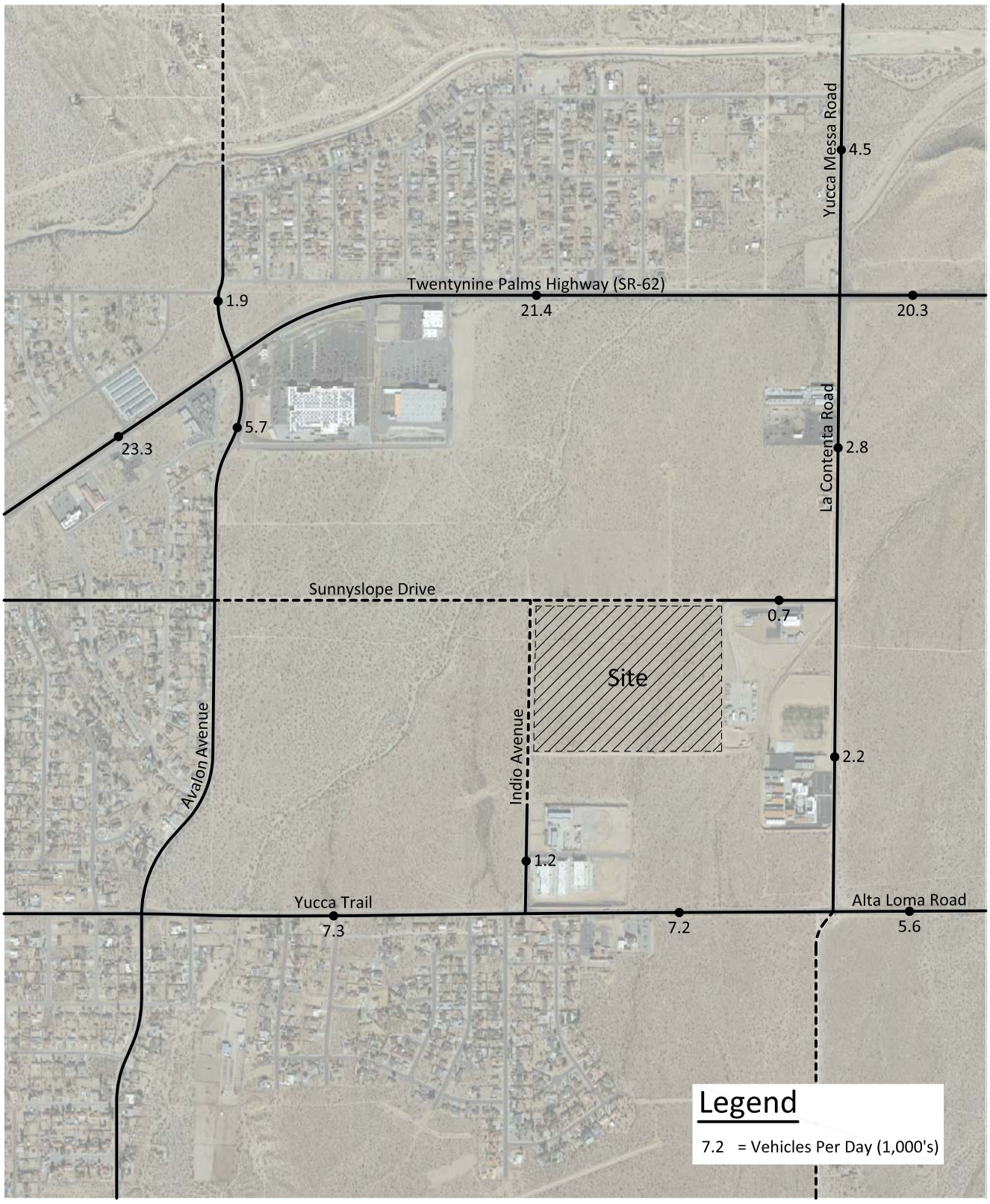


6030/34

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 35
Year 2035 With Project Average Daily Traffic Volumes

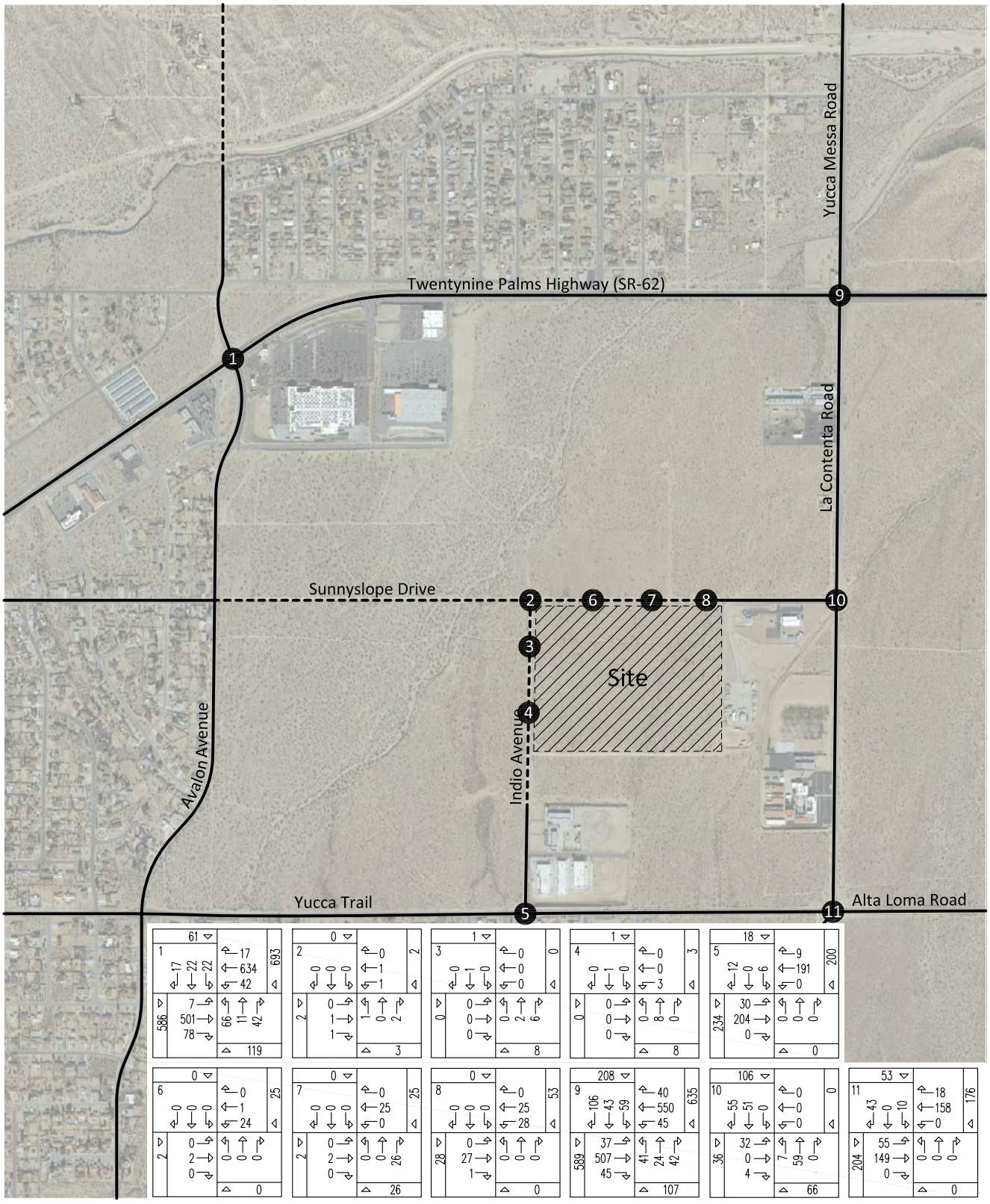


6030/35

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 36
Existing Plus Project
Morning Peak Hour Intersection Turning Movement Volumes

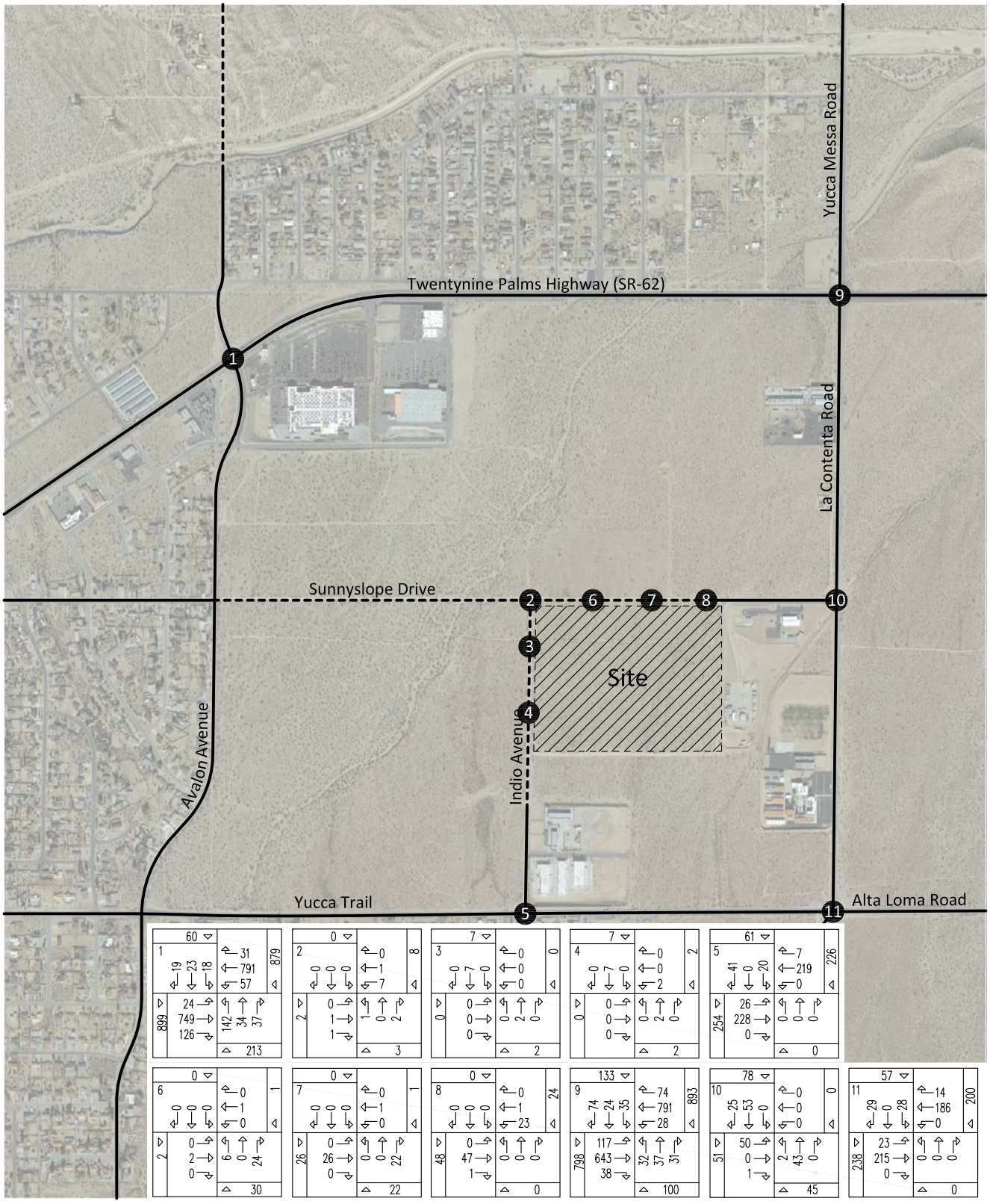


6030/36

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 37
Existing Plus Project
Evening Peak Hour Intersection Turning Movement Volumes

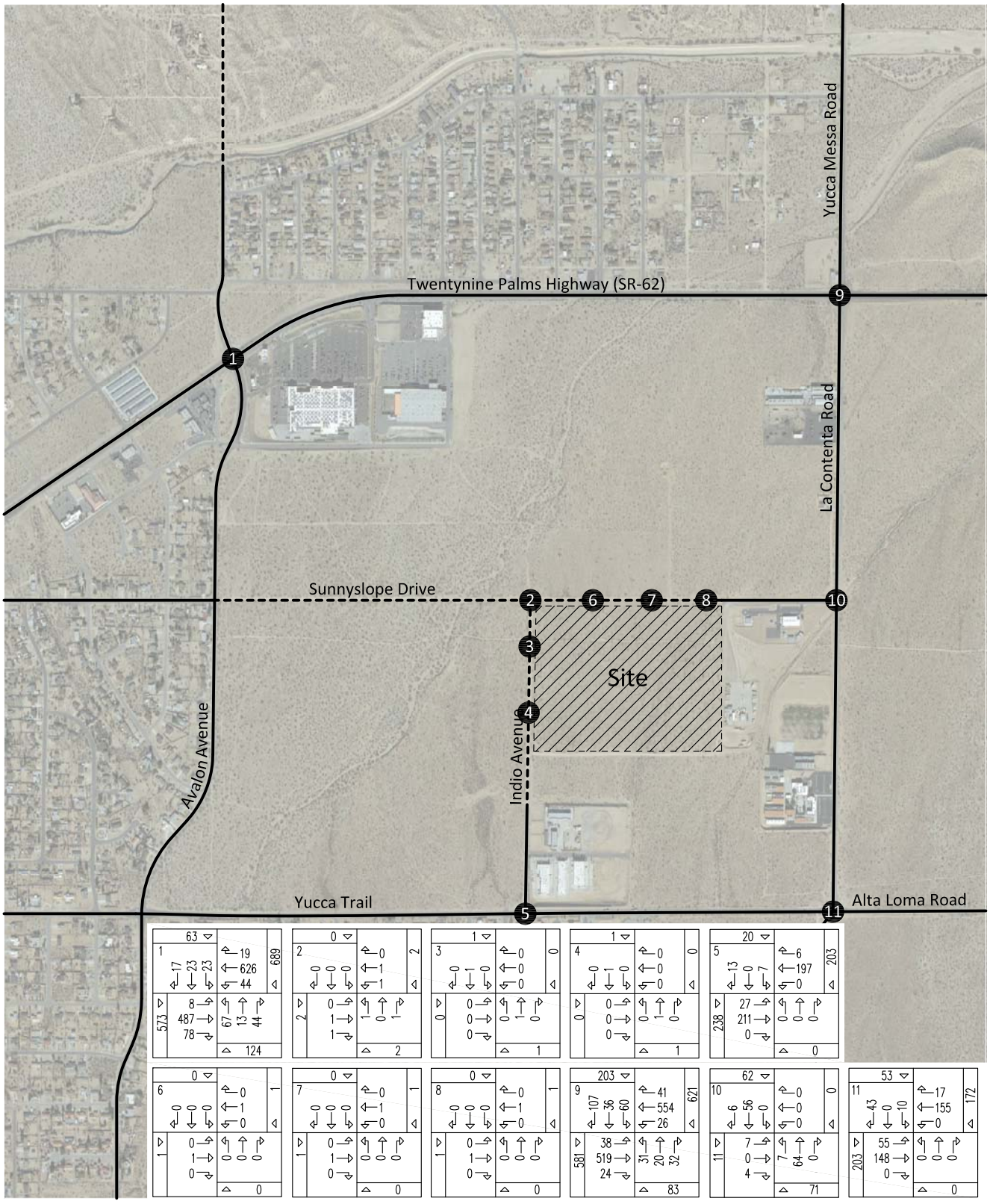


6030/37

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 38
Opening Year (2016) Without Project
Morning Peak Hour Intersection Turning Movement Volumes

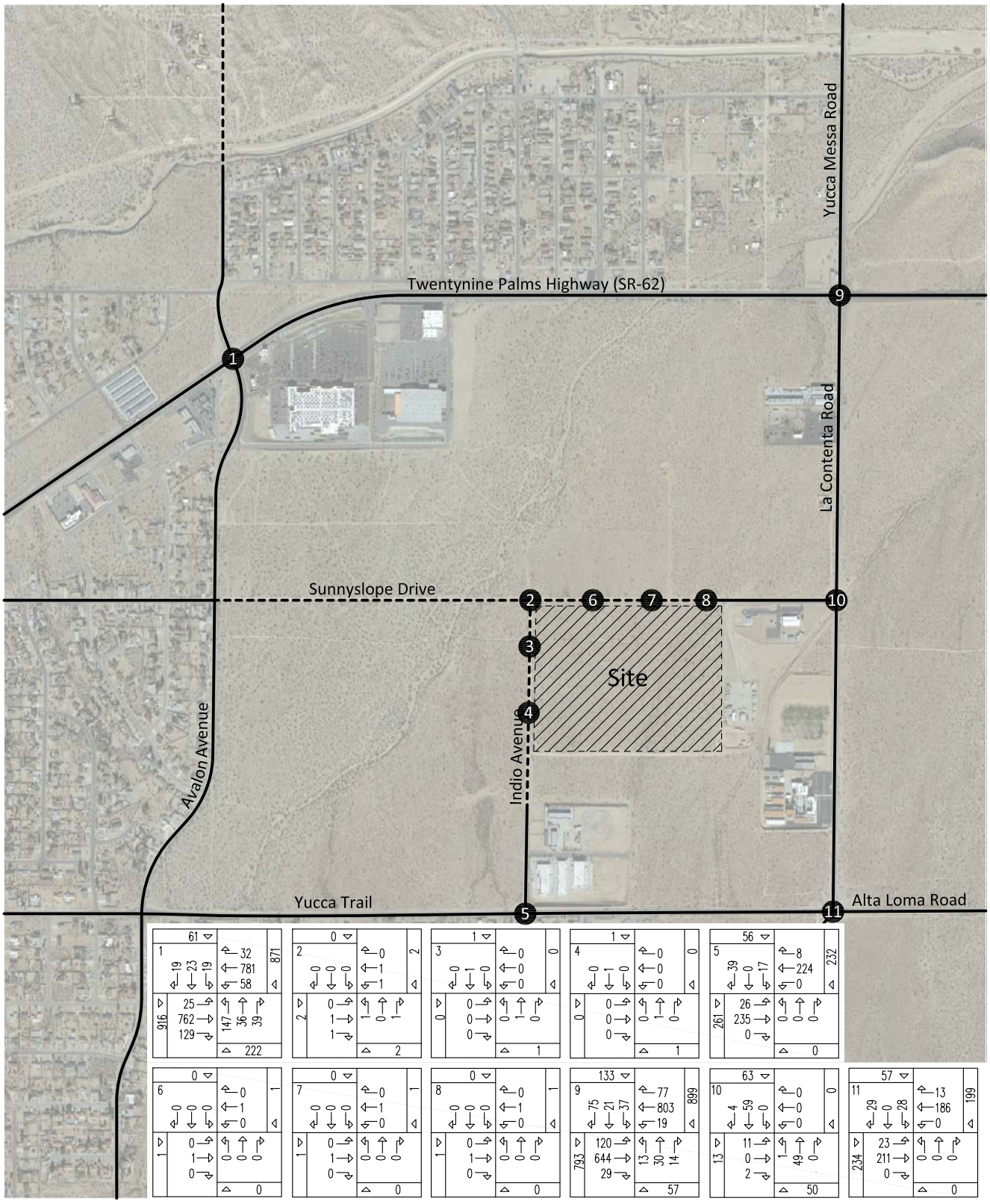


6030/38

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 39
Opening Year (2016) Without Project
Evening Peak Hour Intersection Turning Movement Volumes

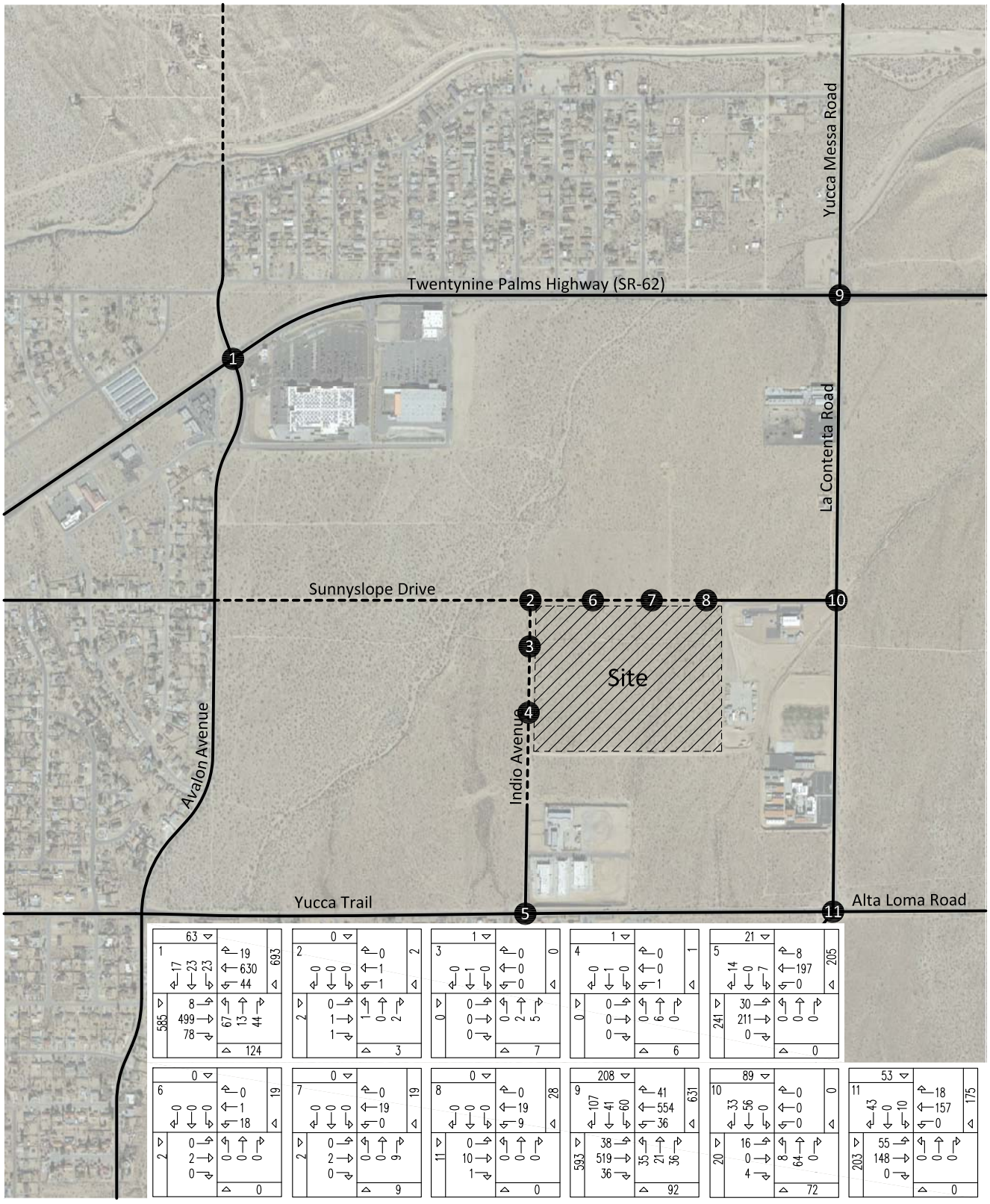


6030/39

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 40
Opening Year (2016) With Project
Morning Peak Hour Intersection Turning Movement Volumes

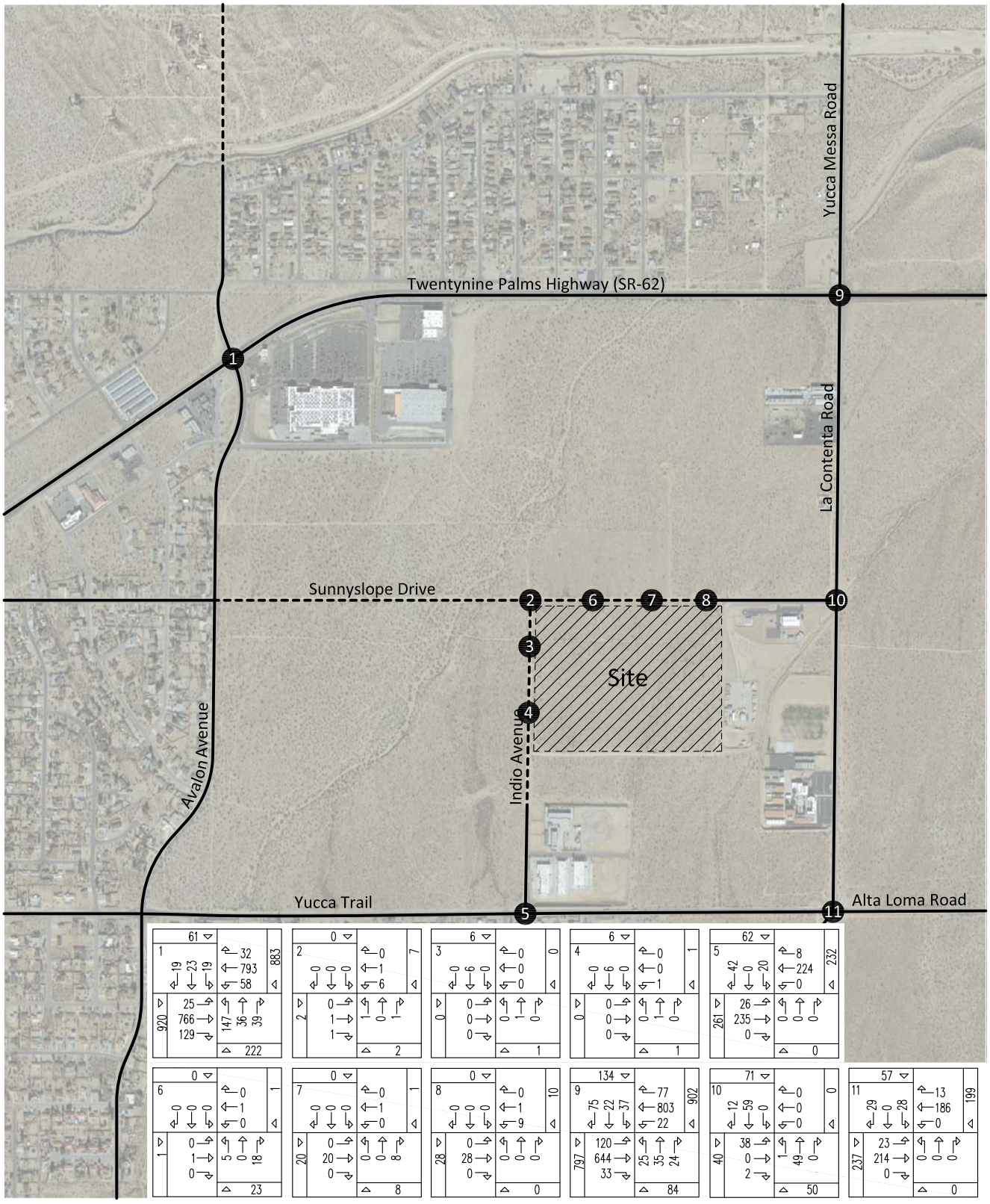


6030/40

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 41
Opening Year (2016) With Project
Evening Peak Hour Intersection Turning Movement Volumes

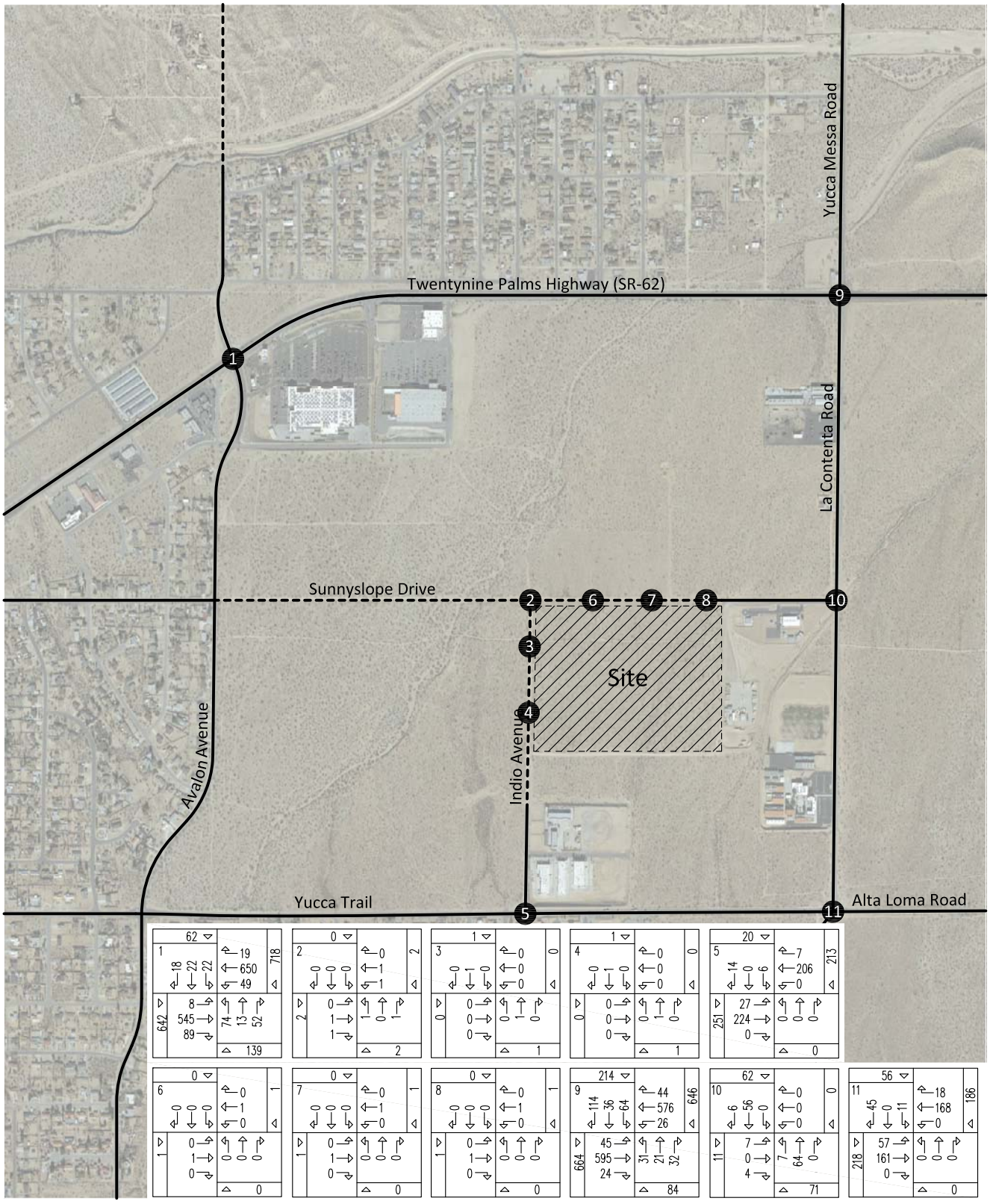


6030/41

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 42
Interim Year (2026) Without Project
Morning Peak Hour Intersection Turning Movement Volumes

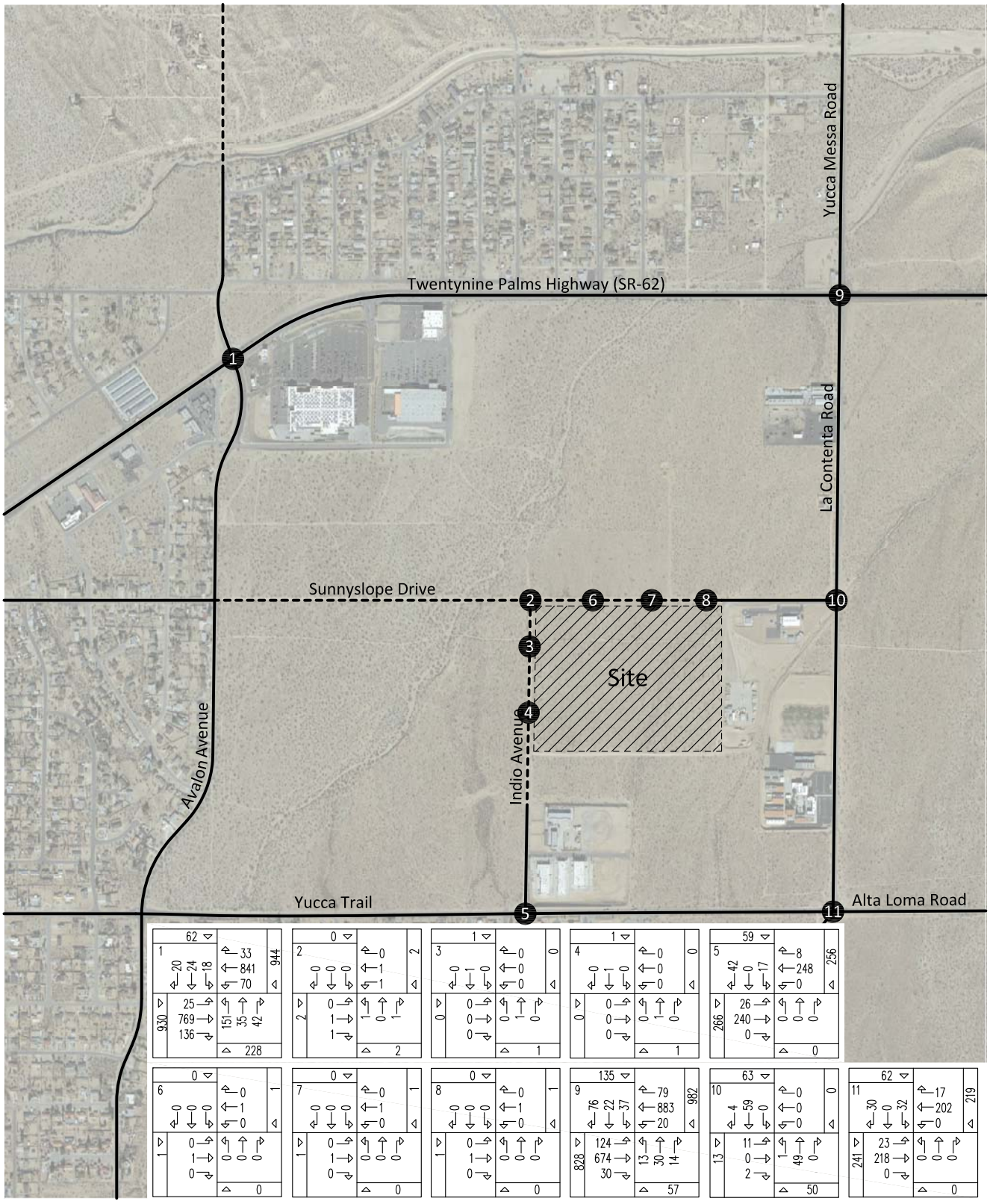


6030/42

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 43
Interim Year (2026) Without Project
Evening Peak Hour Intersection Turning Movement Volumes

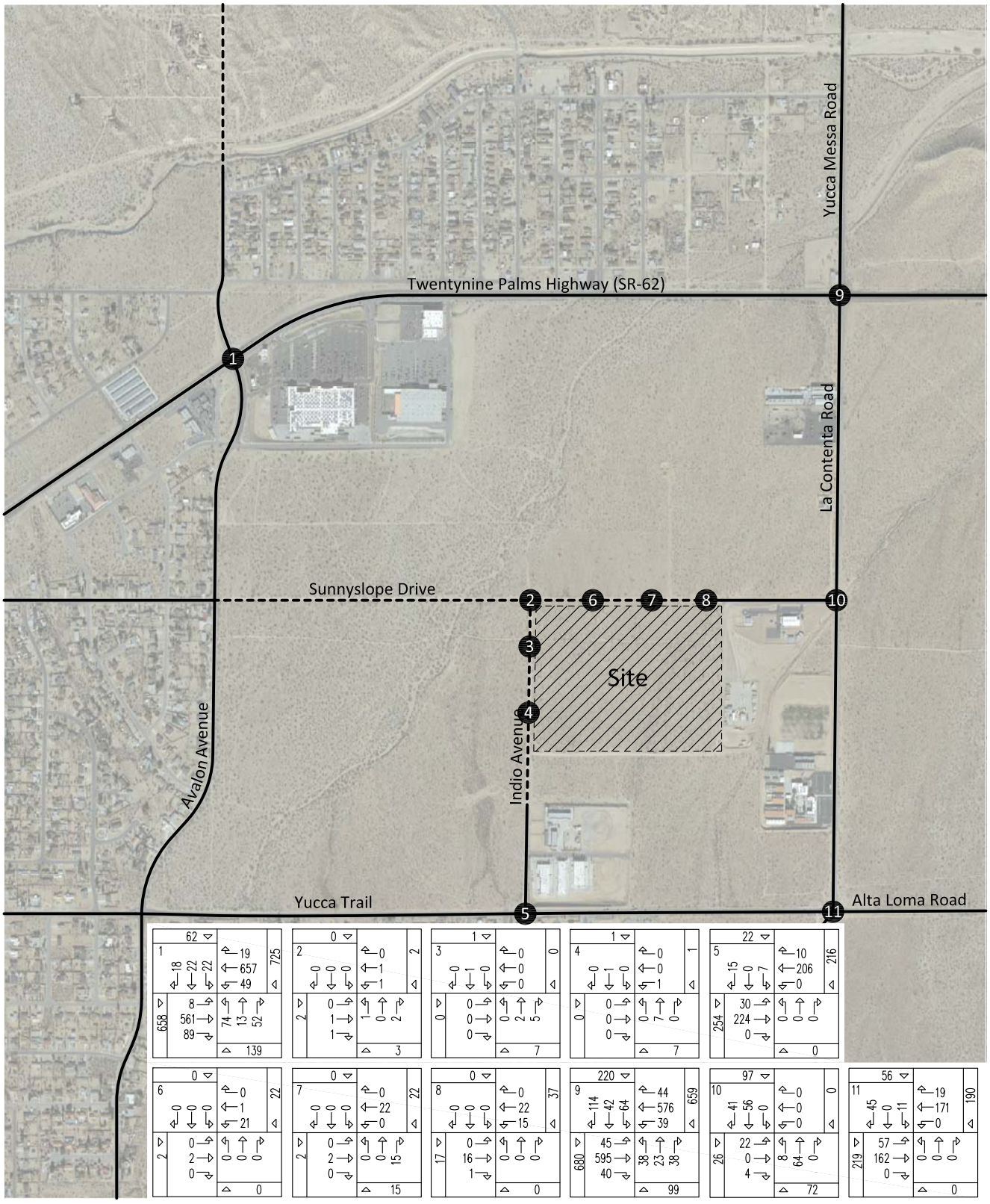


6030/43

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 44
Interim Year (2026) With Project
Morning Peak Hour Intersection Turning Movement Volumes

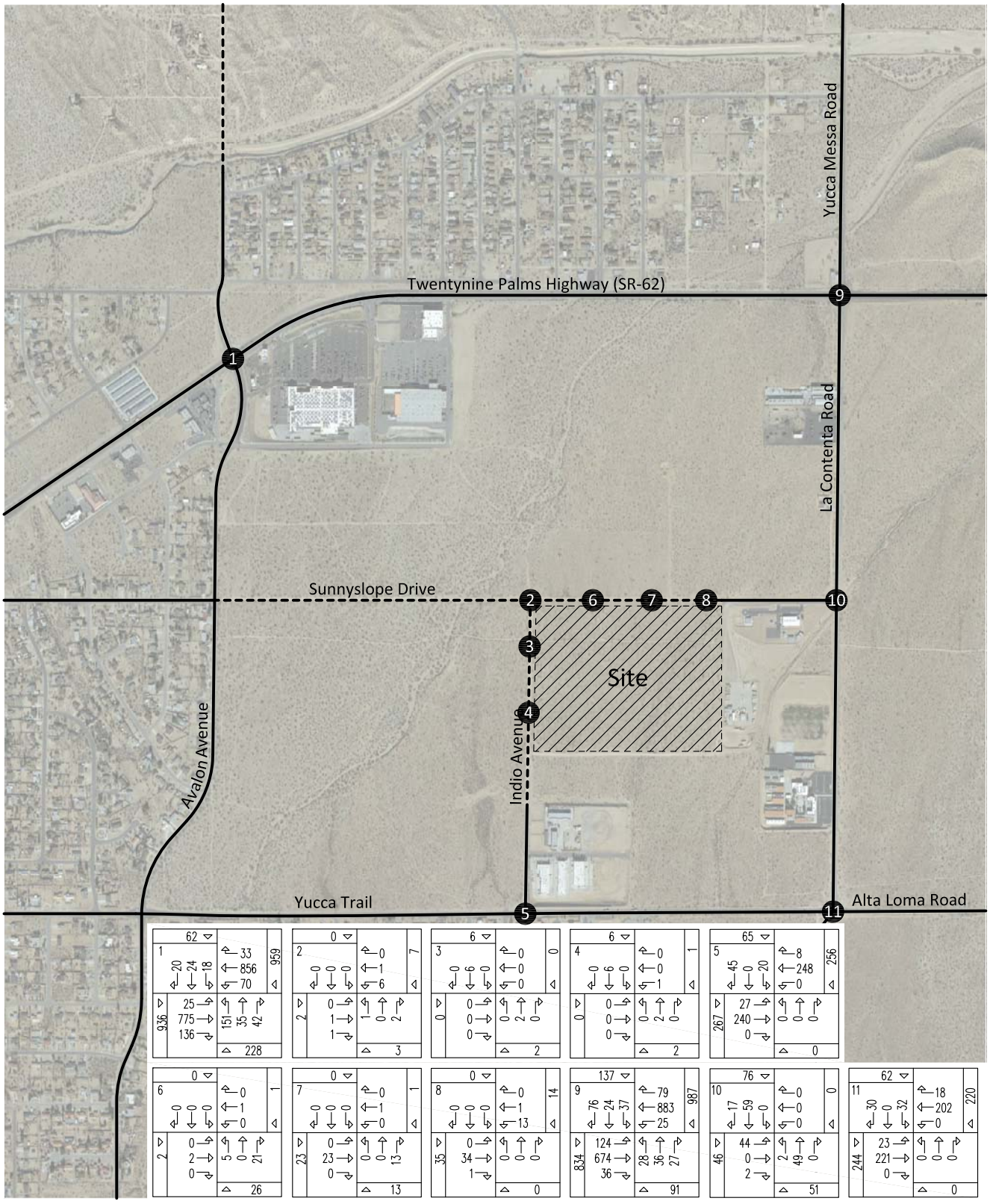


6030/44

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

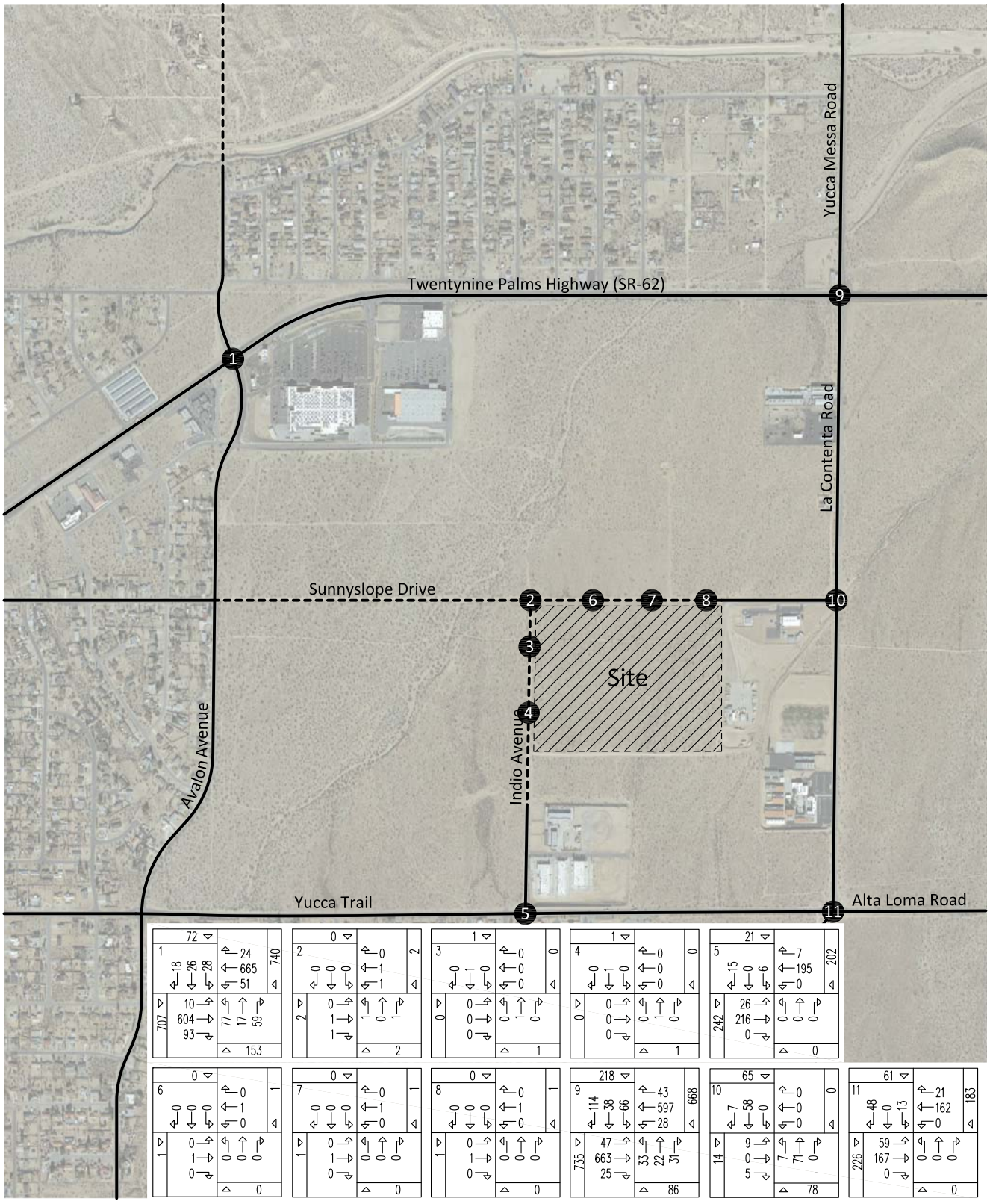
Figure 45
Interim Year (2026) With Project
Evening Peak Hour Intersection Turning Movement Volumes



6030/45

Intersection reference numbers are in upper left corner of turning movement boxes.

Figure 46
Year 2035 Without Project
Morning Peak Hour Intersection Turning Movement Volumes

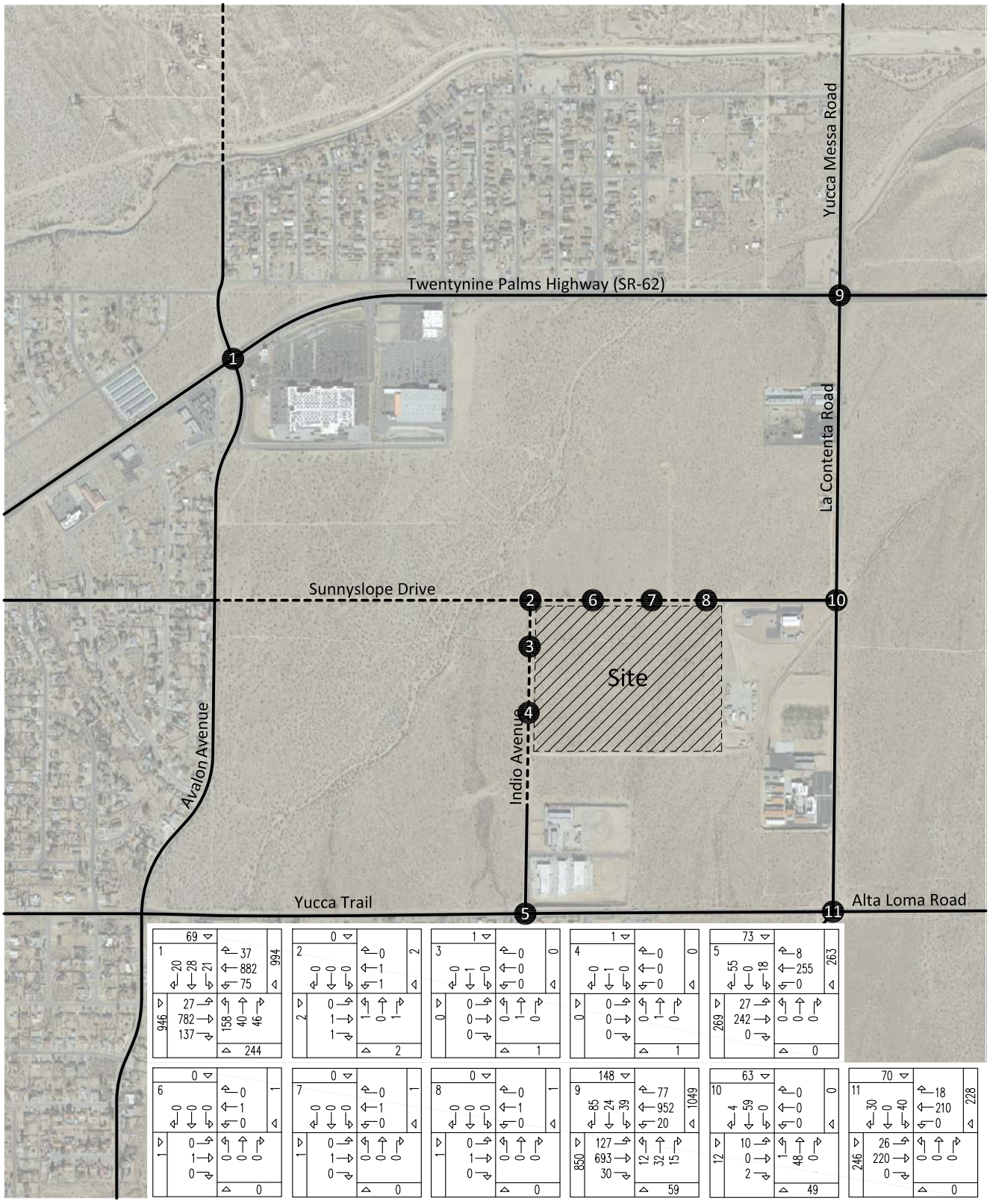


6030/46

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 47
Year 2035 Without Project
Evening Peak Hour Intersection Turning Movement Volumes

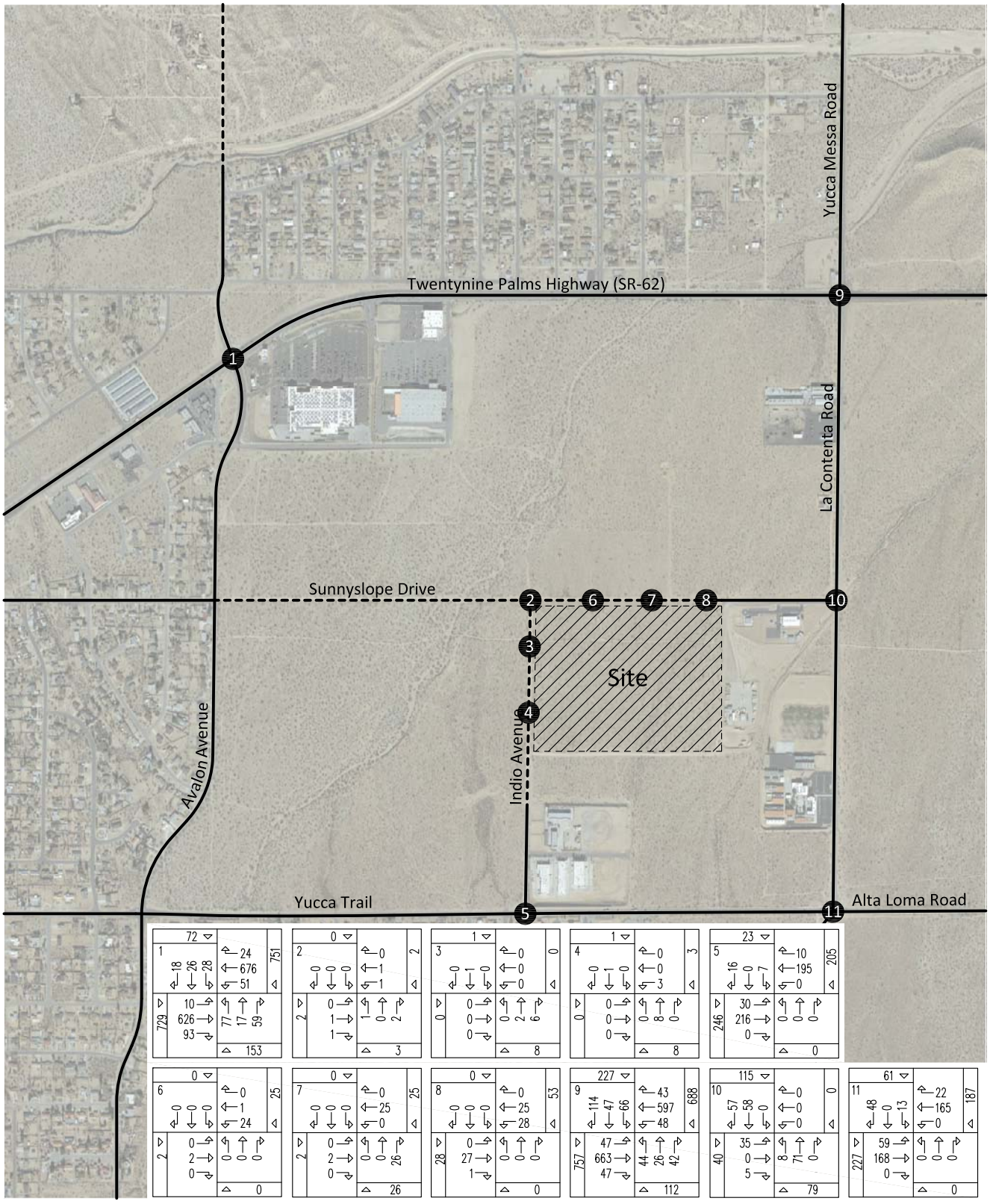


6030/47

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 48
Year 2035 With Project
Morning Peak Hour Intersection Turning Movement Volumes

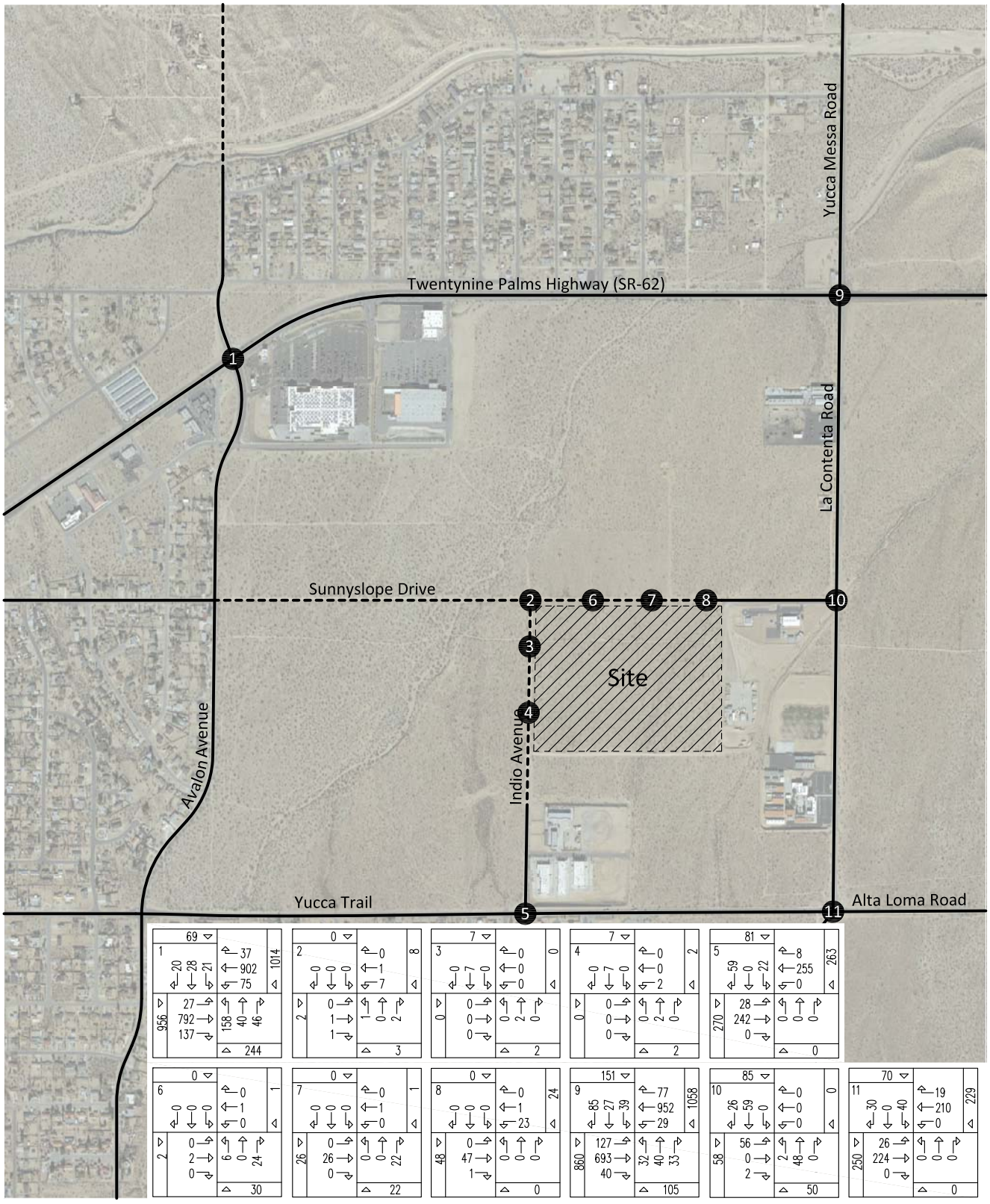


6030/48

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 49
Year 2035 With Project
Evening Peak Hour Intersection Turning Movement Volumes



6030/49

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

V. Conclusions and Recommendations

A. Summary

The traffic issues related to the proposed land use and development have been evaluated in the context of the California Environmental Quality Act.

The Town of Yucca Valley is the lead agency responsible for preparation of the traffic impact analysis, in accordance with the California Environmental Quality Act authorizing legislation. This report analyzes traffic impacts for a 231 ton per day hauling yard and transfer station facility in 2016, a 298 ton per day hauling yard and transfer station facility in 2026, and a 411 ton per day hauling yard and transfer station facility in 2035. Based on discussions with the Town of Yucca Valley, Existing, Existing Plus Project, Opening Year 2016, Interim Year 2026, and Year 2035 have been analyzed.

A series of scoping discussions were conducted with the Town of Yucca Valley to define the desired analysis locations for each future analysis year. In addition, the San Bernardino Transportation Analysis Model has been used for purposes of this analysis for associated travel patterns.

No analysis is required further than 5 miles from the project site. The roadway elements that must be analyzed are dependent on both the analysis year (Opening Year or Horizon Year) and project generated traffic volumes. The identification of the study area, and the intersections and highway segments requiring analysis, was based on an estimate of the two-way traffic volumes on the roadway segments near the project site. All arterial segments be included in the analysis when the anticipated project volume equals or exceeds 50 two-way trips in the peak hours. The requirement is 100 two-way peak hour trips for freeways.

Based upon discussions with Town of Yucca Valley staff, the average daily traffic volume forecasts have been determined using the growth increment approach on the San Bernardino Transportation Analysis Model Year 2008 and Year 2035 average daily traffic volume forecasts (see Appendix C). This difference defines the growth in traffic over the 27 year period. The incremental growth in average daily traffic volume has been factored to reflect the forecast growth between Year 2015 and Year 2035. For this purpose, linear growth between the Year 2008 base condition and the forecast Year 2035 condition was assumed. Since the increment between Year 2015 and Year 2035 is 20 years of the 27 year time frame, a factor of 0.74 (i.e., 20/27) was used.

The Year 2035 without project daily and peak hour directional roadway segment volume forecasts have been determined using the growth increment approach on the San Bernardino Transportation Analysis Model Year 2008 and Year 2035 peak hour volumes. The growth increment calculation worksheets are shown in Appendix C. Current peak hour intersection approach/departure data is a necessary input to this approach. The existing traffic count data serves as both the starting point for the refinement process, and also provides important insight into current travel patterns and the relationship between peak

hour and daily traffic conditions. The initial turning movement proportions are estimated based upon the relationship of each approach leg's forecast traffic volume to the other legs forecast volumes at the intersection. The initial estimate of turning movement proportions is then entered into a spreadsheet program consistent with the National Cooperative Highway Research Program Report 255. A linear programming algorithm is used to calculate individual turning movements that match the known directional roadway segment volumes computed in the previous step. This program computes a likely set of intersection turning movements from intersection approach counts and the initial turning proportions from each approach leg.

To assess Opening Year (2016) traffic conditions and Interim Year (2026) traffic conditions, the San Bernardino Transportation Analysis Model was interpolated to years 2016 and 2026.

Project traffic volumes were then added to the San Bernardino Transportation Analysis Model Year 2035 traffic volumes. Quality control checks and forecast adjustments were performed as necessary to ensure that all future traffic volume forecasts reflect a minimum of 10% growth over existing traffic volumes. The result of this traffic forecasting procedure is a series of traffic volumes suitable for traffic operations analysis.

B. Existing Conditions

Regional access to the project site is provided by the SR-62 Highway. Local access is provided by various roadways in the vicinity of the site. The east-west roadways which will be most affected by the project are Sunnyslope Drive and Yucca Trail/Alta Loma Road. North-south roadways which will be most affected by the project are Avalon Avenue, Indio Avenue, and La Contenta Road.

The study area intersections currently operate at Level of Service C or better during the peak hours for Existing traffic conditions.

C. Project Traffic

Trip generation rates were determined for daily traffic and morning peak hour inbound and outbound traffic and evening peak hour inbound and outbound traffic for the proposed tons per day. Trip generation has been estimated based on data provided by the applicant. Daily traffic volumes have been calculated for the proposed 231, 298, and 411 tons per day compost facility (see Tables 2 to 4). The morning peak hour has been assumed to be 9 percent of the daily traffic volumes and evening peak hour has been assumed to be 8 percent of the daily traffic volumes (see Table 5).

As shown in Table 5, the proposed 231 ton per day compost facility is projected to generate approximately 311 daily vehicle trips in passenger car equivalents, 43 which will occur during the morning peak hour and 41 of which will occur during the evening peak hour.

As shown in Table 5, the proposed 298 ton per day compost facility is projected to generate approximately 418 daily vehicle trips in passenger car equivalents, 58 which will occur during the morning peak hour and 54 of which will occur during the evening peak hour.

As shown in Table 5, the proposed 411 ton per day compost facility is projected to generate approximately 710 daily vehicle trips in passenger car equivalents, 88 which will occur during the morning peak hour and 78 of which will occur during the evening peak hour.

D. Future Conditions

An Existing Plus Project, Opening Year (2016) analysis, Interim Year (2026) analysis, and Year 2035 analysis are included in this report. The Existing Plus Project traffic operations analysis is summarized in Table 6. Opening Year (2016) traffic operations analysis has been completed for the morning and evening peak hours and are shown in Tables 7 and 8. Interim Year (2026) traffic operations analysis has been completed for the morning and evening peak hours and are shown in Tables 9 and 10. Morning and evening peak hour traffic operations analysis are summarized in Tables 11 and 12 for the Year 2035.

1. Existing Plus Project

   The study area intersections are projected to operate at Level of Service C or better during the peak hours for Existing Plus Project traffic conditions.

2. Opening Year (2016) Without Project

   The study area intersections are projected to operate at Level of Service C or better during the peak hours for Opening Year (2016) Without Project traffic conditions.

3. Opening Year (2016) With Project

   The study area intersections are projected to operate at Level of Service C or better during the peak hours for Opening Year (2016) With Project traffic conditions.

4. Interim Year (2026) With Project

   The study area intersections are projected to operate at Level of Service C or better during the peak hours for Interim Year (2026) Without Project traffic conditions.

5. Interim Year (2026) With Project

   The study area intersections are projected to operate at Level of Service C or better during the peak hours for Interim Year (2020) With Project traffic conditions.

6. Year 2035 Without Project

   The study area intersections are projected to operate at Level of Service C or better during the peak hours for Year 2035 Without Project traffic conditions.

7. Year 2035 With Project

   The study area intersections are projected to operate at Level of Service C or better during the peak hours for Year 2035 With Project traffic conditions.

E. Recommendations

The recommendations in this section address on-site improvements, off-site improvements and the phasing of all necessary study area transportation improvements.

1. On-Site Improvements

On-site improvements and improvements adjacent to the site will be required in conjunction with the proposed development to ensure adequate circulation within the project itself (see Figure 50).

Construct Indio Avenue from Sunnyslope Drive to its existing terminus to the south at its ultimate half-section width including landscaping and parkway improvements in conjunction with development.

Construct Sunnyslope Drive from Indio Avenue to its existing terminus to the east at its ultimate half-section width including landscaping and parkway improvements in conjunction with development.

Sight distance at project accesses shall comply with standard California Department of Transportation and Town of Yucca Valley sight distance standards. The final grading, landscaping, and street improvement plans shall demonstrate that sight distance standards are met. Such plans must be reviewed by the Town of Yucca Valley and approved as consistent with this measure prior to issue of grading permits.

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

2. Off-Site Improvements

As is the case for any roadway design, the Town of Yucca Valley should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.

Participate in the phased construction of off-site traffic signals through payment of traffic signal mitigation fees. The traffic signals within the study area at buildout should specifically include an interconnect of the traffic signals to function in a coordinated system.

It is recommended that a northbound left turn pocket and southbound right turn pocket be constructed at the intersection of La Contenta Road and Sunnyslope drive.

At this point in time, with or without the proposed project, the connection of Indio Avenue to Twentynine Palms Highway is not warranted.

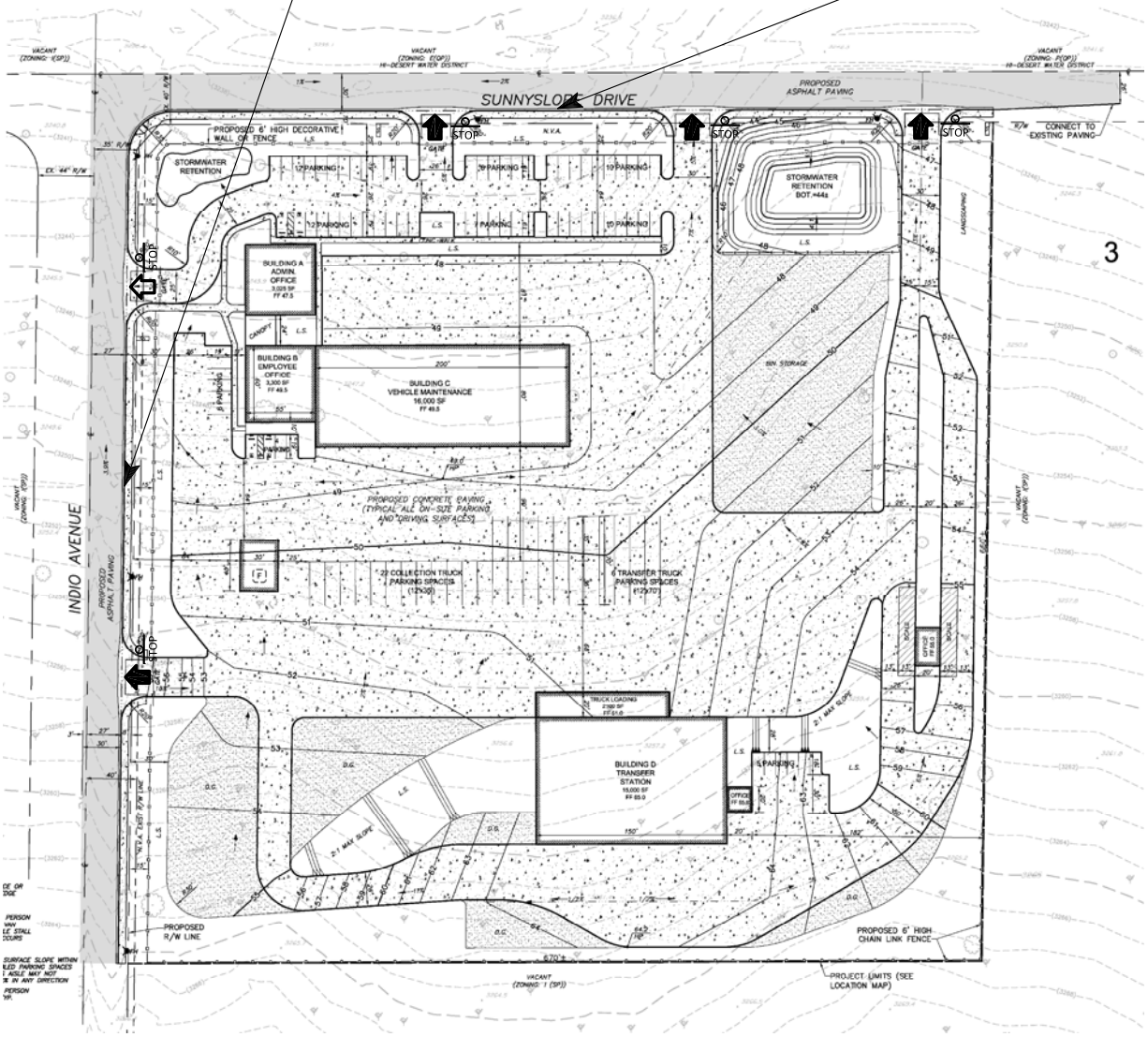
The proposed facility is not conducive to pedestrian or bicycle traffic.

It is recommended that a stop sign be placed at the intersection of Indio Avenue and Sunnyslope Drive for northbound vehicles.

Figure 50
Circulation Recommendations

Construct Indio Avenue from Sunnyslope Drive to its existing terminus to the south at its ultimate half-section width including landscaping and parkway improvements in conjunction with development.

Construct Sunnyslope Drive from Indio Avenue to its existing terminus to the east at its ultimate half-section width including landscaping and parkway improvements in conjunction with development.



Sight distance at project accesses shall comply with standard California Department of Transportation and City of Yucca Valley sight distance standards. The final grading, landscaping, and street improvement plans shall demonstrate that sight distance standards are met. Such plans must be reviewed by the City of Yucca Valley and approved as consistent with this measure prior to issue of grading permits.

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

As is the case for any roadway design, the City of Yucca Valley should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.

Participate in the phased construction of off-site traffic signals through payment of traffic signal mitigation fees. The traffic signals within the study area at buildout should specifically include an interconnect of the traffic signals to function in a coordinated system.

Legend

STOP = Stop Sign
= Full Access Driveway
= Right Turns In/Out Only Access Driveway

6030/50

Appendices

Appendix A – Glossary of Transportation Terms

Appendix B – Traffic Count Worksheets

Appendix C – Future Growth Increment Calculation Worksheets

Appendix D – Traffic Model Plots

Appendix E – Explanation and Calculation of Intersection Delay

APPENDIX A

Glossary of Transportation Terms

GLOSSARY OF TRANSPORTATION TERMS

COMMON ABBREVIATIONS

AC:	Acres
ADT:	Average Daily Traffic
Caltrans:	California Department of Transportation
DU:	Dwelling Unit
ICU:	Intersection Capacity Utilization
LOS:	Level of Service
TSF:	Thousand Square Feet
V/C:	Volume/Capacity
VMT:	Vehicle Miles Traveled

TERMS

AVERAGE DAILY TRAFFIC: The total volume during a year divided by the number of days in a year. Usually only weekdays are included.

BANDWIDTH: The number of seconds of green time available for through traffic in a signal progression.

BOTTLENECK: A constriction along a travelway that limits the amount of traffic that can proceed downstream from its location.

CAPACITY: The maximum number of vehicles that can be reasonably expected to pass over a given section of a lane or a roadway in a given time period.

CHANNELIZATION: The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movements of both vehicles and pedestrians.

CLEARANCE INTERVAL: Nearly same as yellow time. If there is an all red interval after the end of a yellow, then that is also added into the clearance interval.

CORDON: An imaginary line around an area across which vehicles, persons, or other items are counted (in and out).

CYCLE LENGTH: The time period in seconds required for one complete signal cycle.

CUL-DE-SAC STREET: A local street open at one end only, and with special provisions for turning around.

DAILY CAPACITY: The daily volume of traffic that will result in a volume during the peak hour equal to the capacity of the roadway.

DELAY: The time consumed while traffic is impeded in its movement by some element over which it has no control, usually expressed in seconds per vehicle.

DEMAND RESPONSIVE SIGNAL: Same as traffic-actuated signal.

DENSITY: The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.

DETECTOR: A device that responds to a physical stimulus and transmits a resulting impulse to the signal controller.

DESIGN SPEED: A speed selected for purposes of design. Features of a highway, such as curvature, superelevation, and sight distance (upon which the safe operation of vehicles is dependent) are correlated to design speed.

DIRECTIONAL SPLIT: The percent of traffic in the peak direction at any point in time.

DIVERSION: The rerouting of peak hour traffic to avoid congestion.

FORCED FLOW: Opposite of free flow.

FREE FLOW: Volumes are well below capacity. Vehicles can maneuver freely and travel is unimpeded by other traffic.

GAP: Time or distance between successive vehicles in a traffic stream, rear bumper to front bumper.

HEADWAY: Time or distance spacing between successive vehicles in a traffic stream, front bumper to front bumper.

INTERCONNECTED SIGNAL SYSTEM: A number of intersections that are connected to achieve signal progression.

LEVEL OF SERVICE: A qualitative measure of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.

LOOP DETECTOR: A vehicle detector consisting of a loop of wire embedded in the roadway, energized by alternating current and producing an output circuit closure when passed over by a vehicle.

MINIMUM ACCEPTABLE GAP: Smallest time headway between successive vehicles in a traffic stream into which another vehicle is willing and able to cross or merge.

MULTI-MODAL: More than one mode; such as automobile, bus transit, rail rapid transit, and bicycle transportation modes.

OFFSET: The time interval in seconds between the beginning of green at one intersection and the beginning of green at an adjacent intersection.

PLATOON: A closely grouped component of traffic that is composed of several vehicles moving, or standing ready to move, with clear spaces ahead and behind.

ORIGIN-DESTINATION SURVEY: A survey to determine the point of origin and the point of destination for a given vehicle trip.

PASSENGER CAR EQUIVALENTS (PCE): One car is one Passenger Car Equivalent. A truck is equal to 2 or 3 Passenger Car Equivalents in that a truck requires longer to start, goes slower, and accelerates slower. Loaded trucks have a higher Passenger Car Equivalent than empty trucks.

PEAK HOUR: The 60 consecutive minutes with the highest number of vehicles.

PRETIMED SIGNAL: A type of traffic signal that directs traffic to stop and go on a predetermined time schedule without regard to traffic conditions. Also, fixed time signal.

PROGRESSION: A term used to describe the progressive movement of traffic through several signalized intersections.

SCREEN-LINE: An imaginary line or physical feature across which all trips are counted, normally to verify the validity of mathematical traffic models.

SIGNAL CYCLE: The time period in seconds required for one complete sequence of signal indications.

SIGNAL PHASE: The part of the signal cycle allocated to one or more traffic movements.

STARTING DELAY: The delay experienced in initiating the movement of queued traffic from a stop to an average running speed through a signalized intersection.

TRAFFIC-ACTUATED SIGNAL: A type of traffic signal that directs traffic to stop and go in accordance with the demands of traffic, as registered by the actuation of detectors.

TRIP: The movement of a person or vehicle from one location (origin) to another (destination). For example, from home to store to home is two trips, not one.

TRIP-END: One end of a trip at either the origin or destination; i.e. each trip has two trip-ends. A trip-end occurs when a person, object, or message is transferred to or from a vehicle.

TRIP GENERATION RATE: The quantity of trips produced and/or attracted by a specific land use stated in terms of units such as per dwelling, per acre, and per 1,000 square feet of floor space.

TRUCK: A vehicle having dual tires on one or more axles, or having more than two axles.

UNBALANCED FLOW: Heavier traffic flow in one direction than the other. On a daily basis, most facilities have balanced flow. During the peak hours, flow is seldom balanced in an urban area.

VEHICLE MILES OF TRAVEL: A measure of the amount of usage of a section of highway, obtained by multiplying the average daily traffic by length of facility in miles.

APPENDIX B

Traffic Count Worksheets

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

City of Yucca Valley
N/S: Avalon Ave
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVAV29AM
Site Code : 07515000
Start Date : 6/30/2015

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

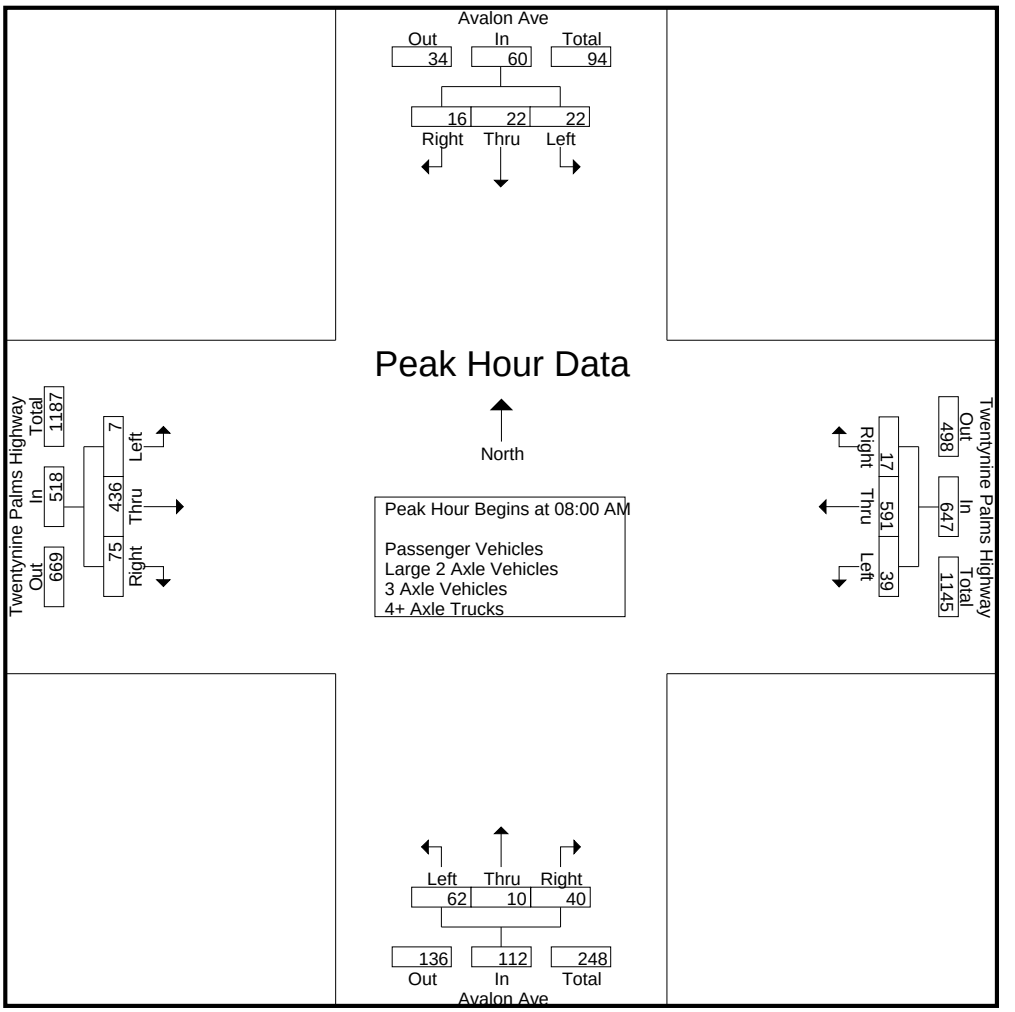
	Avalon Ave Southbound				Twentynine Palms Highway Westbound				Avalon Ave Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	3	3	11	6	116	3	125	12	2	6	20	1	103	6	110	266
07:15 AM	7	3	2	12	5	118	5	128	10	2	11	23	3	95	5	103	266
07:30 AM	6	0	1	7	7	112	2	121	7	1	10	18	2	118	4	124	270
07:45 AM	9	5	2	16	7	166	1	174	11	3	9	23	5	112	16	133	346
Total	27	11	8	46	25	512	11	548	40	8	36	84	11	428	31	470	1148
08:00 AM	7	4	8	19	6	157	1	164	8	3	8	19	1	120	16	137	339
08:15 AM	4	5	2	11	10	132	1	143	22	2	12	36	1	100	17	118	308
08:30 AM	5	3	4	12	9	127	7	143	16	3	7	26	5	112	19	136	317
08:45 AM	6	10	2	18	14	175	8	197	16	2	13	31	0	104	23	127	373
Total	22	22	16	60	39	591	17	647	62	10	40	112	7	436	75	518	1337
Grand Total	49	33	24	106	64	1103	28	1195	102	18	76	196	18	864	106	988	2485
Apprch %	46.2	31.1	22.6		5.4	92.3	2.3		52	9.2	38.8		1.8	87.4	10.7		
Total %	2	1.3	1	4.3	2.6	44.4	1.1	48.1	4.1	0.7	3.1	7.9	0.7	34.8	4.3	39.8	
Passenger Vehicles	48	33	22	103	60	1055	28	1143	98	14	71	183	17	784	99	900	2329
% Passenger Vehicles	98	100	91.7	97.2	93.8	95.6	100	95.6	96.1	77.8	93.4	93.4	94.4	90.7	93.4	91.1	93.7
Large 2 Axle Vehicles	1	0	2	3	2	27	0	29	1	4	3	8	1	44	4	49	89
% Large 2 Axle Vehicles	2	0	8.3	2.8	3.1	2.4	0	2.4	1	22.2	3.9	4.1	5.6	5.1	3.8	5	3.6
3 Axle Vehicles	0	0	0	0	1	3	0	4	0	0	2	2	0	9	1	10	16
% 3 Axle Vehicles	0	0	0	0	1.6	0.3	0	0.3	0	0	2.6	1	0	1	0.9	1	0.6
4+ Axle Trucks	0	0	0	0	1	18	0	19	3	0	0	3	0	27	2	29	51
% 4+ Axle Trucks	0	0	0	0	1.6	1.6	0	1.6	2.9	0	0	1.5	0	3.1	1.9	2.9	2.1

	Avalon Ave Southbound				Twentynine Palms Highway Westbound				Avalon Ave Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	7	4	8	19	6	157	1	164	8	3	8	19	1	120	16	137	339
08:15 AM	4	5	2	11	10	132	1	143	22	2	12	36	1	100	17	118	308
08:30 AM	5	3	4	12	9	127	7	143	16	3	7	26	5	112	19	136	317
08:45 AM	6	10	2	18	14	175	8	197	16	2	13	31	0	104	23	127	373
Total Volume	22	22	16	60	39	591	17	647	62	10	40	112	7	436	75	518	1337
% App. Total	36.7	36.7	26.7		6	91.3	2.6		55.4	8.9	35.7		1.4	84.2	14.5		
PHF	.786	.550	.500	.789	.696	.844	.531	.821	.705	.833	.769	.778	.350	.908	.815	.945	.896

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

City of Yucca Valley
N/S: Avalon Ave
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVAV29AM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				07:45 AM			
+0 mins.	7	4	8	19	6	157	1	164	8	3	8	19	5	112	16	133
+15 mins.	4	5	2	11	10	132	1	143	22	2	12	36	1	120	16	137
+30 mins.	5	3	4	12	9	127	7	143	16	3	7	26	1	100	17	118
+45 mins.	6	10	2	18	14	175	8	197	16	2	13	31	5	112	19	136
Total Volume	22	22	16	60	39	591	17	647	62	10	40	112	12	444	68	524
% App. Total	36.7	36.7	26.7		6	91.3	2.6		55.4	8.9	35.7		2.3	84.7	13	
PHF	.786	.550	.500	.789	.696	.844	.531	.821	.705	.833	.769	.778	.600	.925	.895	.956

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

City of Yucca Valley
N/S: Avalon Ave
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVAV29AM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 1

Groups Printed- Passenger Vehicles

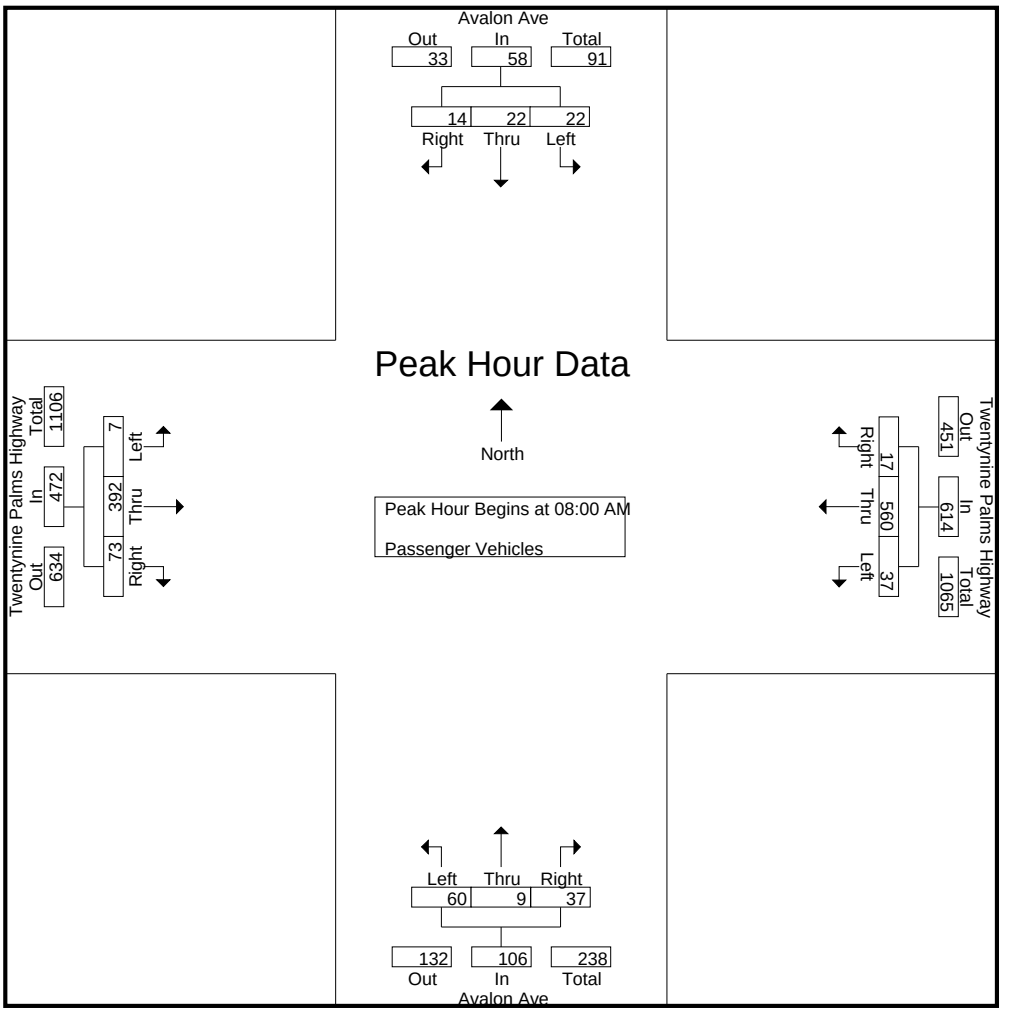
	Avalon Ave Southbound				Twentynine Palms Highway Westbound				Avalon Ave Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	3	3	11	6	113	3	122	11	1	6	18	1	91	6	98	249
07:15 AM	7	3	2	12	4	114	5	123	10	2	10	22	2	87	5	94	251
07:30 AM	6	0	1	7	6	110	2	118	7	1	10	18	2	108	2	112	255
07:45 AM	8	5	2	15	7	158	1	166	10	1	8	19	5	106	13	124	324
Total	26	11	8	45	23	495	11	529	38	5	34	77	10	392	26	428	1079
08:00 AM	7	4	7	18	5	150	1	156	7	2	8	17	1	105	16	122	313
08:15 AM	4	5	2	11	10	123	1	134	22	2	12	36	1	93	17	111	292
08:30 AM	5	3	4	12	9	119	7	135	16	3	7	26	5	102	18	125	298
08:45 AM	6	10	1	17	13	168	8	189	15	2	10	27	0	92	22	114	347
Total	22	22	14	58	37	560	17	614	60	9	37	106	7	392	73	472	1250
Grand Total	48	33	22	103	60	1055	28	1143	98	14	71	183	17	784	99	900	2329
Apprch %	46.6	32	21.4		5.2	92.3	2.4		53.6	7.7	38.8		1.9	87.1	11		
Total %	2.1	1.4	0.9	4.4	2.6	45.3	1.2	49.1	4.2	0.6	3	7.9	0.7	33.7	4.3	38.6	

	Avalon Ave Southbound				Twentynine Palms Highway Westbound				Avalon Ave Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	7	4	7	18	5	150	1	156	7	2	8	17	1	105	16	122	313
08:15 AM	4	5	2	11	10	123	1	134	22	2	12	36	1	93	17	111	292
08:30 AM	5	3	4	12	9	119	7	135	16	3	7	26	5	102	18	125	298
08:45 AM	6	10	1	17	13	168	8	189	15	2	10	27	0	92	22	114	347
Total Volume	22	22	14	58	37	560	17	614	60	9	37	106	7	392	73	472	1250
% App. Total	37.9	37.9	24.1		6	91.2	2.8		56.6	8.5	34.9		1.5	83.1	15.5		
PHF	.786	.550	.500	.806	.712	.833	.531	.812	.682	.750	.771	.736	.350	.933	.830	.944	.901

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

City of Yucca Valley
N/S: Avalon Ave
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVAV29AM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	7	4	7	18	5	150	1	156	7	2	8	17	1	105	16	122
+15 mins.	4	5	2	11	10	123	1	134	22	2	12	36	1	93	17	111
+30 mins.	5	3	4	12	9	119	7	135	16	3	7	26	5	102	18	125
+45 mins.	6	10	1	17	13	168	8	189	15	2	10	27	0	92	22	114
Total Volume	22	22	14	58	37	560	17	614	60	9	37	106	7	392	73	472
% App. Total	37.9	37.9	24.1		6	91.2	2.8		56.6	8.5	34.9		1.5	83.1	15.5	
PHF	.786	.550	.500	.806	.712	.833	.531	.812	.682	.750	.771	.736	.350	.933	.830	.944

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

City of Yucca Valley
N/S: Avalon Ave
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVAV29AM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 1

Groups Printed- Large 2 Axle Vehicles

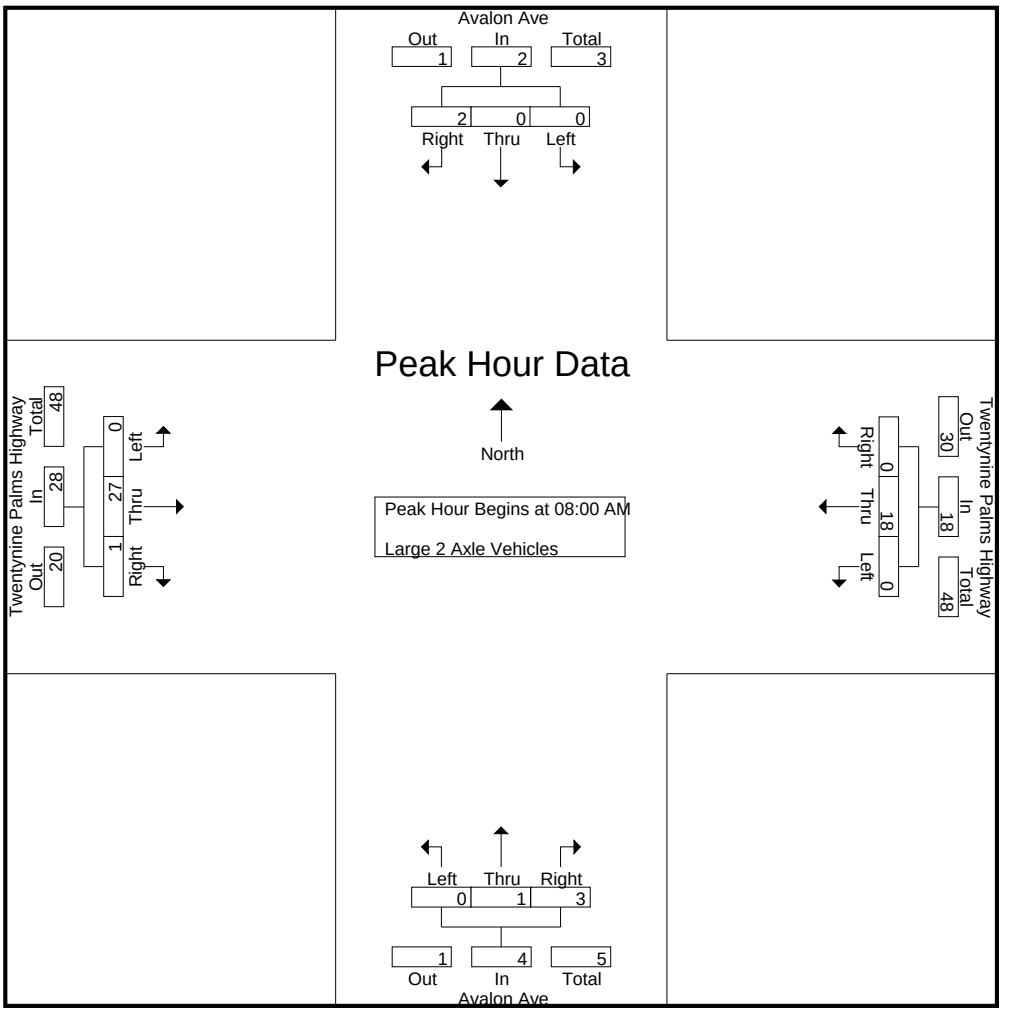
	Avalon Ave Southbound				Twentynine Palms Highway Westbound				Avalon Ave Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	5	0	5	7
07:15 AM	0	0	0	0	1	2	0	3	0	0	0	0	1	4	0	5	8
07:30 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	3	1	4	6
07:45 AM	1	0	0	1	0	5	0	5	1	2	0	3	0	5	2	7	16
Total	1	0	0	1	2	9	0	11	1	3	0	4	1	17	3	21	37
08:00 AM	0	0	1	1	0	3	0	3	0	1	0	1	0	8	0	8	13
08:15 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
08:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	8	0	8	13
08:45 AM	0	0	1	1	0	5	0	5	0	0	3	3	0	9	1	10	19
Total	0	0	2	2	0	18	0	18	0	1	3	4	0	27	1	28	52
Grand Total	1	0	2	3	2	27	0	29	1	4	3	8	1	44	4	49	89
Apprch %	33.3	0	66.7		6.9	93.1	0		12.5	50	37.5		2	89.8	8.2		
Total %	1.1	0	2.2	3.4	2.2	30.3	0	32.6	1.1	4.5	3.4	9	1.1	49.4	4.5	55.1	

	Avalon Ave Southbound				Twentynine Palms Highway Westbound				Avalon Ave Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	1	1	0	3	0	3	0	1	0	1	0	8	0	8	13
08:15 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
08:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	8	0	8	13
08:45 AM	0	0	1	1	0	5	0	5	0	0	3	3	0	9	1	10	19
Total Volume	0	0	2	2	0	18	0	18	0	1	3	4	0	27	1	28	52
% App. Total	0	0	100		0	100	0		0	25	75		0	96.4	3.6		
PHF	.000	.000	.500	.500	.000	.900	.000	.900	.000	.250	.250	.333	.000	.750	.250	.700	.684

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

City of Yucca Valley
N/S: Avalon Ave
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVAV29AM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	1	1	0	3	0	3	0	1	0	1	0	8	0	8
+15 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	8	0	8
+45 mins.	0	0	1	1	0	5	0	5	0	0	3	3	0	9	1	10
Total Volume	0	0	2	2	0	18	0	18	0	1	3	4	0	27	1	28
% App. Total	0	0	100		0	100	0		0	25	75		0	96.4	3.6	
PHF	.000	.000	.500	.500	.000	.900	.000	.900	.000	.250	.250	.333	.000	.750	.250	.700

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

City of Yucca Valley
N/S: Avalon Ave
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVAV29AM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 1

Groups Printed- 3 Axle Vehicles

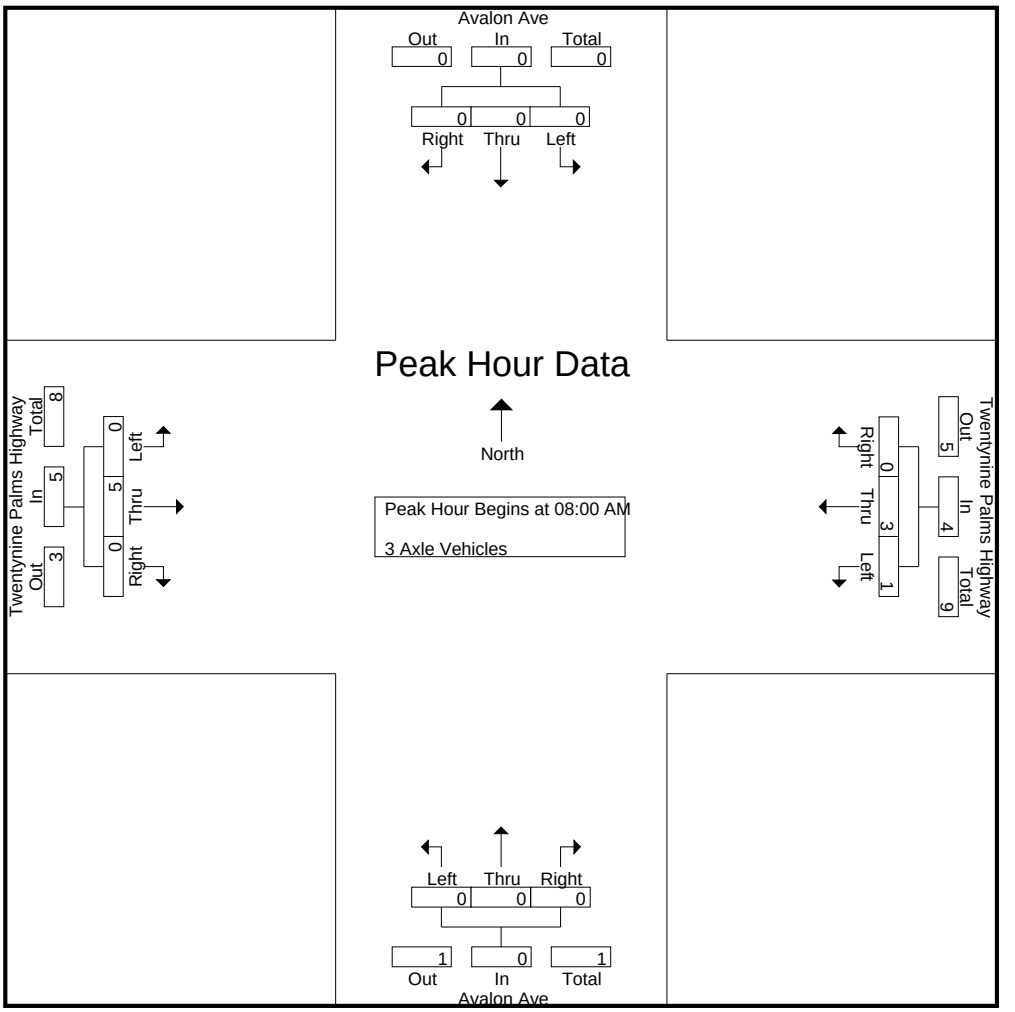
	Avalon Ave Southbound				Twentynine Palms Highway Westbound				Avalon Ave Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
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	1	1	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	0	0	2	2	0	4	1	5	7
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	1	3	0	4	0	0	0	0	0	5	0	5	9
Grand Total	0	0	0	0	1	3	0	4	0	0	2	2	0	9	1	10	16
Apprch %	0	0	0		25	75	0		0	0	100		0	90	10		
Total %	0	0	0	0	6.2	18.8	0	25	0	0	12.5	12.5	0	56.2	6.2	62.5	

	Avalon Ave Southbound				Twentynine Palms Highway Westbound				Avalon Ave Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	1	3	0	4	0	0	0	0	0	5	0	5	9
% App. Total	0	0	0		25	75	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.375	.000	.500	.000	.000	.000	.000	.000	.625	.000	.625	.563

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

City of Yucca Valley
N/S: Avalon Ave
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVAV29AM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+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	1	0	1	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	1	3	0	4	0	0	0	0	0	5	0	5
% App. Total	0	0	0		25	75	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.250	.375	.000	.500	.000	.000	.000	.000	.000	.625	.000	.625

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

City of Yucca Valley
N/S: Avalon Ave
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVAV29AM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 1

Groups Printed- 4+ Axle Trucks

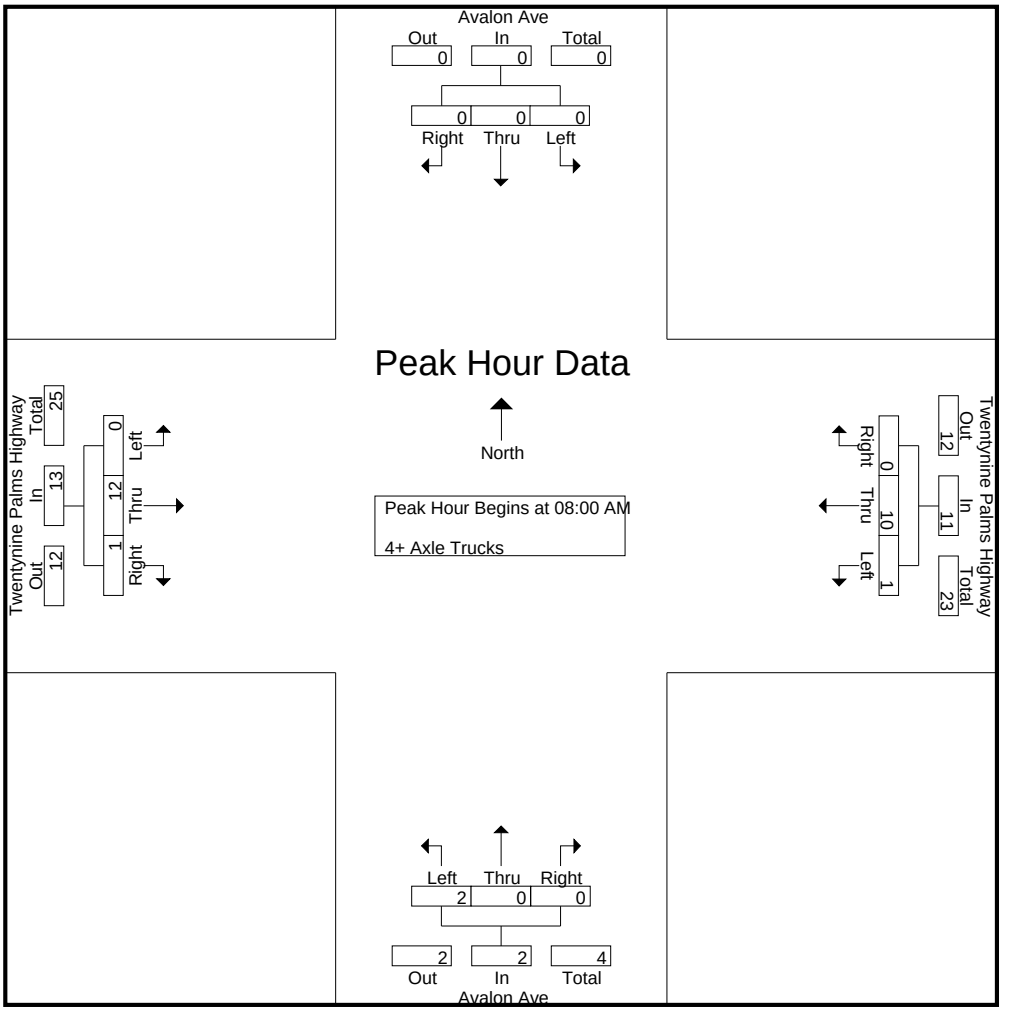
	Avalon Ave Southbound				Twentynine Palms Highway Westbound				Avalon Ave Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	6	0	6	9
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	1	6	7
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
Total	0	0	0	0	0	8	0	8	1	0	0	1	0	15	1	16	25
08:00 AM	0	0	0	0	1	2	0	3	1	0	0	1	0	5	0	5	9
08:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
08:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	1	3	6
08:45 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	2	0	2	5
Total	0	0	0	0	1	10	0	11	2	0	0	2	0	12	1	13	26
Grand Total	0	0	0	0	1	18	0	19	3	0	0	3	0	27	2	29	51
Apprch %	0	0	0		5.3	94.7	0		100	0	0		0	93.1	6.9		
Total %	0	0	0	0	2	35.3	0	37.3	5.9	0	0	5.9	0	52.9	3.9	56.9	

	Avalon Ave Southbound				Twentynine Palms Highway Westbound				Avalon Ave Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	1	2	0	3	1	0	0	1	0	5	0	5	9
08:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
08:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	1	3	6
08:45 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	2	0	2	5
Total Volume	0	0	0	0	1	10	0	11	2	0	0	2	0	12	1	13	26
% App. Total	0	0	0		9.1	90.9	0		100	0	0		0	92.3	7.7		
PHF	.000	.000	.000	.000	.250	.833	.000	.917	.500	.000	.000	.500	.000	.600	.250	.650	.722

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

City of Yucca Valley
N/S: Avalon Ave
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVAV29AM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	1	2	0	3	1	0	0	1	0	5	0	5
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	2	1	3
+45 mins.	0	0	0	0	0	2	0	2	1	0	0	1	0	2	0	2
Total Volume	0	0	0	0	1	10	0	11	2	0	0	2	0	12	1	13
% App. Total	0	0	0		9.1	90.9	0		100	0	0		0	92.3	7.7	
PHF	.000	.000	.000	.000	.250	.833	.000	.917	.500	.000	.000	.500	.000	.600	.250	.650

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

City of Yucca Valley
N/S: Avalon Ave
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVAV29PM
Site Code : 07515000
Start Date : 6/30/2015

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

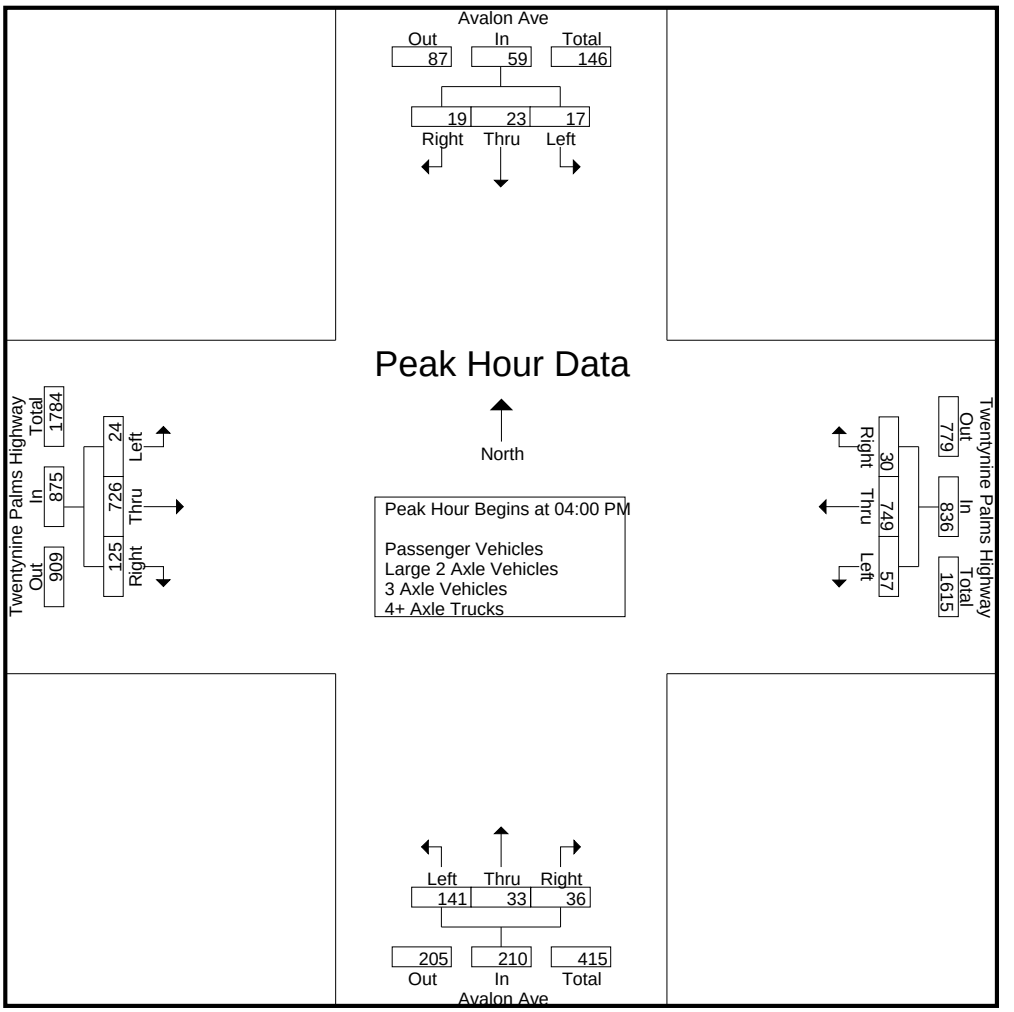
	Avalon Ave Southbound				Twentynine Palms Highway Westbound				Avalon Ave Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	2	2	7	13	177	8	198	54	10	12	76	8	207	38	253	534
04:15 PM	3	5	10	18	14	169	8	191	30	7	8	45	4	194	40	238	492
04:30 PM	4	8	2	14	18	203	7	228	30	10	8	48	7	150	27	184	474
04:45 PM	7	8	5	20	12	200	7	219	27	6	8	41	5	175	20	200	480
Total	17	23	19	59	57	749	30	836	141	33	36	210	24	726	125	875	1980
05:00 PM	5	5	8	18	16	192	9	217	30	4	7	41	4	212	33	249	525
05:15 PM	3	4	4	11	14	169	8	191	31	9	13	53	6	159	26	191	446
05:30 PM	1	5	2	8	22	158	3	183	33	10	9	52	5	166	30	201	444
05:45 PM	3	3	6	12	10	163	10	183	31	15	12	58	5	158	27	190	443
Total	12	17	20	49	62	682	30	774	125	38	41	204	20	695	116	831	1858
Grand Total	29	40	39	108	119	1431	60	1610	266	71	77	414	44	1421	241	1706	3838
Apprch %	26.9	37	36.1		7.4	88.9	3.7		64.3	17.1	18.6		2.6	83.3	14.1		
Total %	0.8	1	1	2.8	3.1	37.3	1.6	41.9	6.9	1.8	2	10.8	1.1	37	6.3	44.5	
Passenger Vehicles	27	40	39	106	118	1387	59	1564	264	68	75	407	43	1392	238	1673	3750
% Passenger Vehicles	93.1	100	100	98.1	99.2	96.9	98.3	97.1	99.2	95.8	97.4	98.3	97.7	98	98.8	98.1	97.7
Large 2 Axle Vehicles	2	0	0	2	1	30	1	32	2	3	2	7	0	25	2	27	68
% Large 2 Axle Vehicles	6.9	0	0	1.9	0.8	2.1	1.7	2	0.8	4.2	2.6	1.7	0	1.8	0.8	1.6	1.8
3 Axle Vehicles	0	0	0	0	0	4	0	4	0	0	0	0	1	1	0	2	6
% 3 Axle Vehicles	0	0	0	0	0	0.3	0	0.2	0	0	0	0	2.3	0.1	0	0.1	0.2
4+ Axle Trucks	0	0	0	0	0	10	0	10	0	0	0	0	0	3	1	4	14
% 4+ Axle Trucks	0	0	0	0	0	0.7	0	0.6	0	0	0	0	0	0.2	0.4	0.2	0.4

	Avalon Ave Southbound				Twentynine Palms Highway Westbound				Avalon Ave Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	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	2	2	7	13	177	8	198	54	10	12	76	8	207	38	253	534
04:15 PM	3	5	10	18	14	169	8	191	30	7	8	45	4	194	40	238	492
04:30 PM	4	8	2	14	18	203	7	228	30	10	8	48	7	150	27	184	474
04:45 PM	7	8	5	20	12	200	7	219	27	6	8	41	5	175	20	200	480
Total Volume	17	23	19	59	57	749	30	836	141	33	36	210	24	726	125	875	1980
% App. Total	28.8	39	32.2		6.8	89.6	3.6		67.1	15.7	17.1		2.7	83	14.3		
PHF	.607	.719	.475	.738	.792	.922	.938	.917	.653	.825	.750	.691	.750	.877	.781	.865	.927

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

City of Yucca Valley
N/S: Avalon Ave
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVAV29PM
Site Code : 07515000
Start Date : 6/30/2015
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				04:00 PM			
+0 mins.	3	5	10	18	14	169	8	191	54	10	12	76	8	207	38	253
+15 mins.	4	8	2	14	18	203	7	228	30	7	8	45	4	194	40	238
+30 mins.	7	8	5	20	12	200	7	219	30	10	8	48	7	150	27	184
+45 mins.	5	5	8	18	16	192	9	217	27	6	8	41	5	175	20	200
Total Volume	19	26	25	70	60	764	31	855	141	33	36	210	24	726	125	875
% App. Total	27.1	37.1	35.7		7	89.4	3.6		67.1	15.7	17.1		2.7	83	14.3	
PHF	.679	.813	.625	.875	.833	.941	.861	.938	.653	.825	.750	.691	.750	.877	.781	.865

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

City of Yucca Valley
N/S: Avalon Ave
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVAV29PM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 1

Groups Printed- Passenger Vehicles

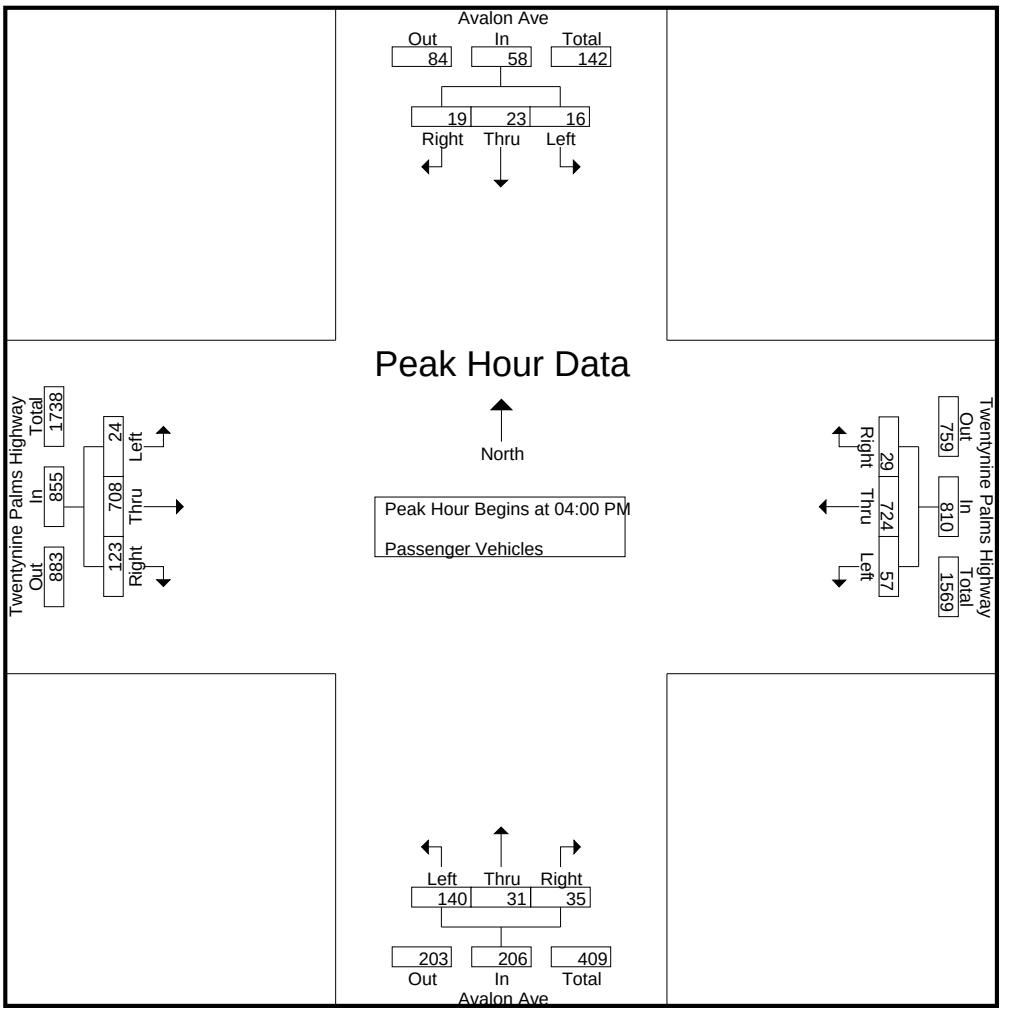
	Avalon Ave Southbound				Twentynine Palms Highway Westbound				Avalon Ave Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	2	2	6	13	172	8	193	53	9	12	74	8	204	38	250	523
04:15 PM	3	5	10	18	14	163	8	185	30	7	7	44	4	188	38	230	477
04:30 PM	4	8	2	14	18	194	7	219	30	9	8	47	7	146	27	180	460
04:45 PM	7	8	5	20	12	195	6	213	27	6	8	41	5	170	20	195	469
Total	16	23	19	58	57	724	29	810	140	31	35	206	24	708	123	855	1929
05:00 PM	4	5	8	17	16	186	9	211	30	3	6	39	4	210	33	247	514
05:15 PM	3	4	4	11	14	163	8	185	31	9	13	53	5	155	26	186	435
05:30 PM	1	5	2	8	21	154	3	178	32	10	9	51	5	165	30	200	437
05:45 PM	3	3	6	12	10	160	10	180	31	15	12	58	5	154	26	185	435
Total	11	17	20	48	61	663	30	754	124	37	40	201	19	684	115	818	1821
Grand Total	27	40	39	106	118	1387	59	1564	264	68	75	407	43	1392	238	1673	3750
Apprch %	25.5	37.7	36.8		7.5	88.7	3.8		64.9	16.7	18.4		2.6	83.2	14.2		
Total %	0.7	1.1	1	2.8	3.1	37	1.6	41.7	7	1.8	2	10.9	1.1	37.1	6.3	44.6	

	Avalon Ave Southbound				Twentynine Palms Highway Westbound				Avalon Ave Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	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 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	2	2	6	13	172	8	193	53	9	12	74	8	204	38	250	523
04:15 PM	3	5	10	18	14	163	8	185	30	7	7	44	4	188	38	230	477
04:30 PM	4	8	2	14	18	194	7	219	30	9	8	47	7	146	27	180	460
04:45 PM	7	8	5	20	12	195	6	213	27	6	8	41	5	170	20	195	469
Total Volume	16	23	19	58	57	724	29	810	140	31	35	206	24	708	123	855	1929
% App. Total	27.6	39.7	32.8		7	89.4	3.6		68	15	17		2.8	82.8	14.4		
PHF	.571	.719	.475	.725	.792	.928	.906	.925	.660	.861	.729	.696	.750	.868	.809	.855	.922

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

City of Yucca Valley
N/S: Avalon Ave
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVAV29PM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	2	2	2	6	13	172	8	193	53	9	12	74	8	204	38	250
+15 mins.	3	5	10	18	14	163	8	185	30	7	7	44	4	188	38	230
+30 mins.	4	8	2	14	18	194	7	219	30	9	8	47	7	146	27	180
+45 mins.	7	8	5	20	12	195	6	213	27	6	8	41	5	170	20	195
Total Volume	16	23	19	58	57	724	29	810	140	31	35	206	24	708	123	855
% App. Total	27.6	39.7	32.8		7	89.4	3.6		68	15	17		2.8	82.8	14.4	
PHF	.571	.719	.475	.725	.792	.928	.906	.925	.660	.861	.729	.696	.750	.868	.809	.855

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

City of Yucca Valley
N/S: Avalon Ave
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVAV29PM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 1

Groups Printed- Large 2 Axle Vehicles

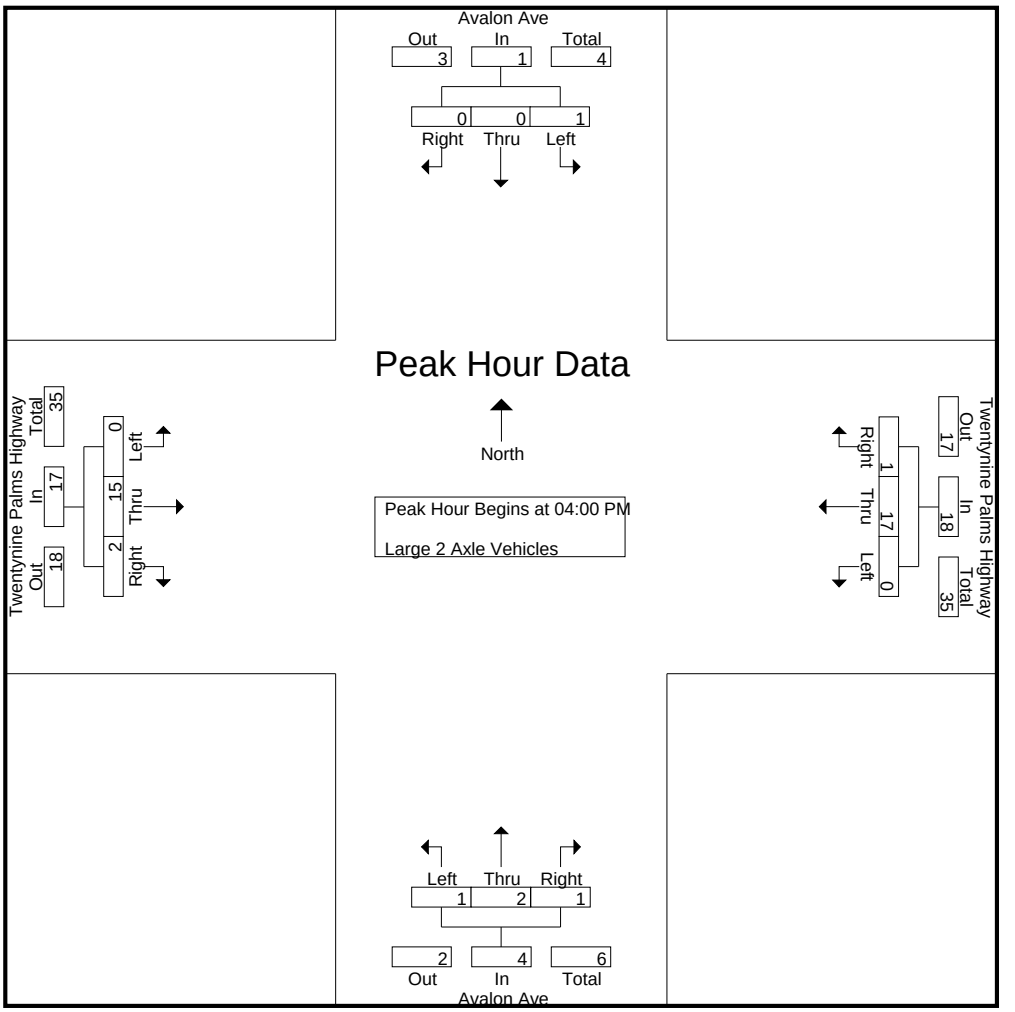
	Avalon Ave Southbound				Twentynine Palms Highway Westbound				Avalon Ave Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	0	4	0	4	1	1	0	2	0	3	0	3	10
04:15 PM	0	0	0	0	0	4	0	4	0	0	1	1	0	6	2	8	13
04:30 PM	0	0	0	0	0	6	0	6	0	1	0	1	0	3	0	3	10
04:45 PM	0	0	0	0	0	3	1	4	0	0	0	0	0	3	0	3	7
Total	1	0	0	1	0	17	1	18	1	2	1	4	0	15	2	17	40
05:00 PM	1	0	0	1	0	3	0	3	0	1	1	2	0	2	0	2	8
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	1	4	0	5	1	0	0	1	0	1	0	1	7
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
Total	1	0	0	1	1	13	0	14	1	1	1	3	0	10	0	10	28
Grand Total	2	0	0	2	1	30	1	32	2	3	2	7	0	25	2	27	68
Apprch %	100	0	0		3.1	93.8	3.1		28.6	42.9	28.6		0	92.6	7.4		
Total %	2.9	0	0	2.9	1.5	44.1	1.5	47.1	2.9	4.4	2.9	10.3	0	36.8	2.9	39.7	

	Avalon Ave Southbound				Twentynine Palms Highway Westbound				Avalon Ave Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	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 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	0	0	1	0	4	0	4	1	1	0	2	0	3	0	3	10
04:15 PM	0	0	0	0	0	4	0	4	0	0	1	1	0	6	2	8	13
04:30 PM	0	0	0	0	0	6	0	6	0	1	0	1	0	3	0	3	10
04:45 PM	0	0	0	0	0	3	1	4	0	0	0	0	0	3	0	3	7
Total Volume	1	0	0	1	0	17	1	18	1	2	1	4	0	15	2	17	40
% App. Total	100	0	0		0	94.4	5.6		25	50	25		0	88.2	11.8		
PHF	.250	.000	.000	.250	.000	.708	.250	.750	.250	.500	.250	.500	.000	.625	.250	.531	.769

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

City of Yucca Valley
N/S: Avalon Ave
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVAV29PM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	0	0	1	0	4	0	4	1	1	0	2	0	3	0	3
+15 mins.	0	0	0	0	0	4	0	4	0	0	1	1	0	6	2	8
+30 mins.	0	0	0	0	0	6	0	6	0	1	0	1	0	3	0	3
+45 mins.	0	0	0	0	0	3	1	4	0	0	0	0	0	3	0	3
Total Volume	1	0	0	1	0	17	1	18	1	2	1	4	0	15	2	17
% App. Total	100	0	0		0	94.4	5.6		25	50	25		0	88.2	11.8	
PHF	.250	.000	.000	.250	.000	.708	.250	.750	.250	.500	.250	.500	.000	.625	.250	.531

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

City of Yucca Valley
N/S: Avalon Ave
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVAV29PM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 1

Groups Printed- 3 Axle Vehicles

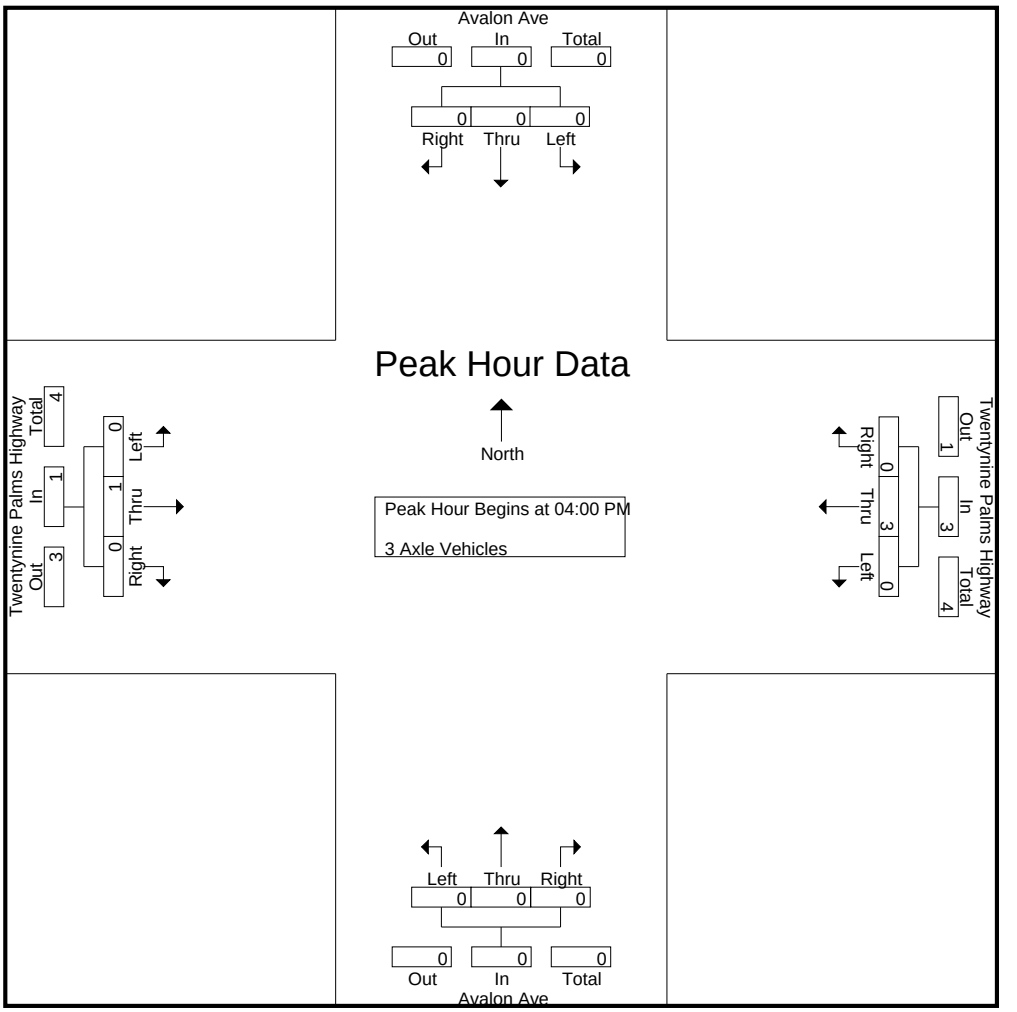
	Avalon Ave Southbound				Twentynine Palms Highway Westbound				Avalon Ave Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:15 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	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
Grand Total	0	0	0	0	0	4	0	4	0	0	0	0	1	1	0	2	6
Apprch %	0	0	0		0	100	0		0	0	0		50	50	0		
Total %	0	0	0	0	0	66.7	0	66.7	0	0	0	0	16.7	16.7	0	33.3	

	Avalon Ave Southbound				Twentynine Palms Highway Westbound				Avalon Ave Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	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 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
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 Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	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	.250	.000	.250	1.00

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

City of Yucca Valley
N/S: Avalon Ave
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVAV29PM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	1	0	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	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	3	0	3	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	.750	.000	.750	.000	.000	.000	.000	.000	.250	.000	.250

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

City of Yucca Valley
N/S: Avalon Ave
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVAV29PM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 1

Groups Printed- 4+ Axle Trucks

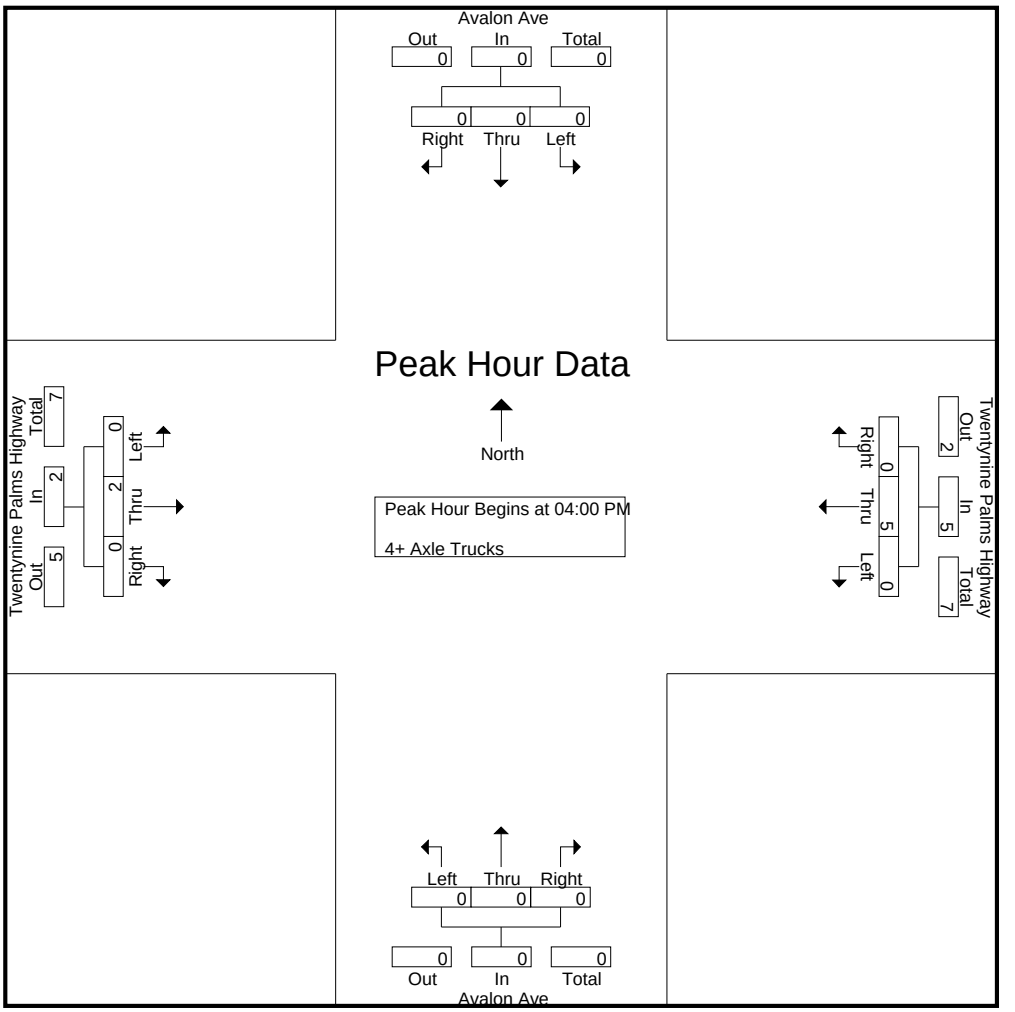
	Avalon Ave Southbound				Twentynine Palms Highway Westbound				Avalon Ave Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
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	2	0	2	0	0	0	0	0	1	1	2	4
Total	0	0	0	0	0	5	0	5	0	0	0	0	0	1	1	2	7
Grand Total	0	0	0	0	0	10	0	10	0	0	0	0	0	3	1	4	14
Apprch %	0	0	0		0	100	0		0	0	0		0	75	25		
Total %	0	0	0	0	0	71.4	0	71.4	0	0	0	0	0	21.4	7.1	28.6	

	Avalon Ave Southbound				Twentynine Palms Highway Westbound				Avalon Ave Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	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 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
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	0	0	0	1
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
04:45 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	5	0	5	0	0	0	0	0	2	0	2	7
% 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	.583

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

City of Yucca Valley
N/S: Avalon Ave
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVAV29PM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
+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	5	0	5	0	0	0	0	0	2	0	2
% 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

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

City of Yucca Valley
N/S: Indio Ave North
E/W: Yucca Trail
Weather: Clear

File Name : YCVINYUAM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 1

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

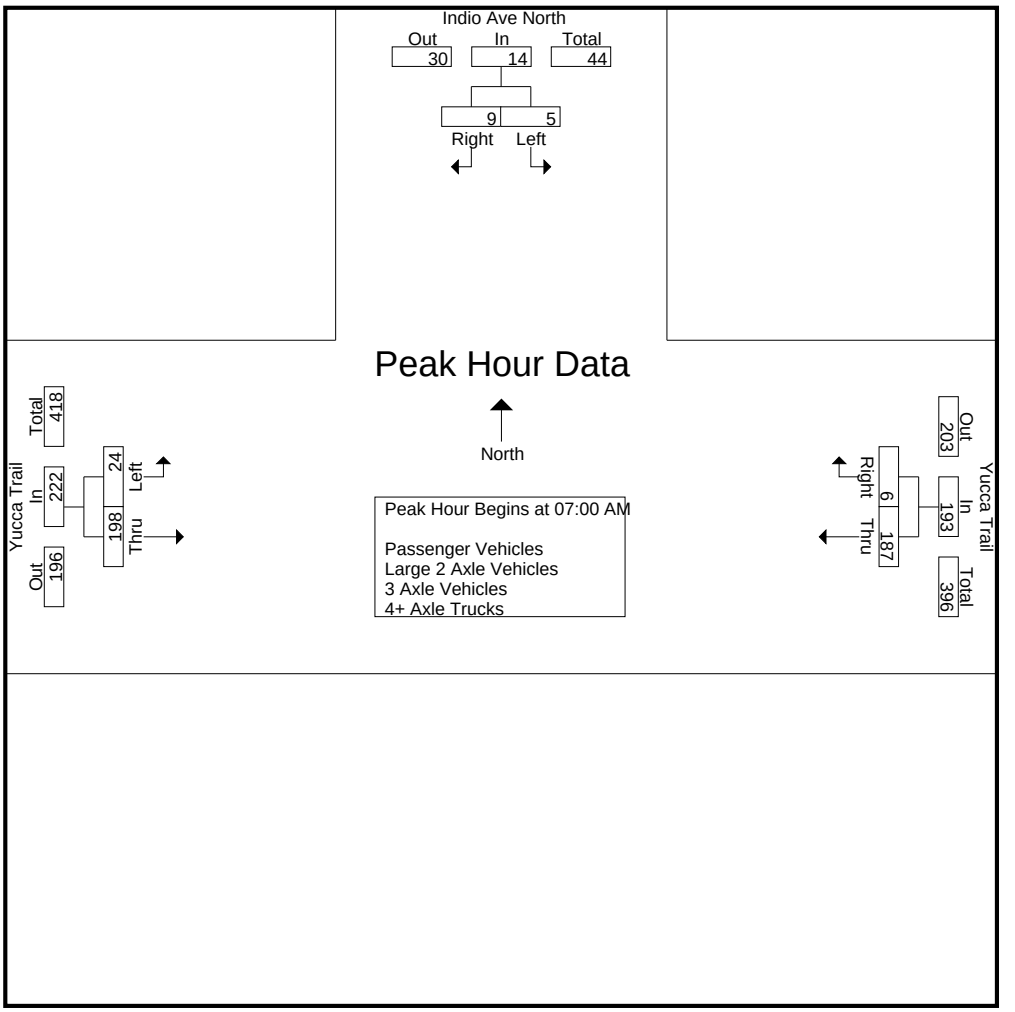
	Indio Ave North Southbound			Yucca Trail Westbound			Yucca Trail Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	1	1	2	52	0	52	5	47	52	106
07:15 AM	0	1	1	38	1	39	10	36	46	86
07:30 AM	1	2	3	48	2	50	4	50	54	107
07:45 AM	3	5	8	49	3	52	5	65	70	130
Total	5	9	14	187	6	193	24	198	222	429
08:00 AM	1	9	10	42	1	43	7	38	45	98
08:15 AM	0	0	0	44	3	47	7	39	46	93
08:30 AM	1	3	4	47	1	48	15	35	50	102
08:45 AM	2	4	6	53	3	56	10	32	42	104
Total	4	16	20	186	8	194	39	144	183	397
Grand Total	9	25	34	373	14	387	63	342	405	826
Apprch %	26.5	73.5		96.4	3.6		15.6	84.4		
Total %	1.1	3	4.1	45.2	1.7	46.9	7.6	41.4	49	
Passenger Vehicles	9	20	29	363	14	377	57	322	379	785
% Passenger Vehicles	100	80	85.3	97.3	100	97.4	90.5	94.2	93.6	95
Large 2 Axle Vehicles	0	5	5	9	0	9	6	18	24	38
% Large 2 Axle Vehicles	0	20	14.7	2.4	0	2.3	9.5	5.3	5.9	4.6
3 Axle Vehicles	0	0	0	1	0	1	0	2	2	3
% 3 Axle Vehicles	0	0	0	0.3	0	0.3	0	0.6	0.5	0.4
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0

	Indio Ave North Southbound			Yucca Trail Westbound			Yucca Trail Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	1	1	2	52	0	52	5	47	52	106
07:15 AM	0	1	1	38	1	39	10	36	46	86
07:30 AM	1	2	3	48	2	50	4	50	54	107
07:45 AM	3	5	8	49	3	52	5	65	70	130
Total Volume	5	9	14	187	6	193	24	198	222	429
% App. Total	35.7	64.3		96.9	3.1		10.8	89.2		
PHF	.417	.450	.438	.899	.500	.928	.600	.762	.793	.825

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

City of Yucca Valley
N/S: Indio Ave North
E/W: Yucca Trail
Weather: Clear

File Name : YCVINYUAM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 2



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

	07:15 AM			08:00 AM			07:00 AM		
+0 mins.	0	1	1	42	1	43	5	47	52
+15 mins.	1	2	3	44	3	47	10	36	46
+30 mins.	3	5	8	47	1	48	4	50	54
+45 mins.	1	9	10	53	3	56	5	65	70
Total Volume	5	17	22	186	8	194	24	198	222
% App. Total	22.7	77.3		95.9	4.1		10.8	89.2	
PHF	.417	.472	.550	.877	.667	.866	.600	.762	.793

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

City of Yucca Valley
N/S: Indio Ave North
E/W: Yucca Trail
Weather: Clear

File Name : YCVINYUAM
Site Code : 07515000
Start Date : 6/30/2015

Groups Printed- Passenger Vehicles

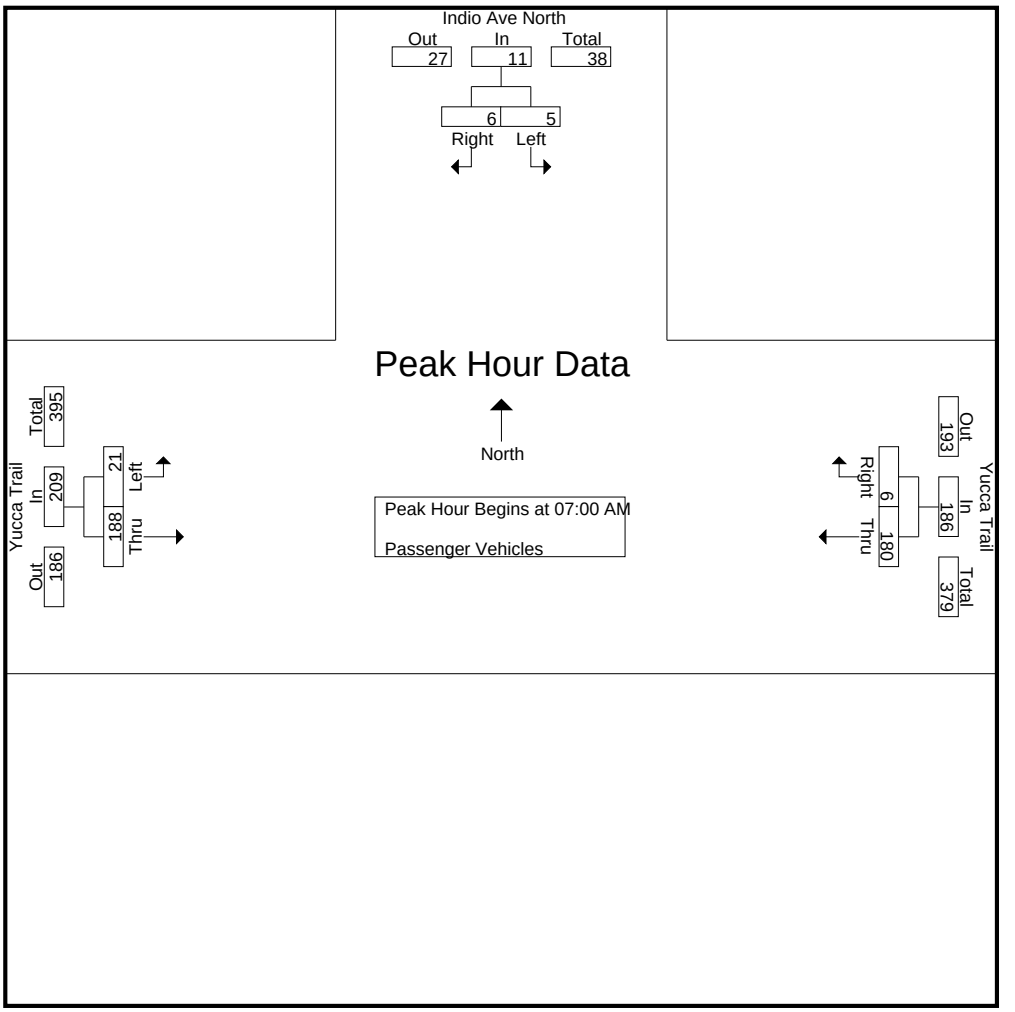
	Indio Ave North Southbound			Yucca Trail Westbound			Yucca Trail Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	1	0	1	49	0	49	4	44	48	98
07:15 AM	0	0	0	37	1	38	9	35	44	82
07:30 AM	1	1	2	47	2	49	3	48	51	102
07:45 AM	3	5	8	47	3	50	5	61	66	124
Total	5	6	11	180	6	186	21	188	209	406
08:00 AM	1	7	8	42	1	43	5	36	41	92
08:15 AM	0	0	0	43	3	46	7	35	42	88
08:30 AM	1	3	4	45	1	46	14	32	46	96
08:45 AM	2	4	6	53	3	56	10	31	41	103
Total	4	14	18	183	8	191	36	134	170	379
Grand Total	9	20	29	363	14	377	57	322	379	785
Apprch %	31	69		96.3	3.7		15	85		
Total %	1.1	2.5	3.7	46.2	1.8	48	7.3	41	48.3	

	Indio Ave North Southbound			Yucca Trail Westbound			Yucca Trail Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	1	0	1	49	0	49	4	44	48	98
07:15 AM	0	0	0	37	1	38	9	35	44	82
07:30 AM	1	1	2	47	2	49	3	48	51	102
07:45 AM	3	5	8	47	3	50	5	61	66	124
Total Volume	5	6	11	180	6	186	21	188	209	406
% App. Total	45.5	54.5		96.8	3.2		10	90		
PHF	.417	.300	.344	.918	.500	.930	.583	.770	.792	.819

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

City of Yucca Valley
N/S: Indio Ave North
E/W: Yucca Trail
Weather: Clear

File Name : YCVINYUAM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	1	0	1	49	0	49	4	44	48
+15 mins.	0	0	0	37	1	38	9	35	44
+30 mins.	1	1	2	47	2	49	3	48	51
+45 mins.	3	5	8	47	3	50	5	61	66
Total Volume	5	6	11	180	6	186	21	188	209
% App. Total	45.5	54.5		96.8	3.2		10	90	
PHF	.417	.300	.344	.918	.500	.930	.583	.770	.792

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

City of Yucca Valley
N/S: Indio Ave North
E/W: Yucca Trail
Weather: Clear

File Name : YCVINYUAM
Site Code : 07515000
Start Date : 6/30/2015

Groups Printed- Large 2 Axle Vehicles

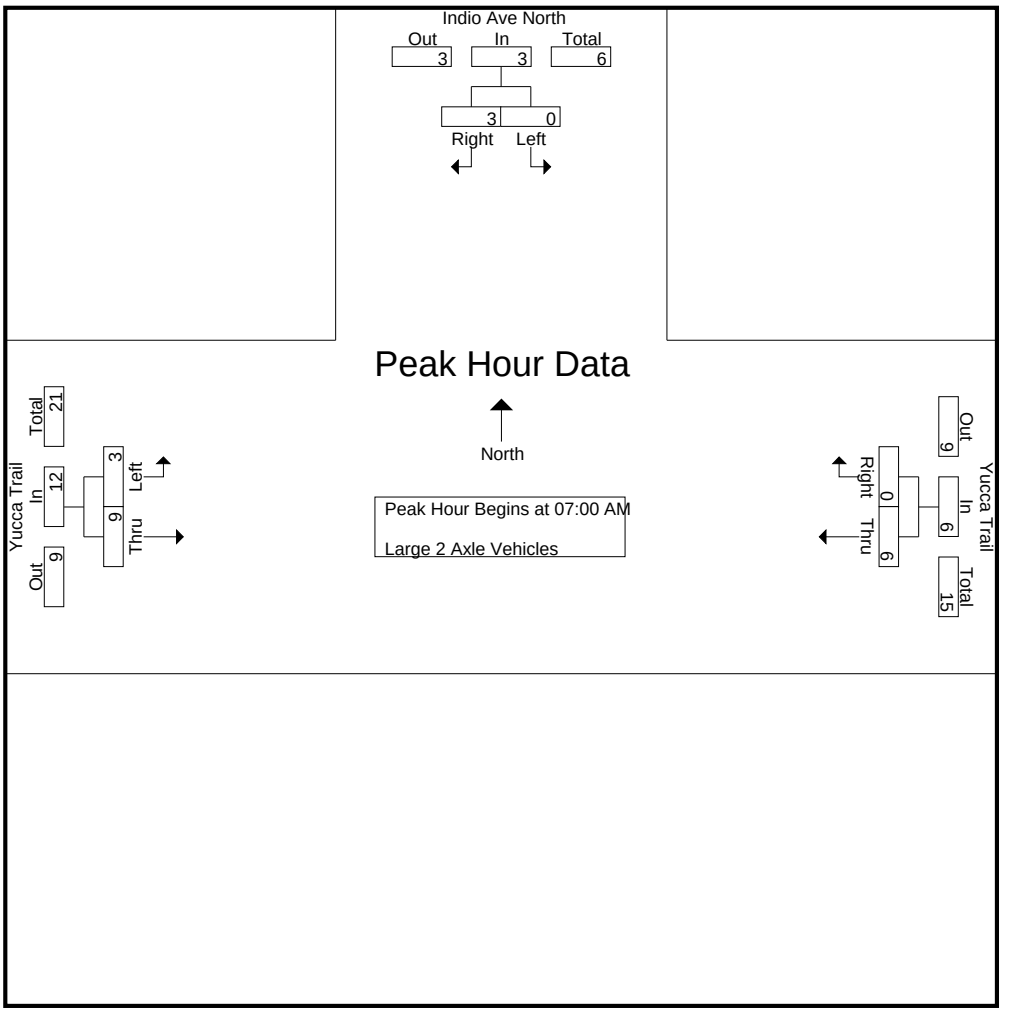
	Indio Ave North Southbound			Yucca Trail Westbound			Yucca Trail Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	1	1	2	0	2	1	2	3	6
07:15 AM	0	1	1	1	0	1	1	1	2	4
07:30 AM	0	1	1	1	0	1	1	2	3	5
07:45 AM	0	0	0	2	0	2	0	4	4	6
Total	0	3	3	6	0	6	3	9	12	21
08:00 AM	0	2	2	0	0	0	2	2	4	6
08:15 AM	0	0	0	1	0	1	0	3	3	4
08:30 AM	0	0	0	2	0	2	1	3	4	6
08:45 AM	0	0	0	0	0	0	0	1	1	1
Total	0	2	2	3	0	3	3	9	12	17
Grand Total	0	5	5	9	0	9	6	18	24	38
Apprch %	0	100		100	0		25	75		
Total %	0	13.2	13.2	23.7	0	23.7	15.8	47.4	63.2	

	Indio Ave North Southbound			Yucca Trail Westbound			Yucca Trail Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	1	1	2	0	2	1	2	3	6
07:15 AM	0	1	1	1	0	1	1	1	2	4
07:30 AM	0	1	1	1	0	1	1	2	3	5
07:45 AM	0	0	0	2	0	2	0	4	4	6
Total Volume	0	3	3	6	0	6	3	9	12	21
% App. Total	0	100		100	0		25	75		
PHF	.000	.750	.750	.750	.000	.750	.750	.563	.750	.875

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

City of Yucca Valley
N/S: Indio Ave North
E/W: Yucca Trail
Weather: Clear

File Name : YCVINYUAM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	1	1	2	0	2	1	2	3
+15 mins.	0	1	1	1	0	1	1	1	2
+30 mins.	0	1	1	1	0	1	1	2	3
+45 mins.	0	0	0	2	0	2	0	4	4
Total Volume	0	3	3	6	0	6	3	9	12
% App. Total	0	100		100	0		25	75	
PHF	.000	.750	.750	.750	.000	.750	.750	.563	.750

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

City of Yucca Valley
N/S: Indio Ave North
E/W: Yucca Trail
Weather: Clear

File Name : YCVINYUAM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 1

Groups Printed- 3 Axle Vehicles

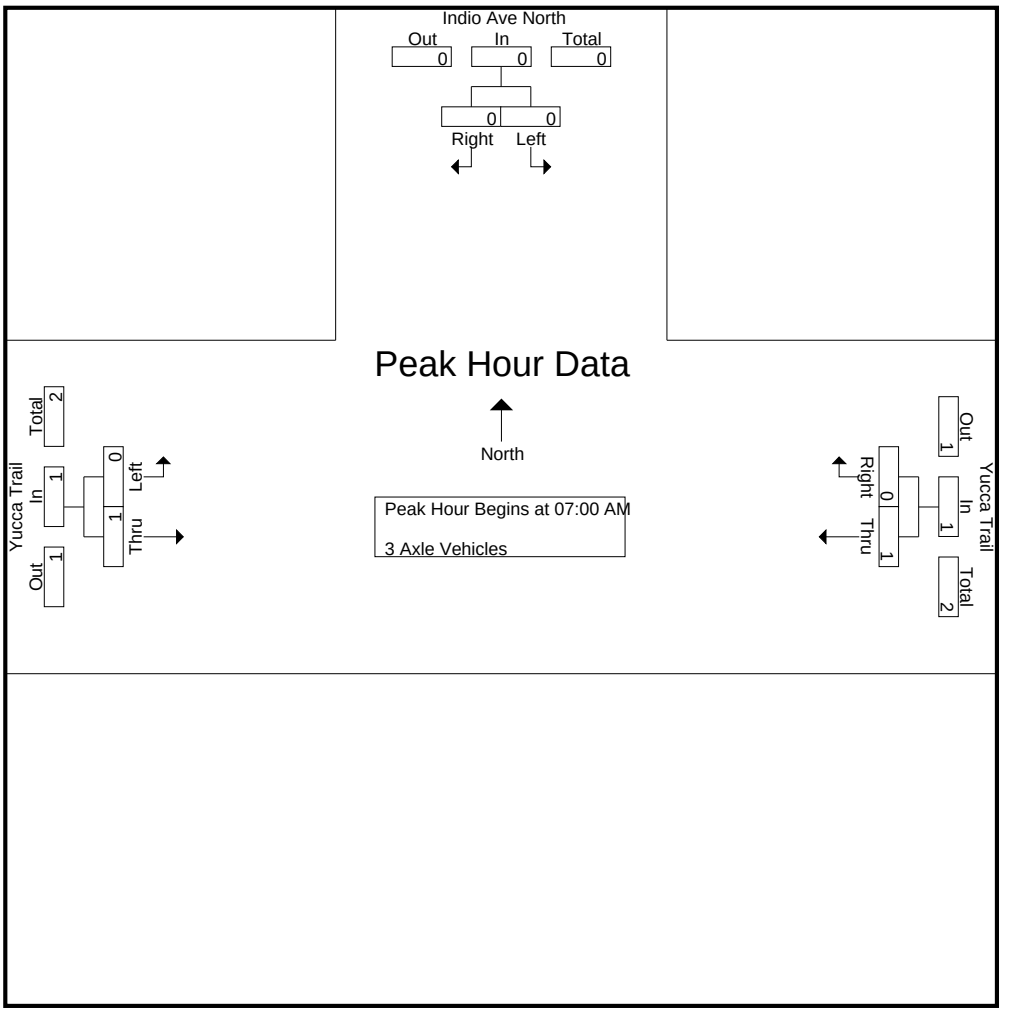
	Indio Ave North Southbound			Yucca Trail Westbound			Yucca Trail Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	1	0	1	0	1	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	1	1	2
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	1	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	1	1
Grand Total	0	0	0	1	0	1	0	2	2	3
Apprch %	0	0		100	0		0	100		
Total %	0	0	0	33.3	0	33.3	0	66.7	66.7	

	Indio Ave North Southbound			Yucca Trail Westbound			Yucca Trail Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	1	0	1	0	1	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	0	1	1	2
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.250	.000	.250	.000	.250	.250	.250

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

City of Yucca Valley
N/S: Indio Ave North
E/W: Yucca Trail
Weather: Clear

File Name : YCVINYUAM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	1	0	1	0	1	1
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	0	1	1
% App. Total	0	0		100	0		0	100	
PHF	.000	.000	.000	.250	.000	.250	.000	.250	.250

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

City of Yucca Valley
N/S: Indio Ave North
E/W: Yucca Trail
Weather: Clear

File Name : YCVINYUAM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 1

Groups Printed- 4+ Axle Trucks

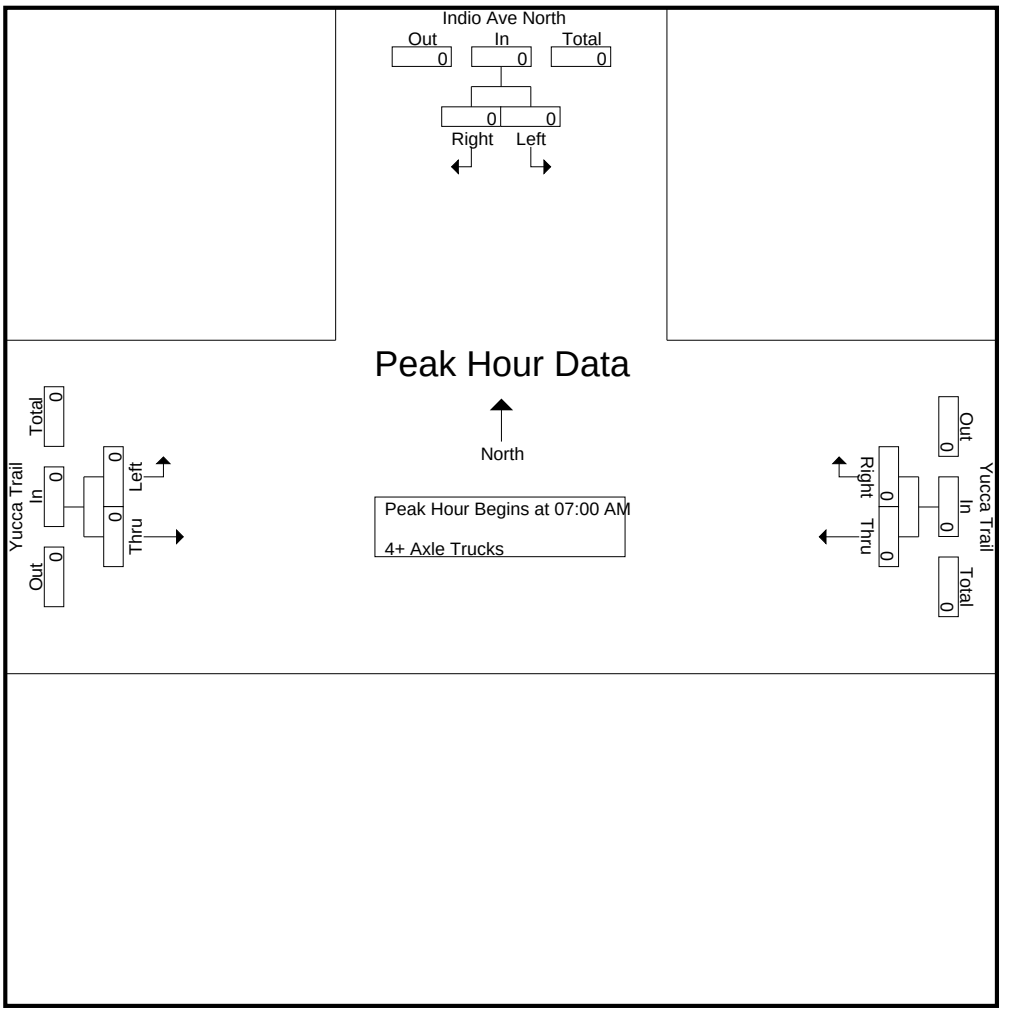
	Indio Ave North Southbound			Yucca Trail Westbound			Yucca Trail Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Indio Ave North Southbound			Yucca Trail Westbound			Yucca Trail Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Yucca Valley
N/S: Indio Ave North
E/W: Yucca Trail
Weather: Clear

File Name : YCVINYUAM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Yucca Valley
N/S: Indio Ave North
E/W: Yucca Trail
Weather: Clear

File Name : YCVINYUPM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 1

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

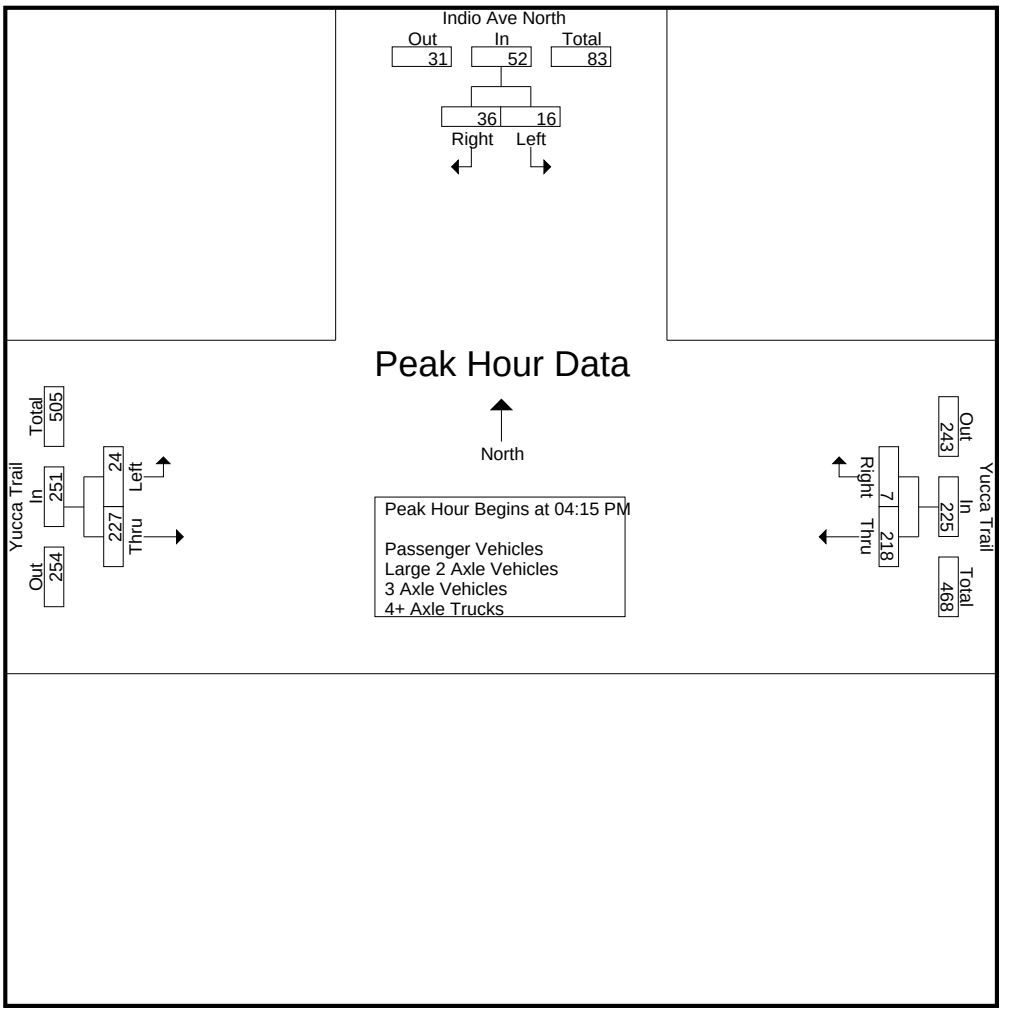
	Indio Ave North Southbound			Yucca Trail Westbound			Yucca Trail Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	2	9	11	41	0	41	5	55	60	112
04:15 PM	3	8	11	49	1	50	5	63	68	129
04:30 PM	2	11	13	64	1	65	6	45	51	129
04:45 PM	6	9	15	53	4	57	9	50	59	131
Total	13	37	50	207	6	213	25	213	238	501
05:00 PM	5	8	13	52	1	53	4	69	73	139
05:15 PM	3	5	8	53	3	56	3	54	57	121
05:30 PM	1	8	9	45	6	51	5	58	63	123
05:45 PM	10	8	18	43	11	54	6	51	57	129
Total	19	29	48	193	21	214	18	232	250	512
Grand Total	32	66	98	400	27	427	43	445	488	1013
Apprch %	32.7	67.3		93.7	6.3		8.8	91.2		
Total %	3.2	6.5	9.7	39.5	2.7	42.2	4.2	43.9	48.2	
Passenger Vehicles	32	64	96	399	27	426	41	439	480	1002
% Passenger Vehicles	100	97	98	99.8	100	99.8	95.3	98.7	98.4	98.9
Large 2 Axle Vehicles	0	2	2	1	0	1	2	6	8	11
% Large 2 Axle Vehicles	0	3	2	0.2	0	0.2	4.7	1.3	1.6	1.1
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0

	Indio Ave North Southbound			Yucca Trail Westbound			Yucca Trail 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	3	8	11	49	1	50	5	63	68	129
04:30 PM	2	11	13	64	1	65	6	45	51	129
04:45 PM	6	9	15	53	4	57	9	50	59	131
05:00 PM	5	8	13	52	1	53	4	69	73	139
Total Volume	16	36	52	218	7	225	24	227	251	528
% App. Total	30.8	69.2		96.9	3.1		9.6	90.4		
PHF	.667	.818	.867	.852	.438	.865	.667	.822	.860	.950

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

City of Yucca Valley
N/S: Indio Ave North
E/W: Yucca Trail
Weather: Clear

File Name : YCVINYUPM
Site Code : 07515000
Start Date : 6/30/2015
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			04:30 PM			04:45 PM		
+0 mins.	3	8	11	64	1	65	9	50	59
+15 mins.	2	11	13	53	4	57	4	69	73
+30 mins.	6	9	15	52	1	53	3	54	57
+45 mins.	5	8	13	53	3	56	5	58	63
Total Volume	16	36	52	222	9	231	21	231	252
% App. Total	30.8	69.2		96.1	3.9		8.3	91.7	
PHF	.667	.818	.867	.867	.563	.888	.583	.837	.863

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

City of Yucca Valley
N/S: Indio Ave North
E/W: Yucca Trail
Weather: Clear

File Name : YCVINYUPM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 1

Groups Printed- Passenger Vehicles

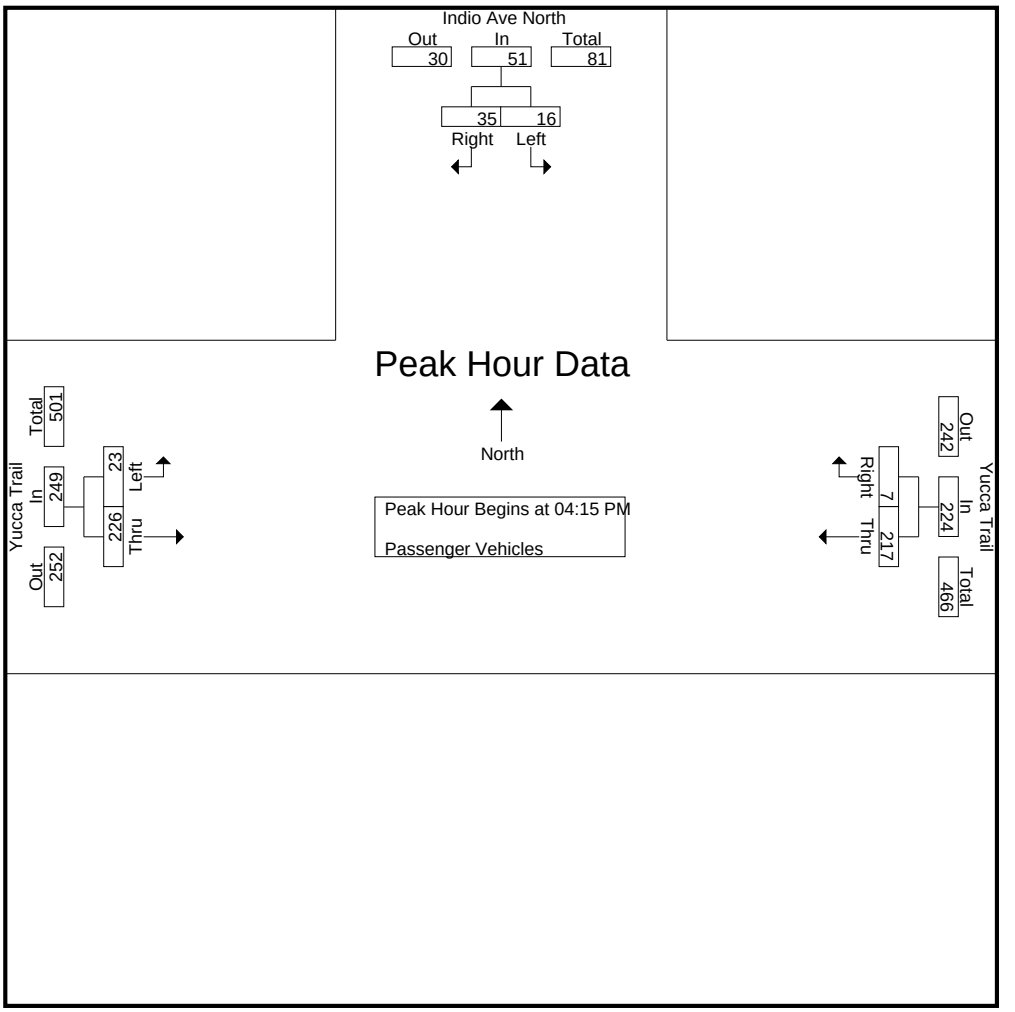
	Indio Ave North Southbound			Yucca Trail Westbound			Yucca Trail Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	2	8	10	41	0	41	4	55	59	110
04:15 PM	3	8	11	49	1	50	5	63	68	129
04:30 PM	2	11	13	63	1	64	6	44	50	127
04:45 PM	6	9	15	53	4	57	9	50	59	131
Total	13	36	49	206	6	212	24	212	236	497
05:00 PM	5	7	12	52	1	53	3	69	72	137
05:15 PM	3	5	8	53	3	56	3	53	56	120
05:30 PM	1	8	9	45	6	51	5	58	63	123
05:45 PM	10	8	18	43	11	54	6	47	53	125
Total	19	28	47	193	21	214	17	227	244	505
Grand Total	32	64	96	399	27	426	41	439	480	1002
Apprch %	33.3	66.7		93.7	6.3		8.5	91.5		
Total %	3.2	6.4	9.6	39.8	2.7	42.5	4.1	43.8	47.9	

	Indio Ave North Southbound			Yucca Trail Westbound			Yucca Trail Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	3	8	11	49	1	50	5	63	68	129
04:30 PM	2	11	13	63	1	64	6	44	50	127
04:45 PM	6	9	15	53	4	57	9	50	59	131
05:00 PM	5	7	12	52	1	53	3	69	72	137
Total Volume	16	35	51	217	7	224	23	226	249	524
% App. Total	31.4	68.6		96.9	3.1		9.2	90.8		
PHF	.667	.795	.850	.861	.438	.875	.639	.819	.865	.956

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

City of Yucca Valley
N/S: Indio Ave North
E/W: Yucca Trail
Weather: Clear

File Name : YCVINYUPM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 2



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

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	3	8	11	49	1	50	5	63	68
+15 mins.	2	11	13	63	1	64	6	44	50
+30 mins.	6	9	15	53	4	57	9	50	59
+45 mins.	5	7	12	52	1	53	3	69	72
Total Volume	16	35	51	217	7	224	23	226	249
% App. Total	31.4	68.6		96.9	3.1		9.2	90.8	
PHF	.667	.795	.850	.861	.438	.875	.639	.819	.865

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

City of Yucca Valley
N/S: Indio Ave North
E/W: Yucca Trail
Weather: Clear

File Name : YCVINYUPM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 1

Groups Printed- Large 2 Axle Vehicles

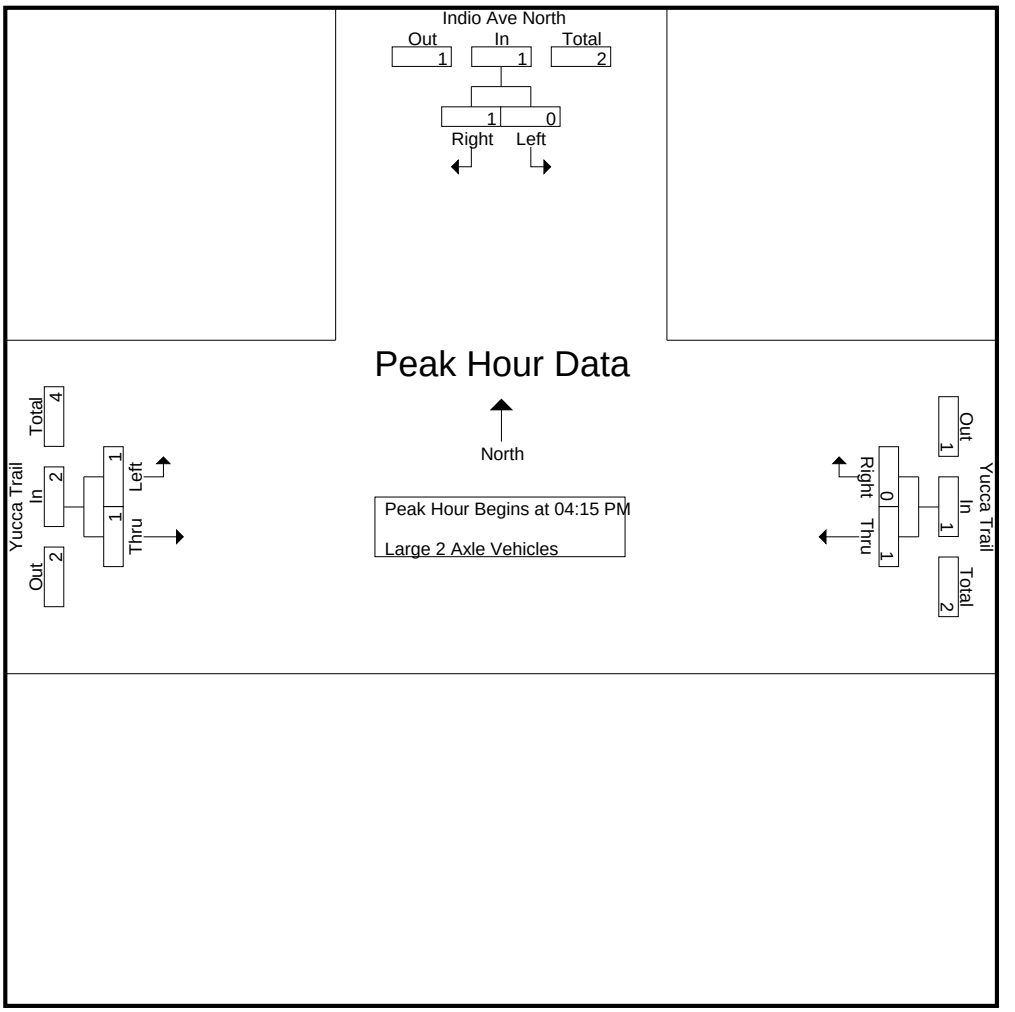
	Indio Ave North Southbound			Yucca Trail Westbound			Yucca Trail Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	1	1	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	1	0	1	0	1	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	1	0	1	1	1	2	4
05:00 PM	0	1	1	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	4	4	4
Total	0	1	1	0	0	0	1	5	6	7
Grand Total	0	2	2	1	0	1	2	6	8	11
Apprch %	0	100		100	0		25	75		
Total %	0	18.2	18.2	9.1	0	9.1	18.2	54.5	72.7	

	Indio Ave North Southbound			Yucca Trail Westbound			Yucca Trail Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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
04:30 PM	0	0	0	1	0	1	0	1	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	1	0	0	0	1	0	1	2
Total Volume	0	1	1	1	0	1	1	1	2	4
% App. Total	0	100		100	0		50	50		
PHF	.000	.250	.250	.250	.000	.250	.250	.250	.500	.500

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

City of Yucca Valley
N/S: Indio Ave North
E/W: Yucca Trail
Weather: Clear

File Name : YCVINYUPM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 2



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

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	1	0	1	0	1	1
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	1	0	0	0	1	0	1
Total Volume	0	1	1	1	0	1	1	1	2
% App. Total	0	100		100	0		50	50	
PHF	.000	.250	.250	.250	.000	.250	.250	.250	.500

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

City of Yucca Valley
N/S: Indio Ave North
E/W: Yucca Trail
Weather: Clear

File Name : YCVINYUPM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 1

Groups Printed- 3 Axle Vehicles

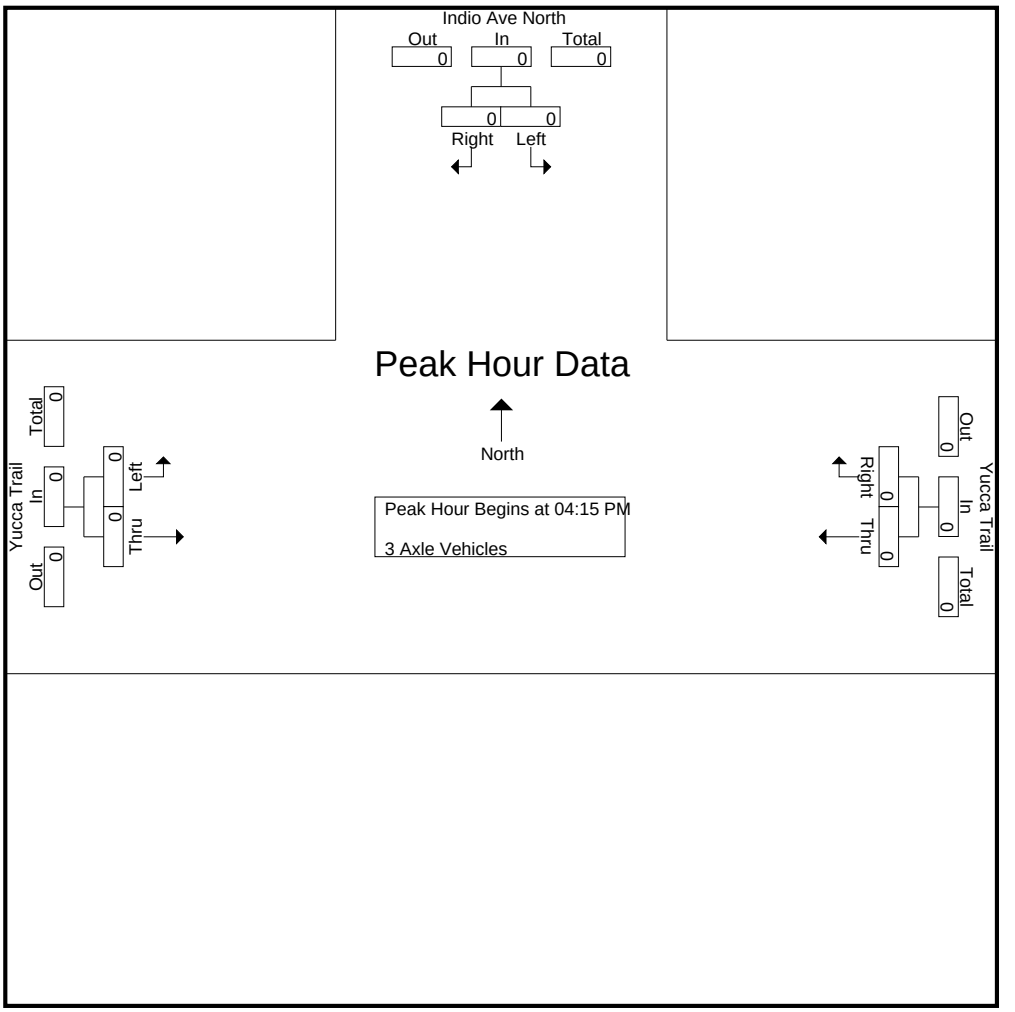
	Indio Ave North Southbound			Yucca Trail Westbound			Yucca Trail Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Indio Ave North Southbound			Yucca Trail Westbound			Yucca Trail Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Yucca Valley
N/S: Indio Ave North
E/W: Yucca Trail
Weather: Clear

File Name : YCVINYUPM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 2



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

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

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

City of Yucca Valley
N/S: Indio Ave North
E/W: Yucca Trail
Weather: Clear

File Name : YCVINYUPM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 1

Groups Printed- 4+ Axle Trucks

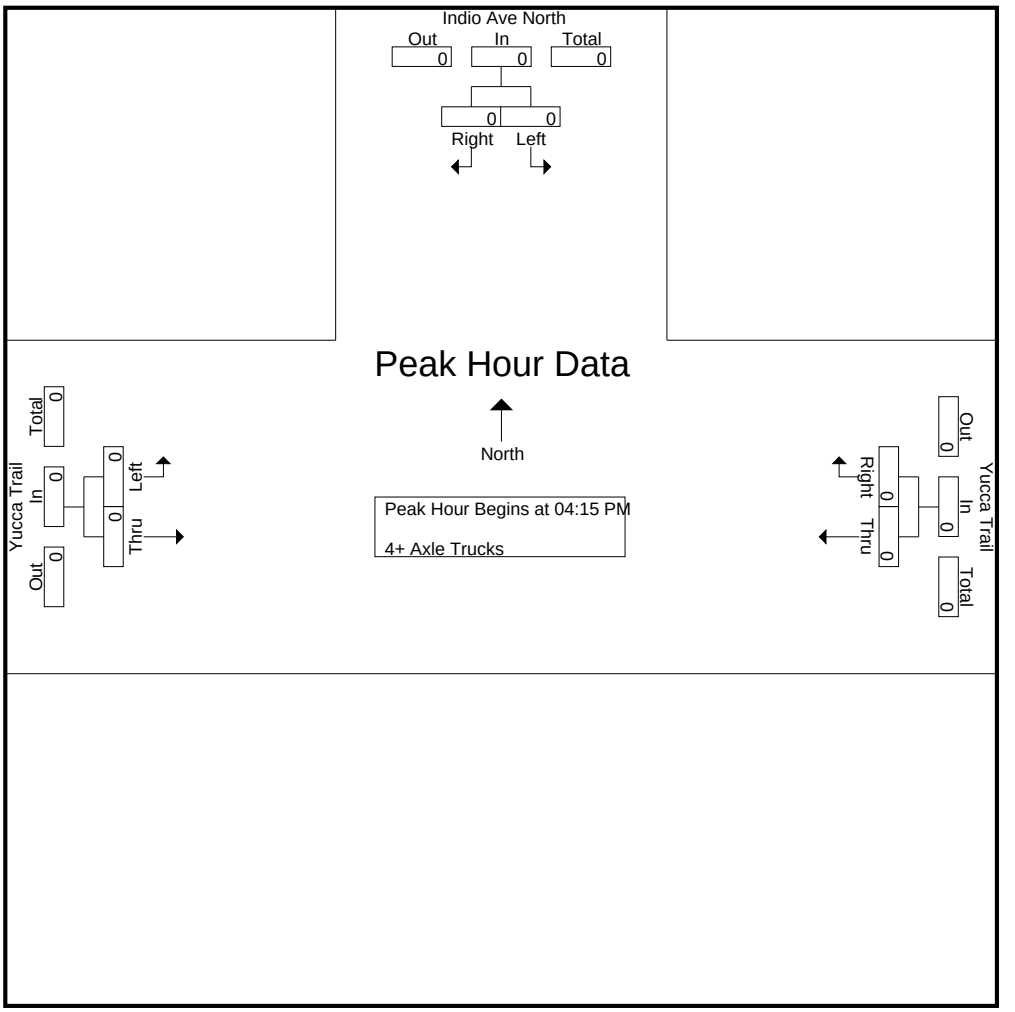
	Indio Ave North Southbound			Yucca Trail Westbound			Yucca Trail Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Indio Ave North Southbound			Yucca Trail Westbound			Yucca Trail Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Yucca Valley
N/S: Indio Ave North
E/W: Yucca Trail
Weather: Clear

File Name : YCVINYUPM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 2



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

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

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVLC29AM
Site Code : 07515000
Start Date : 6/30/2015

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

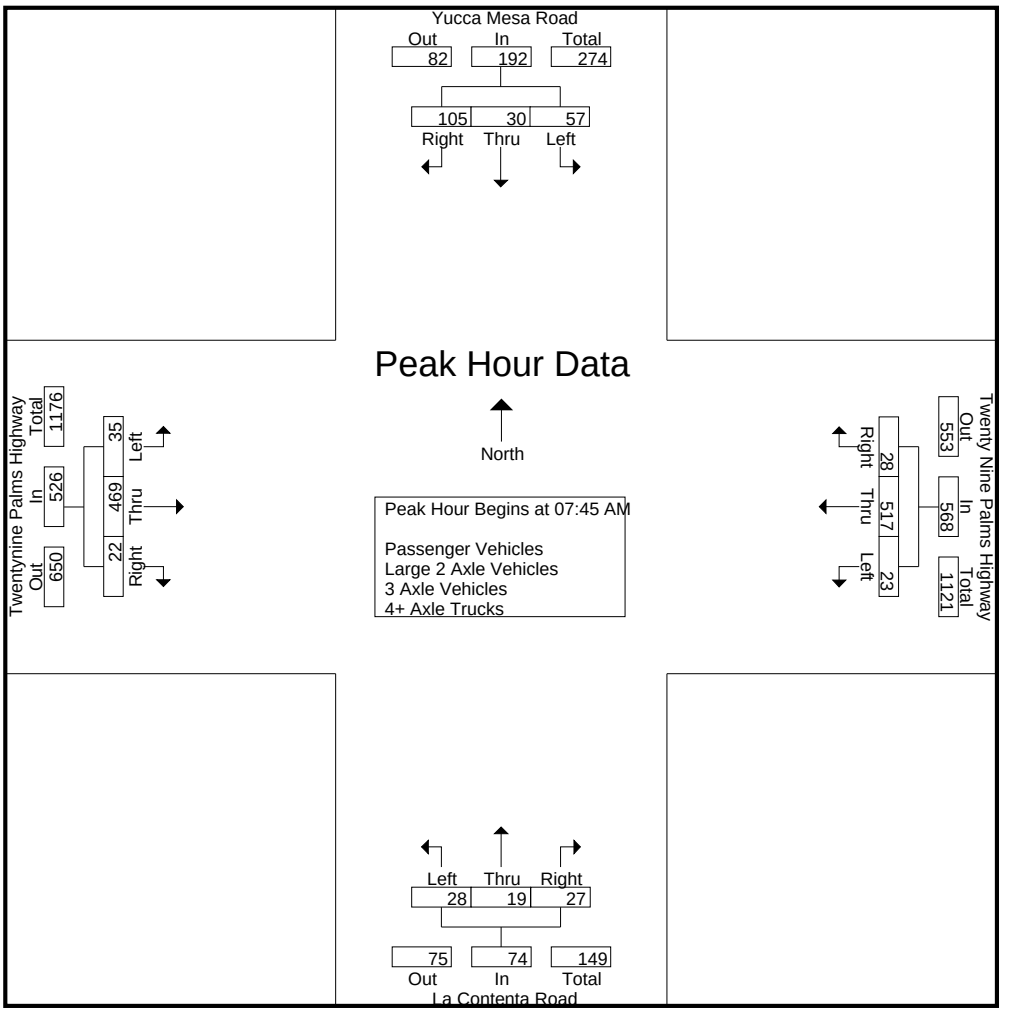
	Yucca Mesa Road Southbound				Twenty Nine Palms Highway Westbound				La Contenta Road Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	23	11	17	51	3	78	7	88	4	6	2	12	7	128	5	140	291
07:15 AM	20	8	21	49	2	109	4	115	1	4	4	9	5	103	3	111	284
07:30 AM	14	6	25	45	1	145	8	154	3	6	5	14	12	112	5	129	342
07:45 AM	12	8	31	51	7	136	8	151	10	9	4	23	10	115	10	135	360
Total	69	33	94	196	13	468	27	508	18	25	15	58	34	458	23	515	1277
08:00 AM	12	5	27	44	7	104	5	116	8	2	6	16	9	129	3	141	317
08:15 AM	14	10	22	46	7	137	7	151	5	2	10	17	10	111	5	126	340
08:30 AM	19	7	25	51	2	140	8	150	5	6	7	18	6	114	4	124	343
08:45 AM	10	8	22	40	2	140	6	148	3	3	3	9	8	116	2	126	323
Total	55	30	96	181	18	521	26	565	21	13	26	60	33	470	14	517	1323
Grand Total	124	63	190	377	31	989	53	1073	39	38	41	118	67	928	37	1032	2600
Apprch %	32.9	16.7	50.4		2.9	92.2	4.9		33.1	32.2	34.7		6.5	89.9	3.6		
Total %	4.8	2.4	7.3	14.5	1.2	38	2	41.3	1.5	1.5	1.6	4.5	2.6	35.7	1.4	39.7	
Passenger Vehicles	117	56	187	360	28	943	35	1006	35	35	33	103	63	850	34	947	2416
% Passenger Vehicles	94.4	88.9	98.4	95.5	90.3	95.3	66	93.8	89.7	92.1	80.5	87.3	94	91.6	91.9	91.8	92.9
Large 2 Axle Vehicles	4	7	3	14	3	26	11	40	4	3	8	15	2	42	3	47	116
% Large 2 Axle Vehicles	3.2	11.1	1.6	3.7	9.7	2.6	20.8	3.7	10.3	7.9	19.5	12.7	3	4.5	8.1	4.6	4.5
3 Axle Vehicles	0	0	0	0	0	3	0	3	0	0	0	0	1	7	0	8	11
% 3 Axle Vehicles	0	0	0	0	0	0.3	0	0.3	0	0	0	0	1.5	0.8	0	0.8	0.4
4+ Axle Trucks	3	0	0	3	0	17	7	24	0	0	0	0	1	29	0	30	57
% 4+ Axle Trucks	2.4	0	0	0.8	0	1.7	13.2	2.2	0	0	0	0	1.5	3.1	0	2.9	2.2

	Yucca Mesa Road Southbound				Twenty Nine Palms Highway Westbound				La Contenta Road Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	12	8	31	51	7	136	8	151	10	9	4	23	10	115	10	135	360
08:00 AM	12	5	27	44	7	104	5	116	8	2	6	16	9	129	3	141	317
08:15 AM	14	10	22	46	7	137	7	151	5	2	10	17	10	111	5	126	340
08:30 AM	19	7	25	51	2	140	8	150	5	6	7	18	6	114	4	124	343
Total Volume	57	30	105	192	23	517	28	568	28	19	27	74	35	469	22	526	1360
% App. Total	29.7	15.6	54.7		4	91	4.9		37.8	25.7	36.5		6.7	89.2	4.2		
PHF	.750	.750	.847	.941	.821	.923	.875	.940	.700	.528	.675	.804	.875	.909	.550	.933	.944

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVLC29AM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 2



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

	07:00 AM				07:30 AM				07:45 AM				07:30 AM			
+0 mins.	23	11	17	51	1	145	8	154	10	9	4	23	12	112	5	129
+15 mins.	20	8	21	49	7	136	8	151	8	2	6	16	10	115	10	135
+30 mins.	14	6	25	45	7	104	5	116	5	2	10	17	9	129	3	141
+45 mins.	12	8	31	51	7	137	7	151	5	6	7	18	10	111	5	126
Total Volume	69	33	94	196	22	522	28	572	28	19	27	74	41	467	23	531
% App. Total	35.2	16.8	48		3.8	91.3	4.9		37.8	25.7	36.5		7.7	87.9	4.3	
PHF	.750	.750	.758	.961	.786	.900	.875	.929	.700	.528	.675	.804	.854	.905	.575	.941

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVLC29AM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 1

Groups Printed- Passenger Vehicles

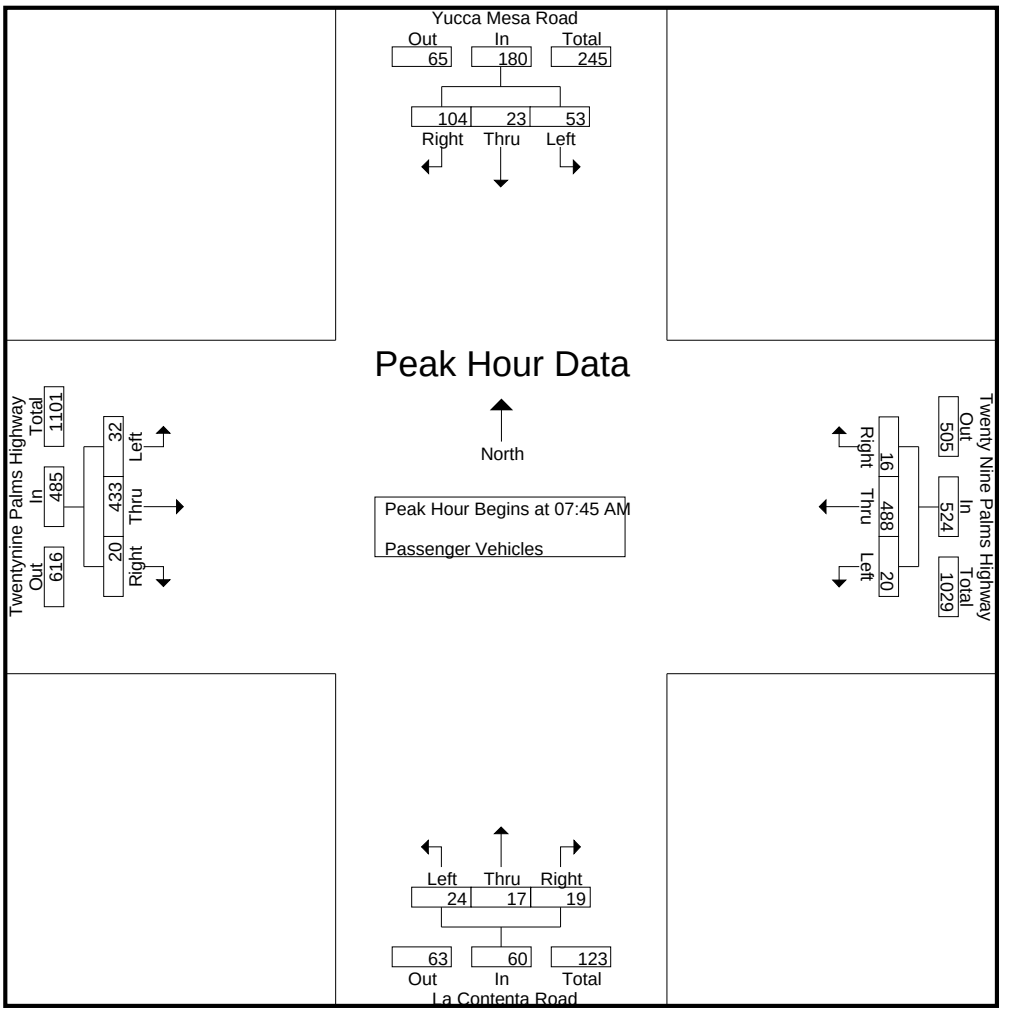
	Yucca Mesa Road Southbound				Twenty Nine Palms Highway Westbound				La Contenta Road Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	22	11	17	50	3	76	7	86	4	5	2	11	7	117	5	129	276
07:15 AM	20	8	20	48	2	107	3	112	1	4	4	9	5	93	2	100	269
07:30 AM	14	6	25	45	1	140	7	148	3	6	5	14	12	104	5	121	328
07:45 AM	12	7	30	49	5	130	3	138	10	8	3	21	9	107	9	125	333
Total	68	32	92	192	11	453	20	484	18	23	14	55	33	421	21	475	1206
08:00 AM	9	3	27	39	7	97	4	108	6	1	4	11	8	114	3	125	283
08:15 AM	13	6	22	41	6	129	6	141	4	2	6	12	9	106	5	120	314
08:30 AM	19	7	25	51	2	132	3	137	4	6	6	16	6	106	3	115	319
08:45 AM	8	8	21	37	2	132	2	136	3	3	3	9	7	103	2	112	294
Total	49	24	95	168	17	490	15	522	17	12	19	48	30	429	13	472	1210
Grand Total	117	56	187	360	28	943	35	1006	35	35	33	103	63	850	34	947	2416
Apprch %	32.5	15.6	51.9		2.8	93.7	3.5		34	34	32		6.7	89.8	3.6		
Total %	4.8	2.3	7.7	14.9	1.2	39	1.4	41.6	1.4	1.4	1.4	4.3	2.6	35.2	1.4	39.2	

	Yucca Mesa Road Southbound				Twenty Nine Palms Highway Westbound				La Contenta Road Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	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	12	7	30	49	5	130	3	138	10	8	3	21	9	107	9	125	333
08:00 AM	9	3	27	39	7	97	4	108	6	1	4	11	8	114	3	125	283
08:15 AM	13	6	22	41	6	129	6	141	4	2	6	12	9	106	5	120	314
08:30 AM	19	7	25	51	2	132	3	137	4	6	6	16	6	106	3	115	319
Total Volume	53	23	104	180	20	488	16	524	24	17	19	60	32	433	20	485	1249
% App. Total	29.4	12.8	57.8		3.8	93.1	3.1		40	28.3	31.7		6.6	89.3	4.1		
PHF	.697	.821	.867	.882	.714	.924	.667	.929	.600	.531	.792	.714	.889	.950	.556	.970	.938

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVLC29AM
Site Code : 07515000
Start Date : 6/30/2015
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.	12	7	30	49	5	130	3	138	10	8	3	21	9	107	9	125
+15 mins.	9	3	27	39	7	97	4	108	6	1	4	11	8	114	3	125
+30 mins.	13	6	22	41	6	129	6	141	4	2	6	12	9	106	5	120
+45 mins.	19	7	25	51	2	132	3	137	4	6	6	16	6	106	3	115
Total Volume	53	23	104	180	20	488	16	524	24	17	19	60	32	433	20	485
% App. Total	29.4	12.8	57.8		3.8	93.1	3.1		40	28.3	31.7		6.6	89.3	4.1	
PHF	.697	.821	.867	.882	.714	.924	.667	.929	.600	.531	.792	.714	.889	.950	.556	.970

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVLC29AM
Site Code : 07515000
Start Date : 6/30/2015

Groups Printed- Large 2 Axle Vehicles

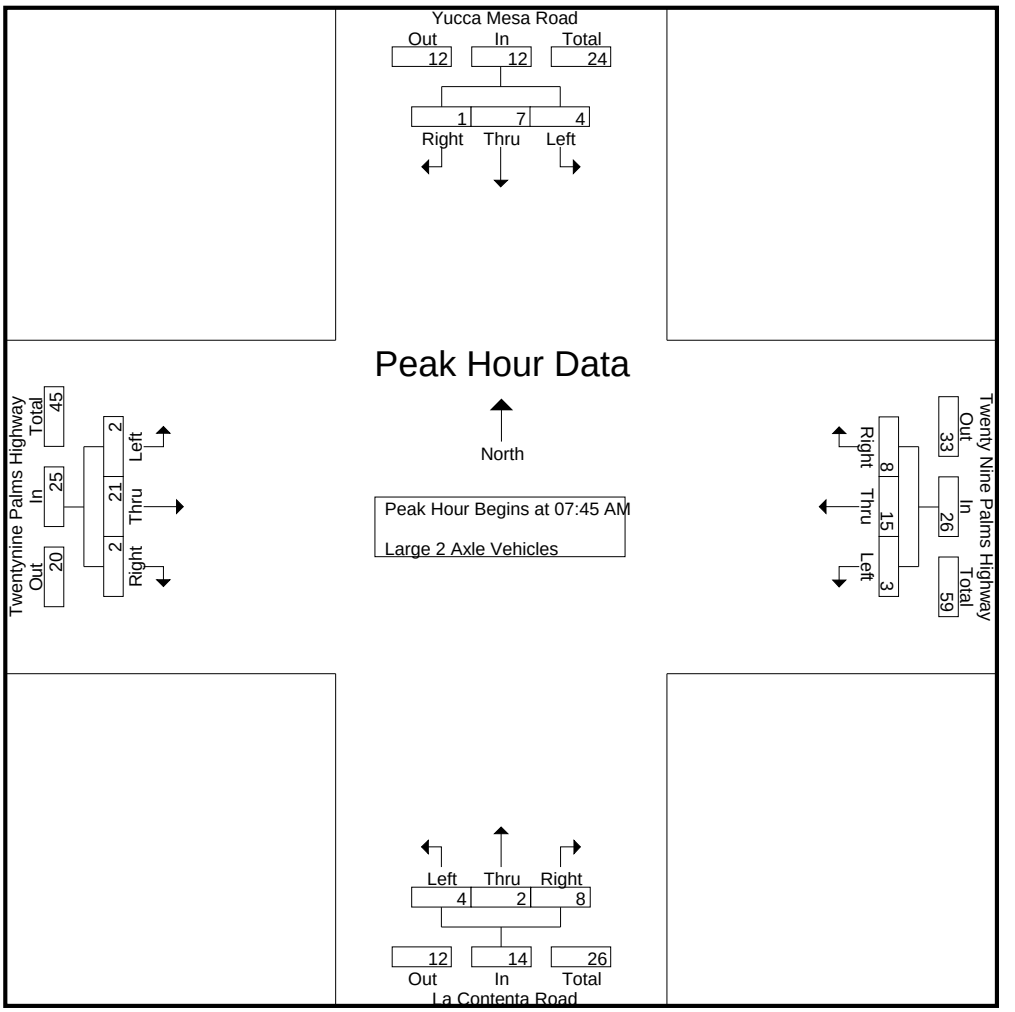
	Yucca Mesa Road Southbound				Twenty Nine Palms Highway Westbound				La Contenta Road Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	4	0	4	5
07:15 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	5	1	6	8
07:30 AM	0	0	0	0	0	5	1	6	0	0	0	0	0	2	0	2	8
07:45 AM	0	1	1	2	2	4	4	10	0	1	1	2	1	5	1	7	21
Total	0	1	2	3	2	10	5	17	0	2	1	3	1	16	2	19	42
08:00 AM	3	2	0	5	0	2	1	3	2	1	2	5	1	7	0	8	21
08:15 AM	1	4	0	5	1	5	0	6	1	0	4	5	0	2	0	2	18
08:30 AM	0	0	0	0	0	4	3	7	1	0	1	2	0	7	1	8	17
08:45 AM	0	0	1	1	0	5	2	7	0	0	0	0	0	10	0	10	18
Total	4	6	1	11	1	16	6	23	4	1	7	12	1	26	1	28	74
Grand Total	4	7	3	14	3	26	11	40	4	3	8	15	2	42	3	47	116
Apprch %	28.6	50	21.4		7.5	65	27.5		26.7	20	53.3		4.3	89.4	6.4		
Total %	3.4	6	2.6	12.1	2.6	22.4	9.5	34.5	3.4	2.6	6.9	12.9	1.7	36.2	2.6	40.5	

	Yucca Mesa Road Southbound				Twenty Nine Palms Highway Westbound				La Contenta Road Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	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	1	1	2	2	4	4	10	0	1	1	2	1	5	1	7	21
08:00 AM	3	2	0	5	0	2	1	3	2	1	2	5	1	7	0	8	21
08:15 AM	1	4	0	5	1	5	0	6	1	0	4	5	0	2	0	2	18
08:30 AM	0	0	0	0	0	4	3	7	1	0	1	2	0	7	1	8	17
Total Volume	4	7	1	12	3	15	8	26	4	2	8	14	2	21	2	25	77
% App. Total	33.3	58.3	8.3		11.5	57.7	30.8		28.6	14.3	57.1		8	84	8		
PHF	.333	.438	.250	.600	.375	.750	.500	.650	.500	.500	.500	.700	.500	.750	.500	.781	.917

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVLC29AM
Site Code : 07515000
Start Date : 6/30/2015
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	1	1	2	2	4	4	10	0	1	1	2	1	5	1	7
+15 mins.	3	2	0	5	0	2	1	3	2	1	2	5	1	7	0	8
+30 mins.	1	4	0	5	1	5	0	6	1	0	4	5	0	2	0	2
+45 mins.	0	0	0	0	0	4	3	7	1	0	1	2	0	7	1	8
Total Volume	4	7	1	12	3	15	8	26	4	2	8	14	2	21	2	25
% App. Total	33.3	58.3	8.3		11.5	57.7	30.8		28.6	14.3	57.1		8	84	8	
PHF	.333	.438	.250	.600	.375	.750	.500	.650	.500	.500	.500	.700	.500	.750	.500	.781

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVLC29AM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 1

Groups Printed- 3 Axle Vehicles

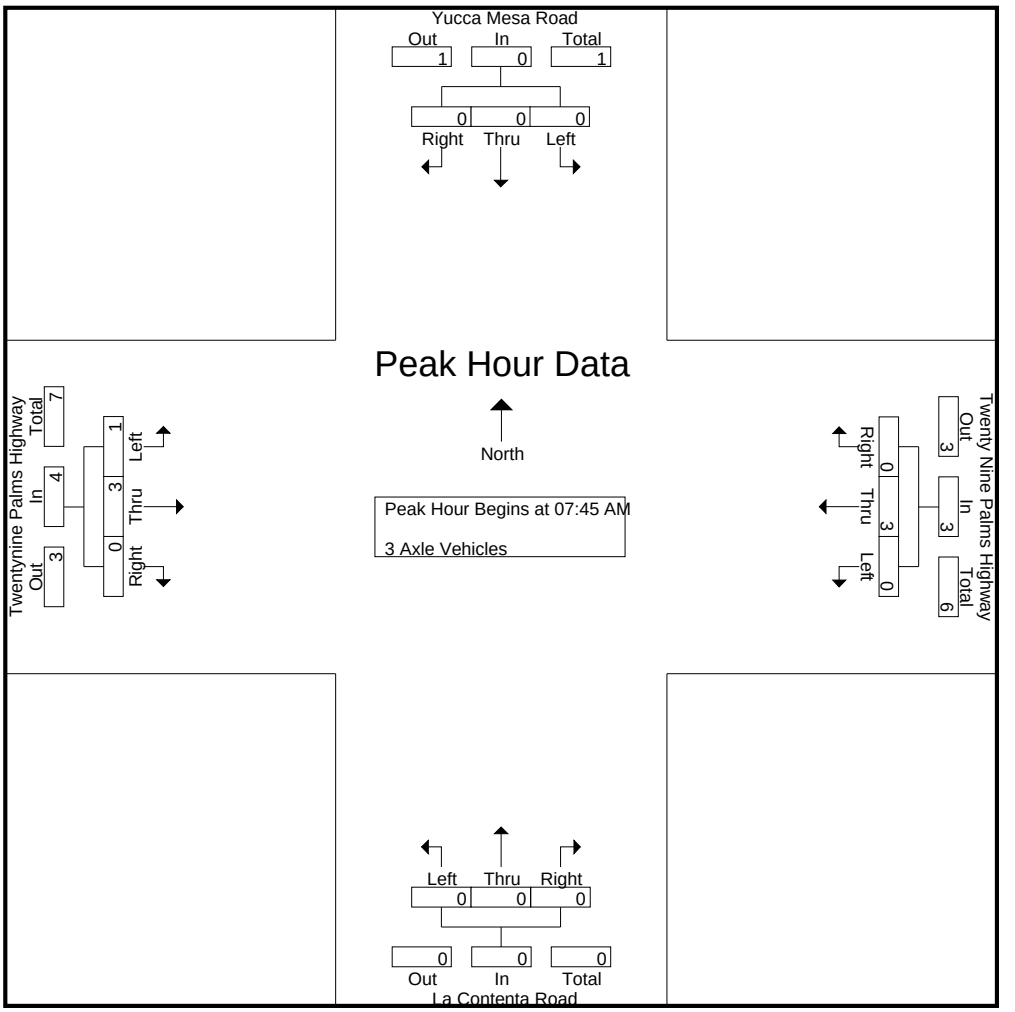
	Yucca Mesa Road Southbound				Twenty Nine Palms Highway Westbound				La Contenta Road Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
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	1	0	1	1
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	0	0	0	0	0	0	0	0	5	0	5	5
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	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	1	2	0	3	6
Grand Total	0	0	0	0	0	3	0	3	0	0	0	0	1	7	0	8	11
Apprch %	0	0	0		0	100	0		0	0	0		12.5	87.5	0		
Total %	0	0	0	0	0	27.3	0	27.3	0	0	0	0	9.1	63.6	0	72.7	

	Yucca Mesa Road Southbound				Twenty Nine Palms Highway Westbound				La Contenta Road Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	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	1	0	1	0	0	0	0	0	1	0	1	2
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
08:30 AM	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	0	0	1	3	0	4	7
% App. Total	0	0	0		0	100	0		0	0	0		25	75	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.250	.375	.000	.500	.875

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVLC29AM
Site Code : 07515000
Start Date : 6/30/2015
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	0	0	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1
+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	0	0	1	3	0	4
% App. Total	0	0	0		0	100	0		0	0	0		25	75	0	
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.250	.375	.000	.500

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVLC29AM
Site Code : 07515000
Start Date : 6/30/2015

Groups Printed- 4+ Axle Trucks

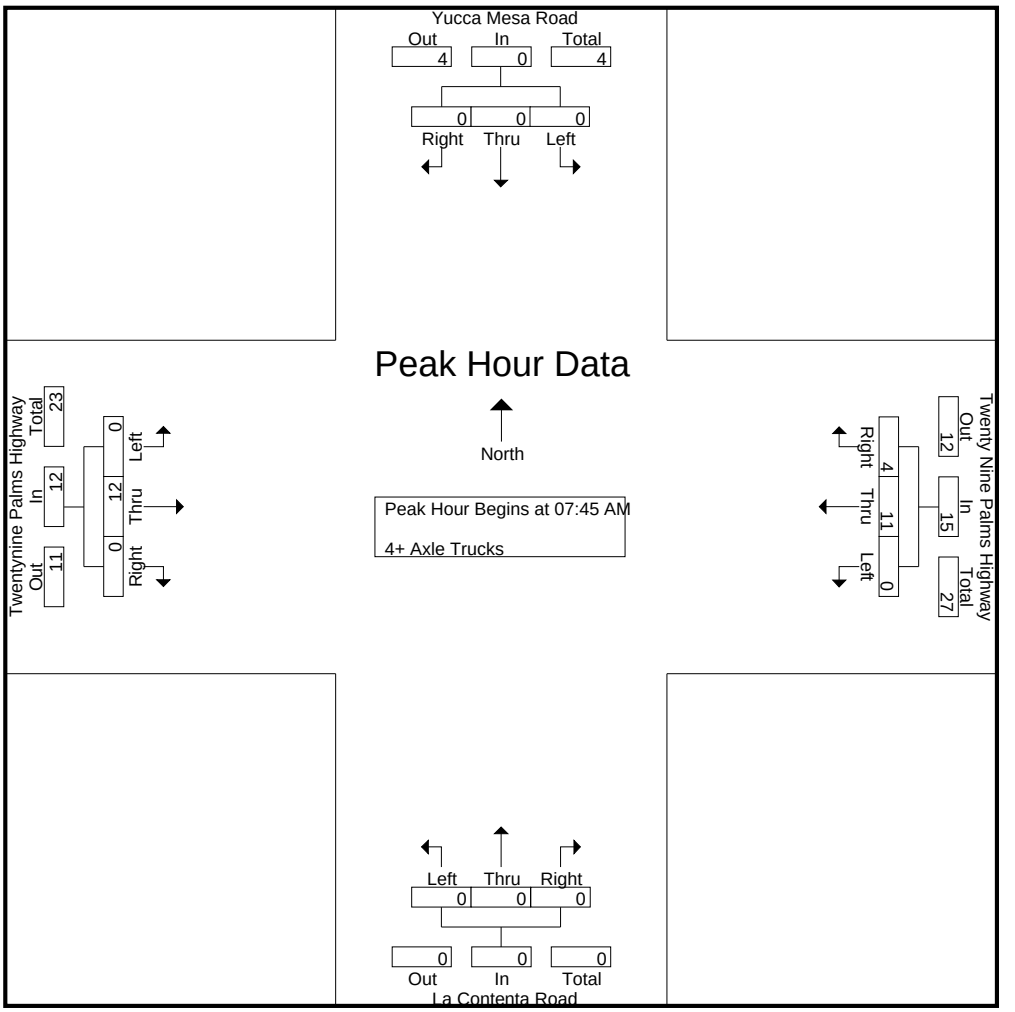
	Yucca Mesa Road Southbound				Twenty Nine Palms Highway Westbound				La Contenta Road Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	2	0	2	0	0	0	0	0	6	0	6	9
07:15 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	4	0	4	6
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
07:45 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	1	0	1	4
Total	1	0	0	1	0	5	2	7	0	0	0	0	0	16	0	16	24
08:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	7	0	7	11
08:15 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	3	0	3	6
08:30 AM	0	0	0	0	0	3	2	5	0	0	0	0	0	1	0	1	6
08:45 AM	2	0	0	2	0	3	2	5	0	0	0	0	1	2	0	3	10
Total	2	0	0	2	0	12	5	17	0	0	0	0	1	13	0	14	33
Grand Total	3	0	0	3	0	17	7	24	0	0	0	0	1	29	0	30	57
Apprch %	100	0	0		0	70.8	29.2		0	0	0		3.3	96.7	0		
Total %	5.3	0	0	5.3	0	29.8	12.3	42.1	0	0	0	0	1.8	50.9	0	52.6	

	Yucca Mesa Road Southbound				Twenty Nine Palms Highway Westbound				La Contenta Road Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	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	2	1	3	0	0	0	0	0	1	0	1	4
08:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	7	0	7	11
08:15 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	3	0	3	6
08:30 AM	0	0	0	0	0	3	2	5	0	0	0	0	0	1	0	1	6
Total Volume	0	0	0	0	0	11	4	15	0	0	0	0	0	12	0	12	27
% App. Total	0	0	0		0	73.3	26.7		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.688	.500	.750	.000	.000	.000	.000	.000	.429	.000	.429	.614

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVLC29AM
Site Code : 07515000
Start Date : 6/30/2015
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	2	1	3	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	7	0	7
+30 mins.	0	0	0	0	0	2	1	3	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	3	2	5	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	11	4	15	0	0	0	0	0	12	0	12
% App. Total	0	0	0		0	73.3	26.7		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.688	.500	.750	.000	.000	.000	.000	.000	.429	.000	.429

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVLC29PM
Site Code : 07515000
Start Date : 6/30/2015

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

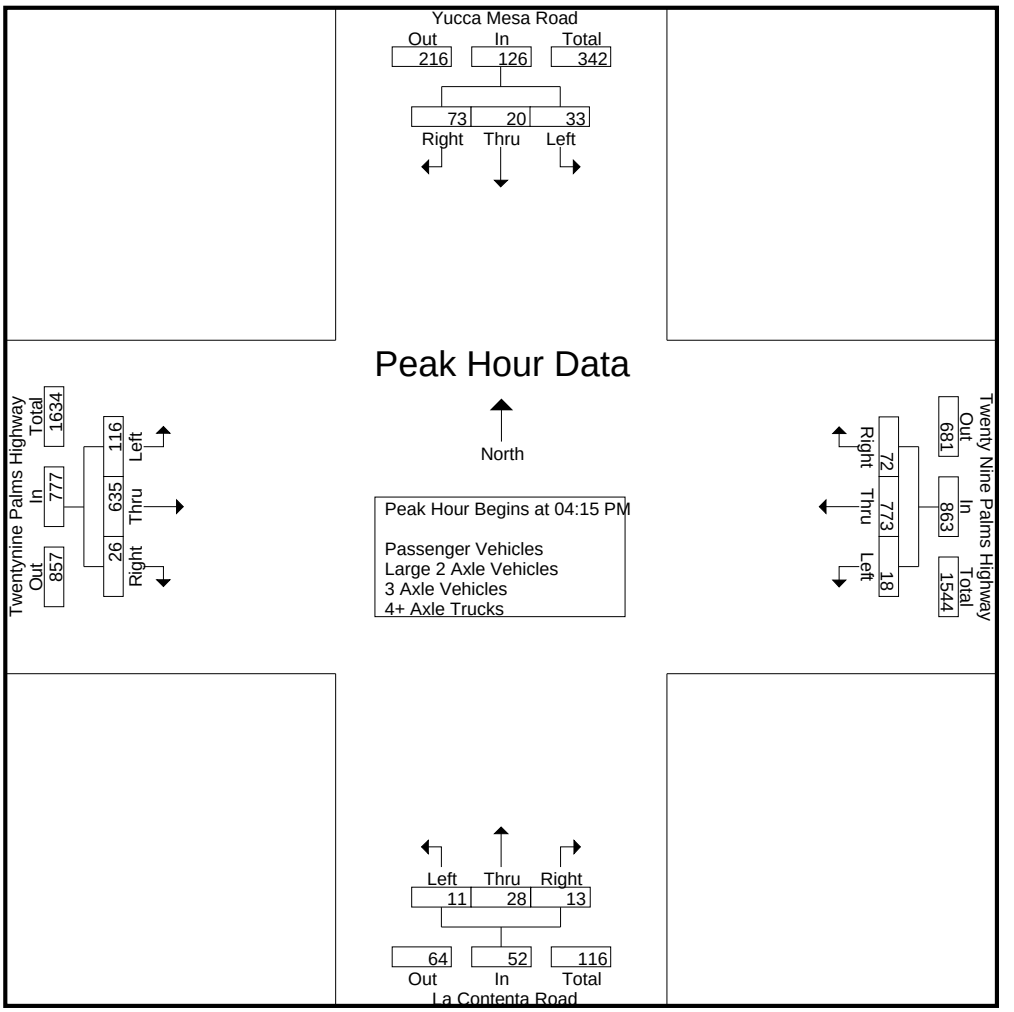
	Yucca Mesa Road Southbound				Twenty Nine Palms Highway Westbound				La Contenta Road Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	7	1	9	17	4	156	21	181	2	6	5	13	37	158	4	199	410
04:15 PM	8	7	11	26	6	165	19	190	4	8	3	15	27	164	6	197	428
04:30 PM	8	5	22	35	9	218	20	247	4	5	2	11	34	158	7	199	492
04:45 PM	10	5	21	36	2	202	15	219	0	11	3	14	21	157	4	182	451
Total	33	18	63	114	21	741	75	837	10	30	13	53	119	637	21	777	1781
05:00 PM	7	3	19	29	1	188	18	207	3	4	5	12	34	156	9	199	447
05:15 PM	8	2	14	24	4	170	26	200	0	3	0	3	30	166	5	201	428
05:30 PM	11	5	13	29	10	175	19	204	1	2	2	5	41	143	2	186	424
05:45 PM	9	4	13	26	7	152	19	178	1	8	3	12	32	148	5	185	401
Total	35	14	59	108	22	685	82	789	5	17	10	32	137	613	21	771	1700
Grand Total	68	32	122	222	43	1426	157	1626	15	47	23	85	256	1250	42	1548	3481
Apprch %	30.6	14.4	55		2.6	87.7	9.7		17.6	55.3	27.1		16.5	80.7	2.7		
Total %	2	0.9	3.5	6.4	1.2	41	4.5	46.7	0.4	1.4	0.7	2.4	7.4	35.9	1.2	44.5	
Passenger Vehicles	66	31	119	216	42	1386	153	1581	14	45	23	82	251	1229	38	1518	3397
% Passenger Vehicles	97.1	96.9	97.5	97.3	97.7	97.2	97.5	97.2	93.3	95.7	100	96.5	98	98.3	90.5	98.1	97.6
Large 2 Axle Vehicles	1	1	3	5	1	29	3	33	1	2	0	3	4	19	4	27	68
% Large 2 Axle Vehicles	1.5	3.1	2.5	2.3	2.3	2	1.9	2	6.7	4.3	0	3.5	1.6	1.5	9.5	1.7	2
3 Axle Vehicles	1	0	0	1	0	3	0	3	0	0	0	0	0	0	0	0	4
% 3 Axle Vehicles	1.5	0	0	0.5	0	0.2	0	0.2	0	0	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	0	0	0	0	8	1	9	0	0	0	0	1	2	0	3	12
% 4+ Axle Trucks	0	0	0	0	0	0.6	0.6	0.6	0	0	0	0	0.4	0.2	0	0.2	0.3

	Yucca Mesa Road Southbound				Twenty Nine Palms Highway Westbound				La Contenta Road Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	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	8	7	11	26	6	165	19	190	4	8	3	15	27	164	6	197	428
04:30 PM	8	5	22	35	9	218	20	247	4	5	2	11	34	158	7	199	492
04:45 PM	10	5	21	36	2	202	15	219	0	11	3	14	21	157	4	182	451
05:00 PM	7	3	19	29	1	188	18	207	3	4	5	12	34	156	9	199	447
Total Volume	33	20	73	126	18	773	72	863	11	28	13	52	116	635	26	777	1818
% App. Total	26.2	15.9	57.9		2.1	89.6	8.3		21.2	53.8	25		14.9	81.7	3.3		
PHF	.825	.714	.830	.875	.500	.886	.900	.873	.688	.636	.650	.867	.853	.968	.722	.976	.924

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVLC29PM
Site Code : 07515000
Start Date : 6/30/2015
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				04:30 PM				04:00 PM				04:30 PM			
+0 mins.	8	7	11	26	9	218	20	247	2	6	5	13	34	158	7	199
+15 mins.	8	5	22	35	2	202	15	219	4	8	3	15	21	157	4	182
+30 mins.	10	5	21	36	1	188	18	207	4	5	2	11	34	156	9	199
+45 mins.	7	3	19	29	4	170	26	200	0	11	3	14	30	166	5	201
Total Volume	33	20	73	126	16	778	79	873	10	30	13	53	119	637	25	781
% App. Total	26.2	15.9	57.9		1.8	89.1	9		18.9	56.6	24.5		15.2	81.6	3.2	
PHF	.825	.714	.830	.875	.444	.892	.760	.884	.625	.682	.650	.883	.875	.959	.694	.971

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVLC29PM
Site Code : 07515000
Start Date : 6/30/2015

Groups Printed- Passenger Vehicles

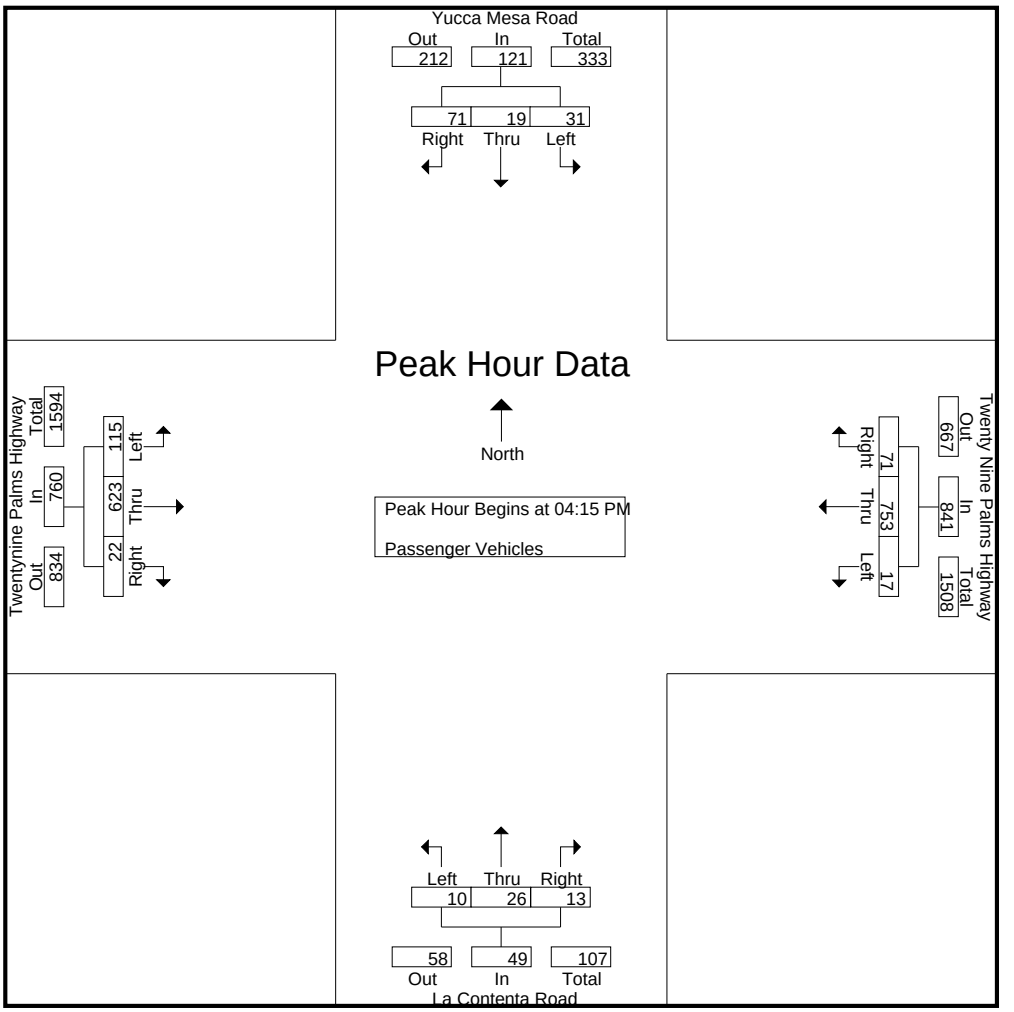
	Yucca Mesa Road Southbound				Twenty Nine Palms Highway Westbound				La Contenta Road Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	7	1	9	17	4	151	20	175	2	6	5	13	36	154	4	194	399
04:15 PM	8	6	11	25	5	159	19	183	4	8	3	15	27	158	4	189	412
04:30 PM	7	5	21	33	9	212	20	241	3	5	2	10	33	158	6	197	481
04:45 PM	10	5	20	35	2	198	15	215	0	9	3	12	21	155	3	179	441
Total	32	17	61	110	20	720	74	814	9	28	13	50	117	625	17	759	1733
05:00 PM	6	3	19	28	1	184	17	202	3	4	5	12	34	152	9	195	437
05:15 PM	8	2	13	23	4	164	26	194	0	3	0	3	27	165	5	197	417
05:30 PM	11	5	13	29	10	169	17	196	1	2	2	5	41	142	2	185	415
05:45 PM	9	4	13	26	7	149	19	175	1	8	3	12	32	145	5	182	395
Total	34	14	58	106	22	666	79	767	5	17	10	32	134	604	21	759	1664
Grand Total	66	31	119	216	42	1386	153	1581	14	45	23	82	251	1229	38	1518	3397
Apprch %	30.6	14.4	55.1		2.7	87.7	9.7		17.1	54.9	28		16.5	81	2.5		
Total %	1.9	0.9	3.5	6.4	1.2	40.8	4.5	46.5	0.4	1.3	0.7	2.4	7.4	36.2	1.1	44.7	

	Yucca Mesa Road Southbound				Twenty Nine Palms Highway Westbound				La Contenta Road Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	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	8	6	11	25	5	159	19	183	4	8	3	15	27	158	4	189	412
04:30 PM	7	5	21	33	9	212	20	241	3	5	2	10	33	158	6	197	481
04:45 PM	10	5	20	35	2	198	15	215	0	9	3	12	21	155	3	179	441
05:00 PM	6	3	19	28	1	184	17	202	3	4	5	12	34	152	9	195	437
Total Volume	31	19	71	121	17	753	71	841	10	26	13	49	115	623	22	760	1771
% App. Total	25.6	15.7	58.7		2	89.5	8.4		20.4	53.1	26.5		15.1	82	2.9		
PHF	.775	.792	.845	.864	.472	.888	.888	.872	.625	.722	.650	.817	.846	.986	.611	.964	.920

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVLC29PM
Site Code : 07515000
Start Date : 6/30/2015
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.	8	6	11	25	5	159	19	183	4	8	3	15	27	158	4	189
+15 mins.	7	5	21	33	9	212	20	241	3	5	2	10	33	158	6	197
+30 mins.	10	5	20	35	2	198	15	215	0	9	3	12	21	155	3	179
+45 mins.	6	3	19	28	1	184	17	202	3	4	5	12	34	152	9	195
Total Volume	31	19	71	121	17	753	71	841	10	26	13	49	115	623	22	760
% App. Total	25.6	15.7	58.7		2	89.5	8.4		20.4	53.1	26.5		15.1	82	2.9	
PHF	.775	.792	.845	.864	.472	.888	.888	.872	.625	.722	.650	.817	.846	.986	.611	.964

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVLC29PM
Site Code : 07515000
Start Date : 6/30/2015

Groups Printed- Large 2 Axle Vehicles

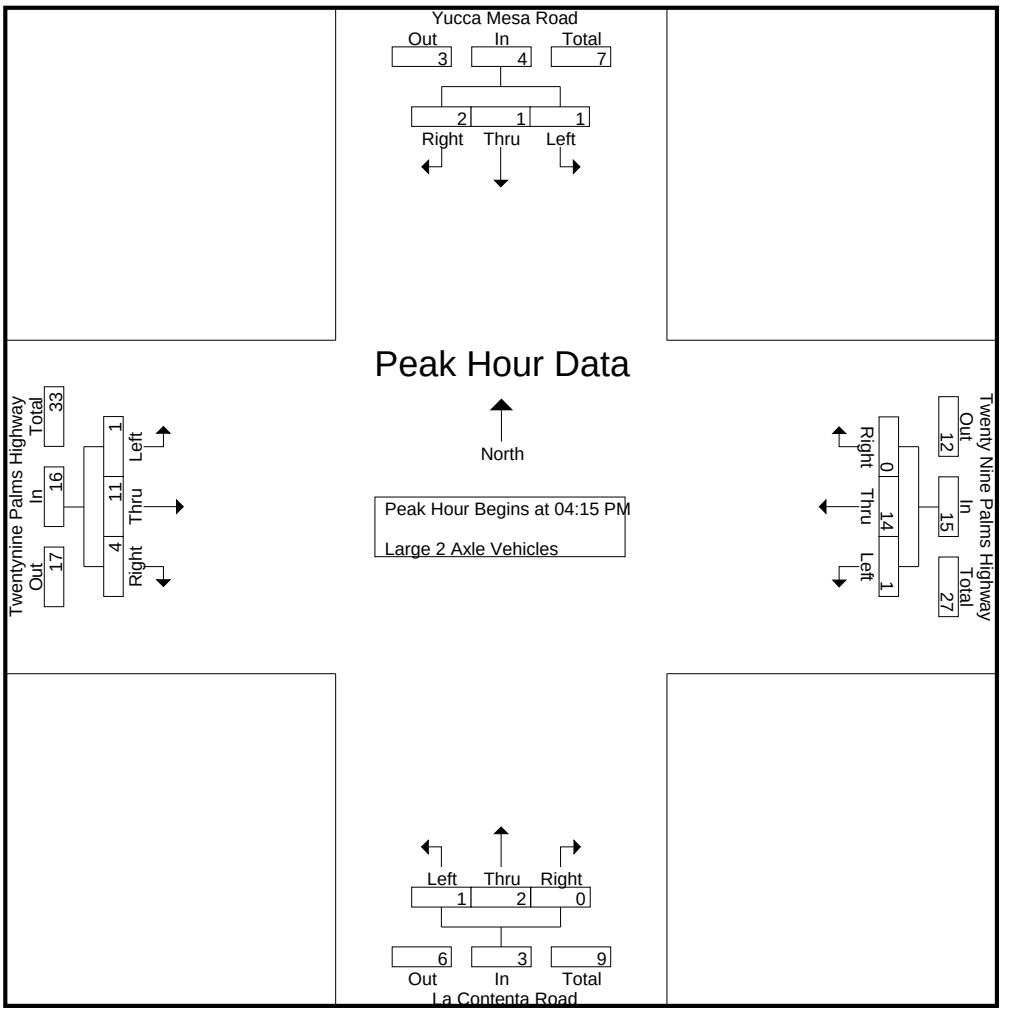
	Yucca Mesa Road Southbound				Twenty Nine Palms Highway Westbound				La Contenta Road Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	4	1	5	0	0	0	0	1	4	0	5	10
04:15 PM	0	1	0	1	1	4	0	5	0	0	0	0	0	6	2	8	14
04:30 PM	1	0	1	2	0	4	0	4	1	0	0	1	1	0	1	2	9
04:45 PM	0	0	1	1	0	4	0	4	0	2	0	2	0	1	1	2	9
Total	1	1	2	4	1	16	1	18	1	2	0	3	2	11	4	17	42
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
05:15 PM	0	0	1	1	0	4	0	4	0	0	0	0	2	1	0	3	8
05:30 PM	0	0	0	0	0	6	2	8	0	0	0	0	0	0	0	0	8
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
Total	0	0	1	1	0	13	2	15	0	0	0	0	2	8	0	10	26
Grand Total	1	1	3	5	1	29	3	33	1	2	0	3	4	19	4	27	68
Apprch %	20	20	60		3	87.9	9.1		33.3	66.7	0		14.8	70.4	14.8		
Total %	1.5	1.5	4.4	7.4	1.5	42.6	4.4	48.5	1.5	2.9	0	4.4	5.9	27.9	5.9	39.7	

	Yucca Mesa Road Southbound				Twenty Nine Palms Highway Westbound				La Contenta Road Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	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	1	4	0	5	0	0	0	0	0	6	2	8	14
04:30 PM	1	0	1	2	0	4	0	4	1	0	0	1	1	0	1	2	9
04:45 PM	0	0	1	1	0	4	0	4	0	2	0	2	0	1	1	2	9
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
Total Volume	1	1	2	4	1	14	0	15	1	2	0	3	1	11	4	16	38
% App. Total	25	25	50		6.7	93.3	0		33.3	66.7	0		6.2	68.8	25		
PHF	.250	.250	.500	.500	.250	.875	.000	.750	.250	.250	.000	.375	.250	.458	.500	.500	.679

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVLC29PM
Site Code : 07515000
Start Date : 6/30/2015
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	1	0	1	1	4	0	5	0	0	0	0	0	6	2	8
+15 mins.	1	0	1	2	0	4	0	4	1	0	0	1	1	0	1	2
+30 mins.	0	0	1	1	0	4	0	4	0	2	0	2	0	1	1	2
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4
Total Volume	1	1	2	4	1	14	0	15	1	2	0	3	1	11	4	16
% App. Total	25	25	50		6.7	93.3	0		33.3	66.7	0		6.2	68.8	25	
PHF	.250	.250	.500	.500	.250	.875	.000	.750	.250	.250	.000	.375	.250	.458	.500	.500

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVLC29PM
Site Code : 07515000
Start Date : 6/30/2015

Groups Printed- 3 Axle Vehicles

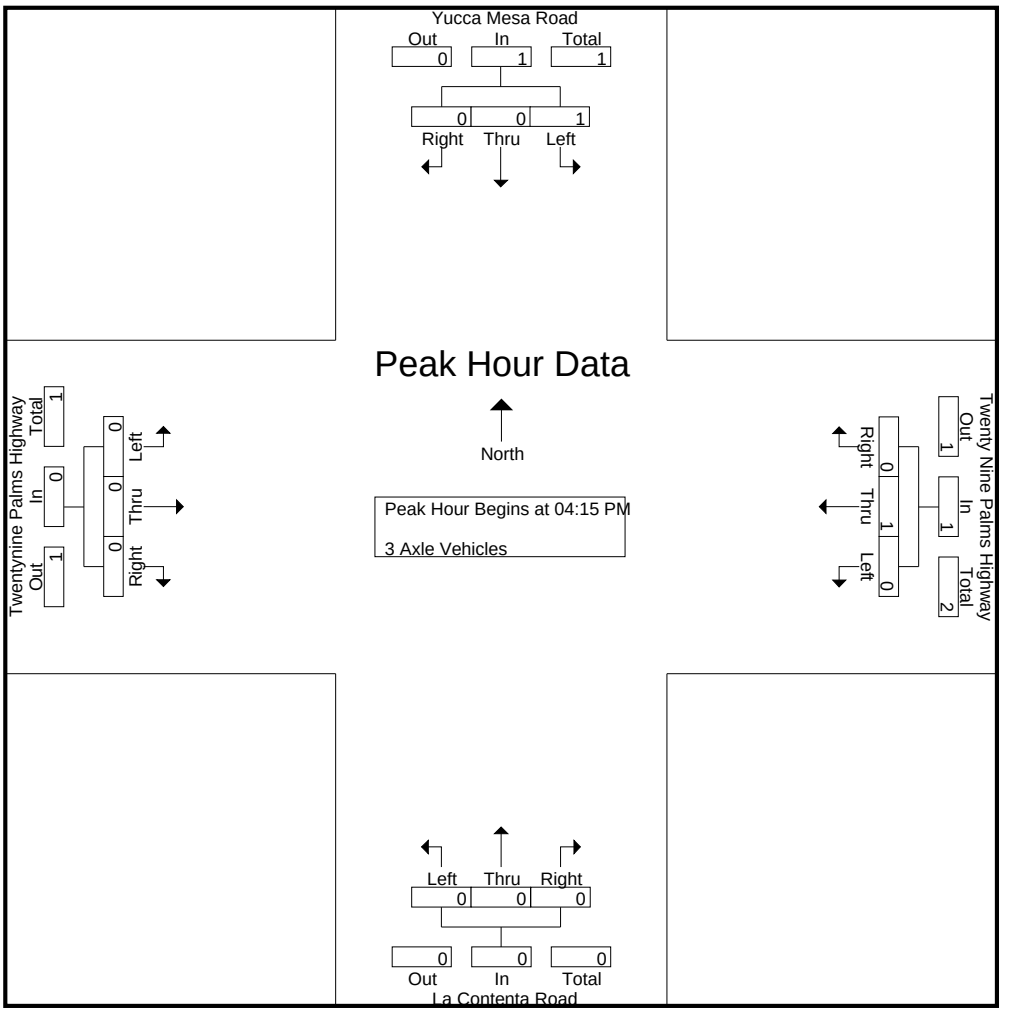
	Yucca Mesa Road Southbound				Twenty Nine Palms Highway Westbound				La Contenta Road Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	1	0	0	1	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
Grand Total	1	0	0	1	0	3	0	3	0	0	0	0	0	0	0	0	4
Apprch %	100	0	0		0	100	0		0	0	0		0	0	0		
Total %	25	0	0	25	0	75	0	75	0	0	0	0	0	0	0	0	

	Yucca Mesa Road Southbound				Twenty Nine Palms Highway Westbound				La Contenta Road Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	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	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
% App. Total	100	0	0		0	100	0		0	0	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.500

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVLC29PM
Site Code : 07515000
Start Date : 6/30/2015
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	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0
% App. Total	100	0	0		0	100	0		0	0	0		0	0	0	
PHF	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVLC29PM
Site Code : 07515000
Start Date : 6/30/2015

Groups Printed- 4+ Axle Trucks

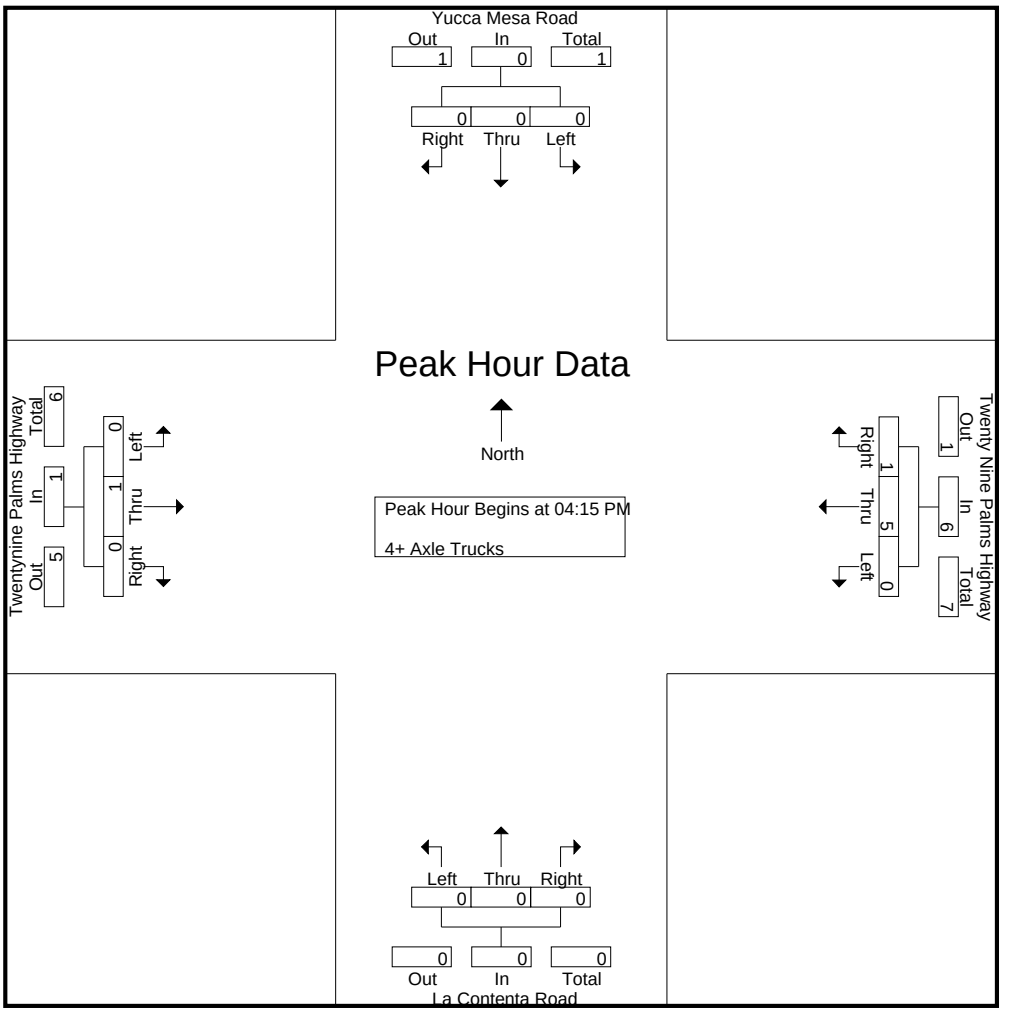
	Yucca Mesa Road Southbound				Twenty Nine Palms Highway Westbound				La Contenta Road Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	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	2	0	2	0	0	0	0	0	0	0	0	2
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	4	0	4	0	0	0	0	0	1	0	1	5
05:00 PM	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	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	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	4	1	5	0	0	0	0	1	1	0	2	7
Grand Total	0	0	0	0	0	8	1	9	0	0	0	0	1	2	0	3	12
Apprch %	0	0	0		0	88.9	11.1		0	0	0		33.3	66.7	0		
Total %	0	0	0	0	0	66.7	8.3	75	0	0	0	0	8.3	16.7	0	25	

	Yucca Mesa Road Southbound				Twenty Nine Palms Highway Westbound				La Contenta Road Northbound				Twentynine Palms Highway Eastbound				
Start Time	Left	Thru	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	0	0	0	1
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
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	2	1	3	0	0	0	0	0	0	0	0	3
Total Volume	0	0	0	0	0	5	1	6	0	0	0	0	0	1	0	1	7
% App. Total	0	0	0		0	83.3	16.7		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.625	.250	.500	.000	.000	.000	.000	.000	.250	.000	.250	.583

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Twentynine Palms Highway
Weather: Clear

File Name : YCVLC29PM
Site Code : 07515000
Start Date : 6/30/2015
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	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	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	5	1	6	0	0	0	0	0	1	0	1
% App. Total	0	0	0		0	83.3	16.7		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.625	.250	.500	.000	.000	.000	.000	.000	.250	.000	.250

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Sunnyslope Drive
Weather: Clear

File Name : YCVLCSSAM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 1

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

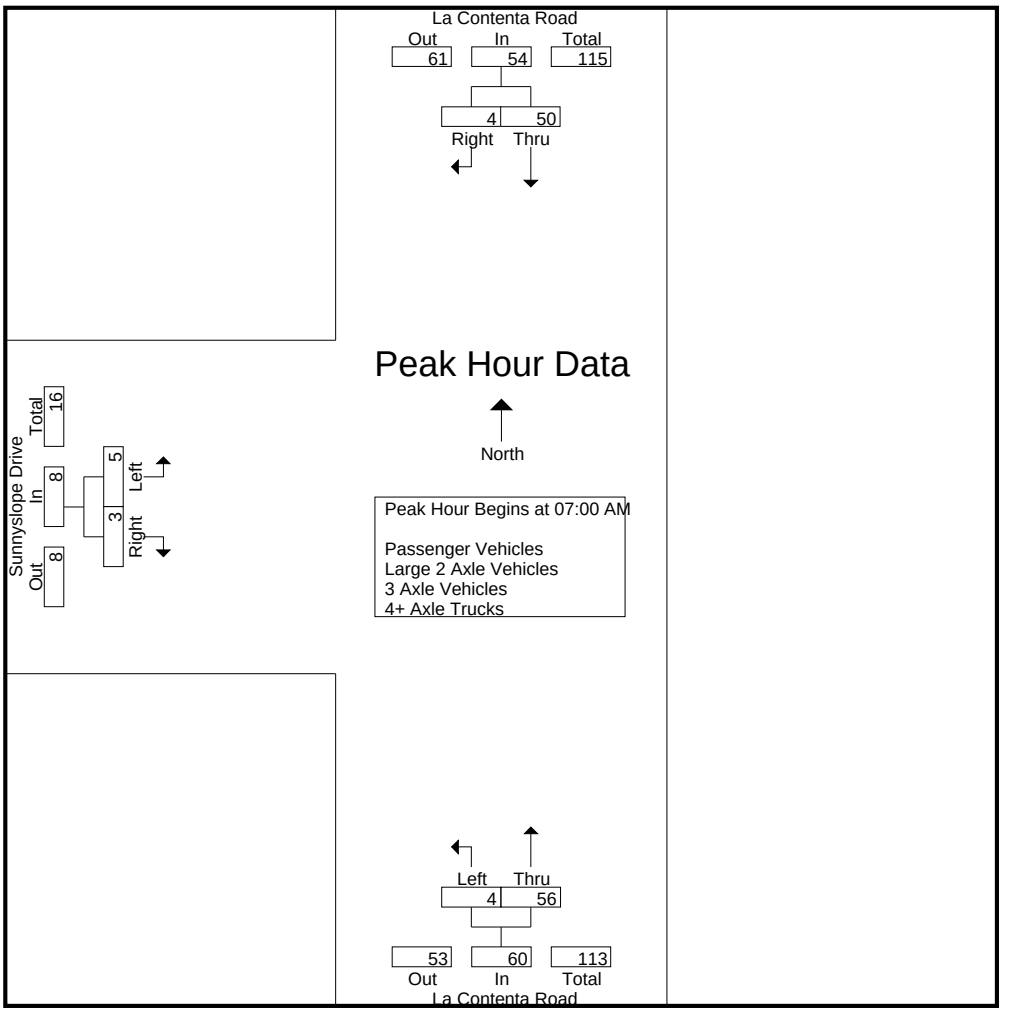
	La Contenta Road Southbound			La Contenta Road Northbound			Sunnyslope Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	14	0	14	1	12	13	1	3	4	31
07:15 AM	8	2	10	2	11	13	0	0	0	23
07:30 AM	11	0	11	1	15	16	2	0	2	29
07:45 AM	17	2	19	0	18	18	2	0	2	39
Total	50	4	54	4	56	60	5	3	8	122
08:00 AM	12	3	15	1	8	9	3	1	4	28
08:15 AM	10	4	14	1	5	6	5	0	5	25
08:30 AM	6	1	7	2	15	17	0	1	1	25
08:45 AM	11	0	11	0	7	7	1	1	2	20
Total	39	8	47	4	35	39	9	3	12	98
Grand Total	89	12	101	8	91	99	14	6	20	220
Apprch %	88.1	11.9		8.1	91.9		70	30		
Total %	40.5	5.5	45.9	3.6	41.4	45	6.4	2.7	9.1	
Passenger Vehicles	87	5	92	2	82	84	9	2	11	187
% Passenger Vehicles	97.8	41.7	91.1	25	90.1	84.8	64.3	33.3	55	85
Large 2 Axle Vehicles	2	7	9	5	8	13	5	3	8	30
% Large 2 Axle Vehicles	2.2	58.3	8.9	62.5	8.8	13.1	35.7	50	40	13.6
3 Axle Vehicles	0	0	0	1	1	2	0	1	1	3
% 3 Axle Vehicles	0	0	0	12.5	1.1	2	0	16.7	5	1.4
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0

	La Contenta Road Southbound			La Contenta Road Northbound			Sunnyslope Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	14	0	14	1	12	13	1	3	4	31
07:15 AM	8	2	10	2	11	13	0	0	0	23
07:30 AM	11	0	11	1	15	16	2	0	2	29
07:45 AM	17	2	19	0	18	18	2	0	2	39
Total Volume	50	4	54	4	56	60	5	3	8	122
% App. Total	92.6	7.4		6.7	93.3		62.5	37.5		
PHF	.735	.500	.711	.500	.778	.833	.625	.250	.500	.782

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Sunnyslope Drive
Weather: Clear

File Name : YCVLCSSAM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 2



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

	07:30 AM			07:00 AM			07:30 AM		
+0 mins.	11	0	11	1	12	13	2	0	2
+15 mins.	17	2	19	2	11	13	2	0	2
+30 mins.	12	3	15	1	15	16	3	1	4
+45 mins.	10	4	14	0	18	18	5	0	5
Total Volume	50	9	59	4	56	60	12	1	13
% App. Total	84.7	15.3		6.7	93.3		92.3	7.7	
PHF	.735	.563	.776	.500	.778	.833	.600	.250	.650

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Sunnyslope Drive
Weather: Clear

File Name : YCVLCSSAM
Site Code : 07515000
Start Date : 6/30/2015

Groups Printed- Passenger Vehicles

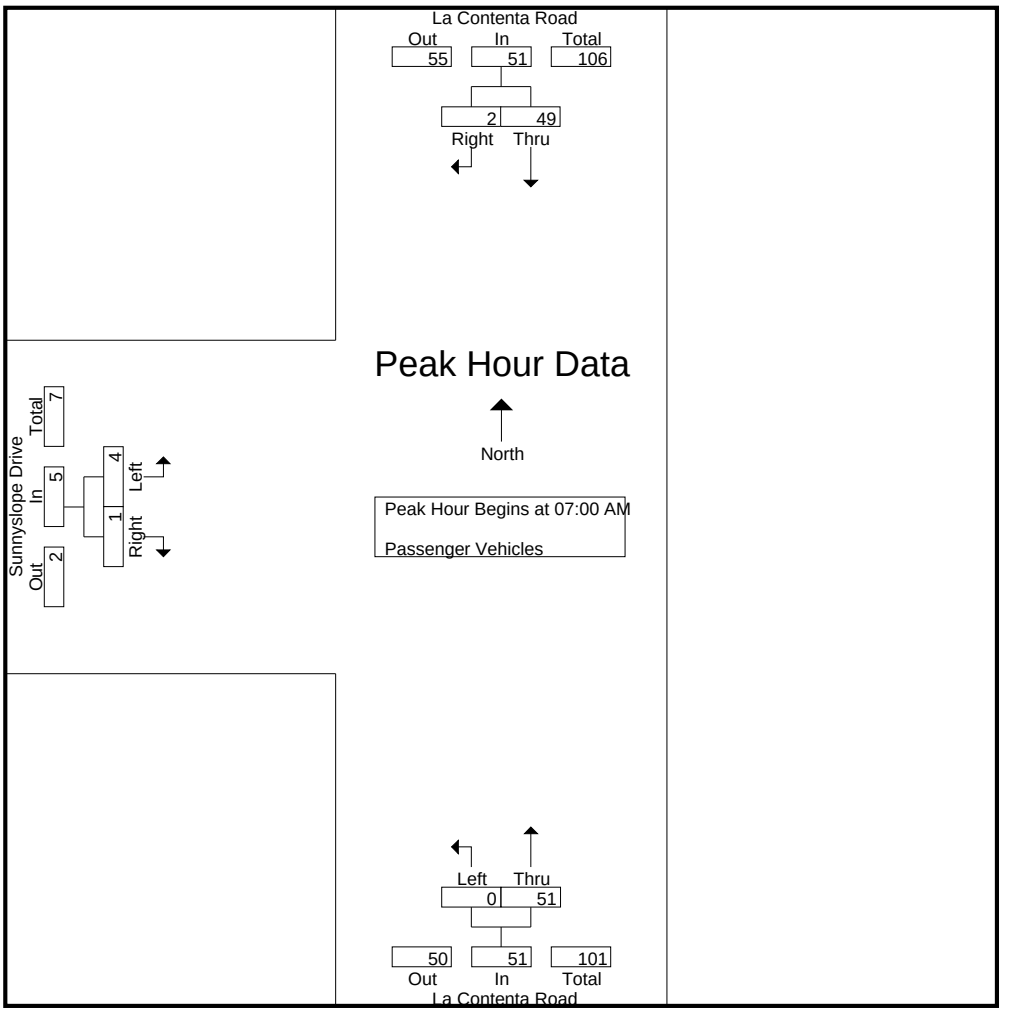
	La Contenta Road Southbound			La Contenta Road Northbound			Sunnyslope Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	14	0	14	0	12	12	0	1	1	27
07:15 AM	8	1	9	0	11	11	0	0	0	20
07:30 AM	11	0	11	0	14	14	2	0	2	27
07:45 AM	16	1	17	0	14	14	2	0	2	33
Total	49	2	51	0	51	51	4	1	5	107
08:00 AM	11	2	13	0	7	7	3	1	4	24
08:15 AM	10	0	10	1	5	6	1	0	1	17
08:30 AM	6	1	7	1	12	13	0	0	0	20
08:45 AM	11	0	11	0	7	7	1	0	1	19
Total	38	3	41	2	31	33	5	1	6	80
Grand Total	87	5	92	2	82	84	9	2	11	187
Apprch %	94.6	5.4		2.4	97.6		81.8	18.2		
Total %	46.5	2.7	49.2	1.1	43.9	44.9	4.8	1.1	5.9	

	La Contenta Road Southbound			La Contenta Road Northbound			Sunnyslope Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	14	0	14	0	12	12	0	1	1	27
07:15 AM	8	1	9	0	11	11	0	0	0	20
07:30 AM	11	0	11	0	14	14	2	0	2	27
07:45 AM	16	1	17	0	14	14	2	0	2	33
Total Volume	49	2	51	0	51	51	4	1	5	107
% App. Total	96.1	3.9		0	100		80	20		
PHF	.766	.500	.750	.000	.911	.911	.500	.250	.625	.811

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Sunnyslope Drive
Weather: Clear

File Name : YCVLCSSAM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	14	0	14	0	12	12	0	1	1
+15 mins.	8	1	9	0	11	11	0	0	0
+30 mins.	11	0	11	0	14	14	2	0	2
+45 mins.	16	1	17	0	14	14	2	0	2
Total Volume	49	2	51	0	51	51	4	1	5
% App. Total	96.1	3.9		0	100		80	20	
PHF	.766	.500	.750	.000	.911	.911	.500	.250	.625

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Sunnyslope Drive
Weather: Clear

File Name : YCVLCSSAM
Site Code : 07515000
Start Date : 6/30/2015

Groups Printed- Large 2 Axle Vehicles

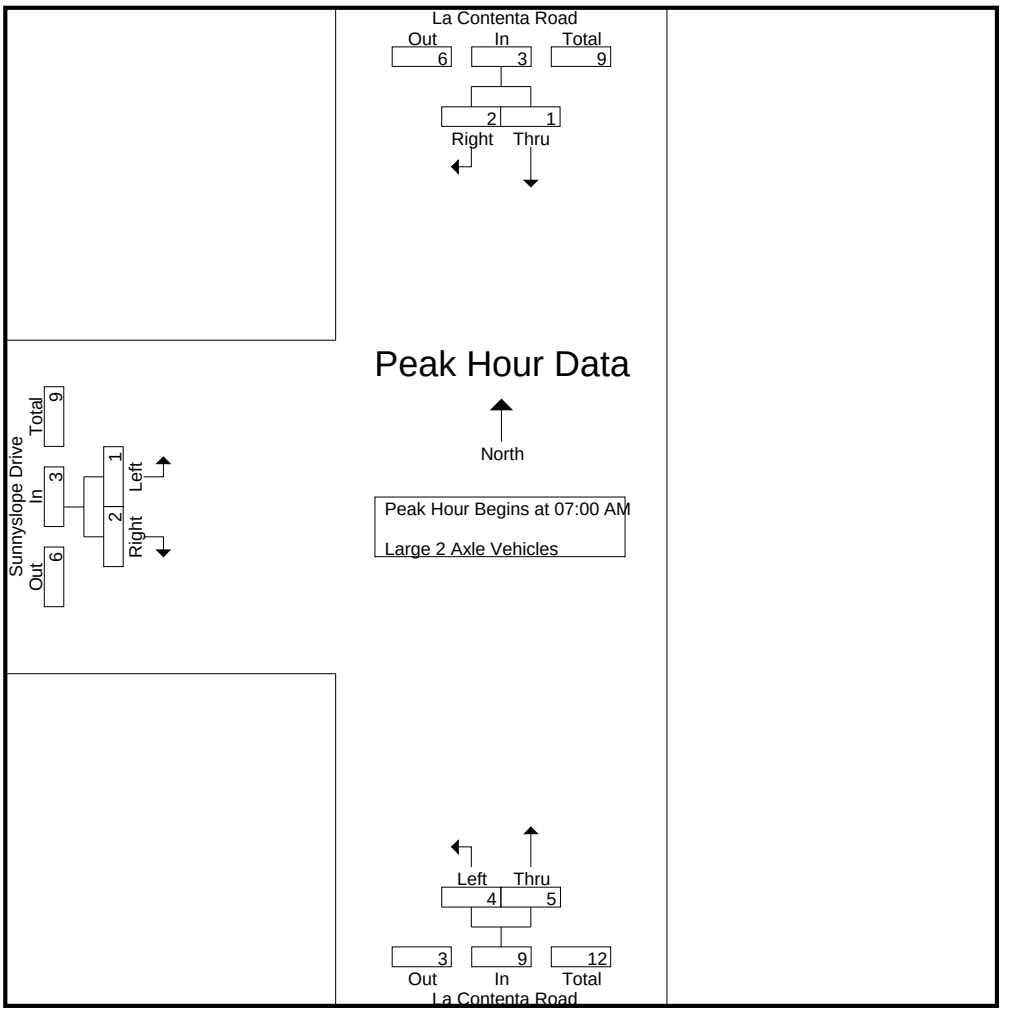
	La Contenta Road Southbound			La Contenta Road Northbound			Sunnyslope Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	1	0	1	1	2	3	4
07:15 AM	0	1	1	2	0	2	0	0	0	3
07:30 AM	0	0	0	1	1	2	0	0	0	2
07:45 AM	1	1	2	0	4	4	0	0	0	6
Total	1	2	3	4	5	9	1	2	3	15
08:00 AM	1	1	2	1	1	2	0	0	0	4
08:15 AM	0	4	4	0	0	0	4	0	4	8
08:30 AM	0	0	0	0	2	2	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	1	1	1
Total	1	5	6	1	3	4	4	1	5	15
Grand Total	2	7	9	5	8	13	5	3	8	30
Apprch %	22.2	77.8		38.5	61.5		62.5	37.5		
Total %	6.7	23.3	30	16.7	26.7	43.3	16.7	10	26.7	

	La Contenta Road Southbound			La Contenta Road Northbound			Sunnyslope Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	1	0	1	1	2	3	4
07:15 AM	0	1	1	2	0	2	0	0	0	3
07:30 AM	0	0	0	1	1	2	0	0	0	2
07:45 AM	1	1	2	0	4	4	0	0	0	6
Total Volume	1	2	3	4	5	9	1	2	3	15
% App. Total	33.3	66.7		44.4	55.6		33.3	66.7		
PHF	.250	.500	.375	.500	.313	.563	.250	.250	.250	.625

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Sunnyslope Drive
Weather: Clear

File Name : YCVLCSSAM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	1	0	1	1	2	3
+15 mins.	0	1	1	2	0	2	0	0	0
+30 mins.	0	0	0	1	1	2	0	0	0
+45 mins.	1	1	2	0	4	4	0	0	0
Total Volume	1	2	3	4	5	9	1	2	3
% App. Total	33.3	66.7		44.4	55.6		33.3	66.7	
PHF	.250	.500	.375	.500	.313	.563	.250	.250	.250

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Sunnyslope Drive
Weather: Clear

File Name : YCVLCSSAM
Site Code : 07515000
Start Date : 6/30/2015

Groups Printed- 3 Axle Vehicles

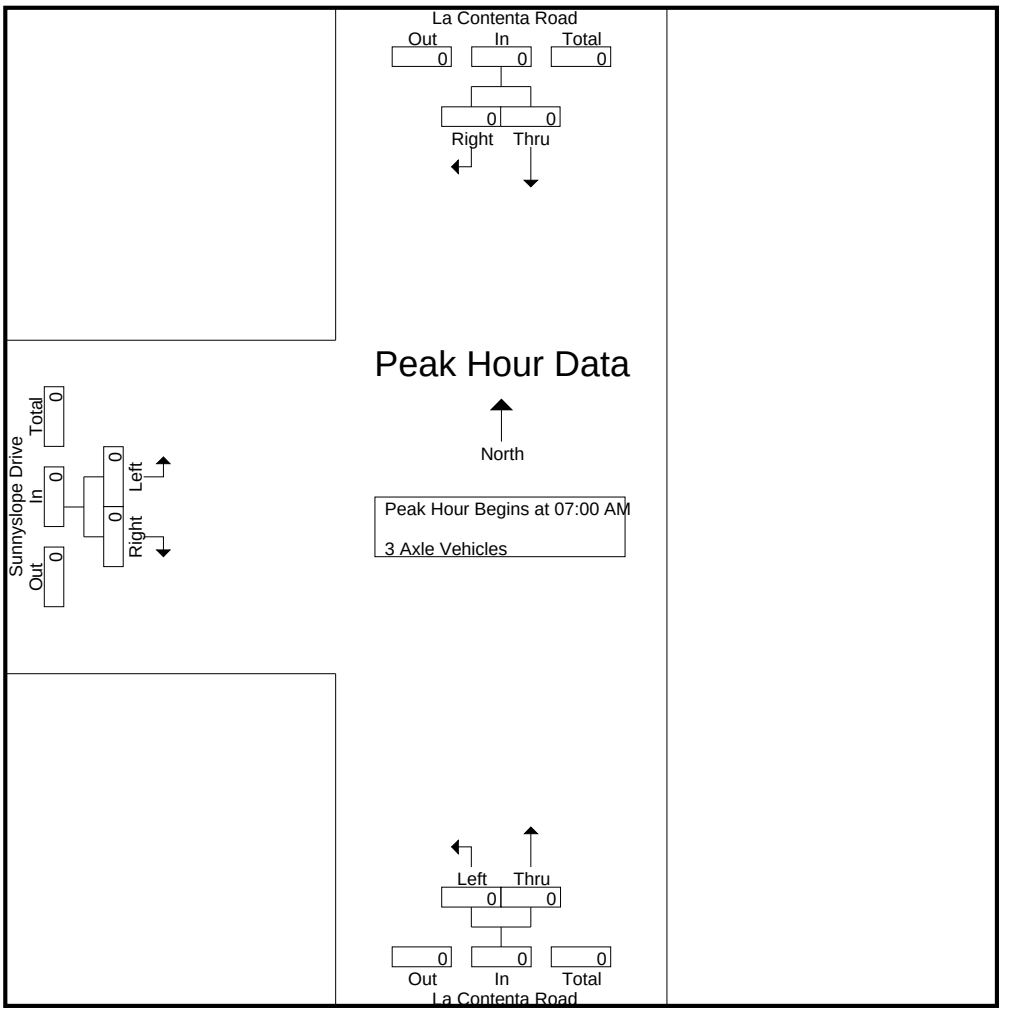
	La Contenta Road Southbound			La Contenta Road Northbound			Sunnyslope Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	1	1	2	0	1	1	3
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	2	0	1	1	3
Grand Total	0	0	0	1	1	2	0	1	1	3
Apprch %	0	0		50	50		0	100		
Total %	0	0	0	33.3	33.3	66.7	0	33.3	33.3	

	La Contenta Road Southbound			La Contenta Road Northbound			Sunnyslope Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Sunnyslope Drive
Weather: Clear

File Name : YCVLCSSAM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Sunnyslope Drive
Weather: Clear

File Name : YCVLCSSAM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 1

Groups Printed- 4+ Axle Trucks

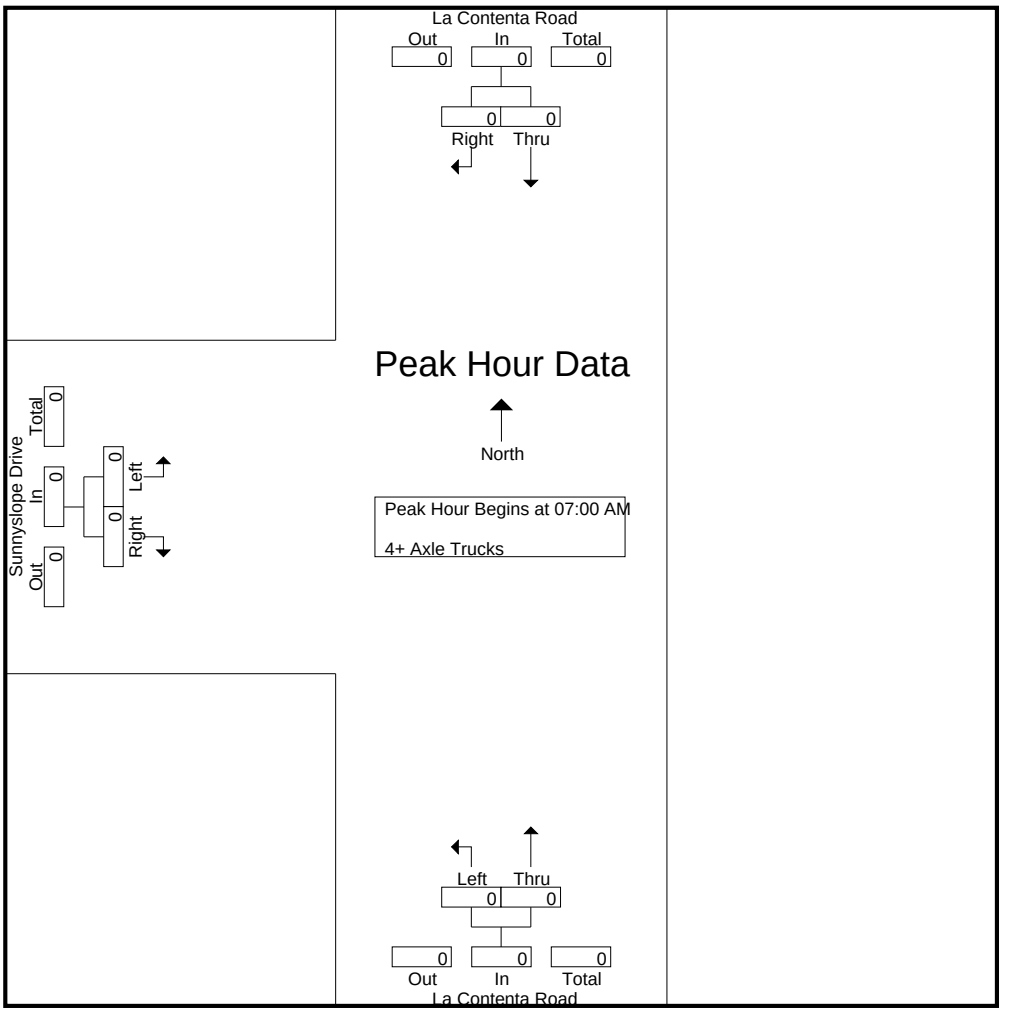
	La Contenta Road Southbound			La Contenta Road Northbound			Sunnyslope Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	La Contenta Road Southbound			La Contenta Road Northbound			Sunnyslope Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Sunnyslope Drive
Weather: Clear

File Name : YCVLCSSAM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Sunnyslope Drive
Weather: Clear

File Name : YCVLCSSPM
Site Code : 07515000
Start Date : 6/30/2015

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

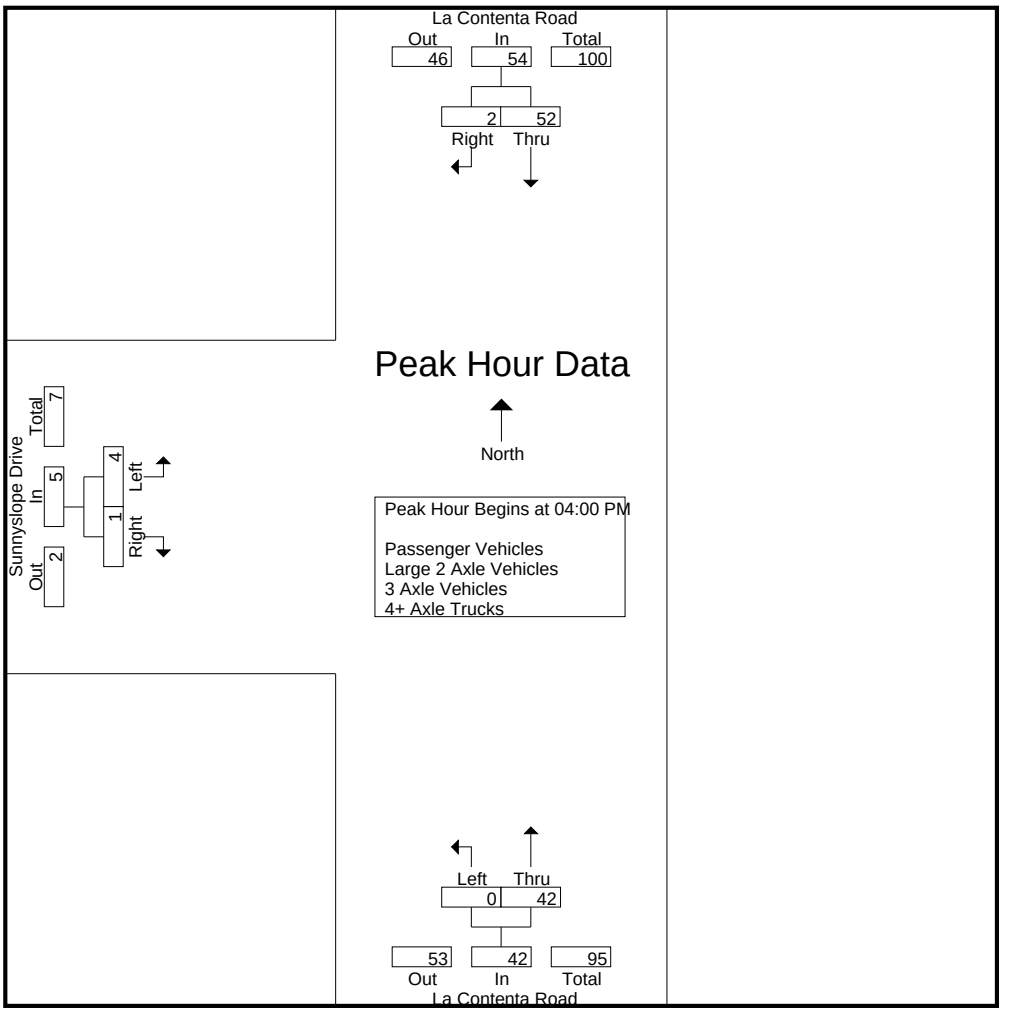
	La Contenta Road Southbound			La Contenta Road Northbound			Sunnyslope Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	9	0	9	0	12	12	3	0	3	24
04:15 PM	16	1	17	0	9	9	0	0	0	26
04:30 PM	17	0	17	0	11	11	1	1	2	30
04:45 PM	10	1	11	0	10	10	0	0	0	21
Total	52	2	54	0	42	42	4	1	5	101
05:00 PM	12	0	12	0	7	7	0	0	0	19
05:15 PM	12	0	12	0	3	3	0	0	0	15
05:30 PM	17	0	17	0	9	9	0	0	0	26
05:45 PM	12	0	12	0	10	10	0	0	0	22
Total	53	0	53	0	29	29	0	0	0	82
Grand Total	105	2	107	0	71	71	4	1	5	183
Apprch %	98.1	1.9		0	100		80	20		
Total %	57.4	1.1	58.5	0	38.8	38.8	2.2	0.5	2.7	
Passenger Vehicles	104	1	105	0	70	70	4	1	5	180
% Passenger Vehicles	99	50	98.1	0	98.6	98.6	100	100	100	98.4
Large 2 Axle Vehicles	1	1	2	0	1	1	0	0	0	3
% Large 2 Axle Vehicles	1	50	1.9	0	1.4	1.4	0	0	0	1.6
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0

	La Contenta Road Southbound			La Contenta Road Northbound			Sunnyslope 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 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	9	0	9	0	12	12	3	0	3	24
04:15 PM	16	1	17	0	9	9	0	0	0	26
04:30 PM	17	0	17	0	11	11	1	1	2	30
04:45 PM	10	1	11	0	10	10	0	0	0	21
Total Volume	52	2	54	0	42	42	4	1	5	101
% App. Total	96.3	3.7		0	100		80	20		
PHF	.765	.500	.794	.000	.875	.875	.333	.250	.417	.842

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Sunnyslope Drive
Weather: Clear

File Name : YCVLCSSPM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	9	0	9	0	12	12	3	0	3
+15 mins.	16	1	17	0	9	9	0	0	0
+30 mins.	17	0	17	0	11	11	1	1	2
+45 mins.	10	1	11	0	10	10	0	0	0
Total Volume	52	2	54	0	42	42	4	1	5
% App. Total	96.3	3.7		0	100		80	20	
PHF	.765	.500	.794	.000	.875	.875	.333	.250	.417

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Sunnyslope Drive
Weather: Clear

File Name : YCVLCSSPM
Site Code : 07515000
Start Date : 6/30/2015

Groups Printed- Passenger Vehicles

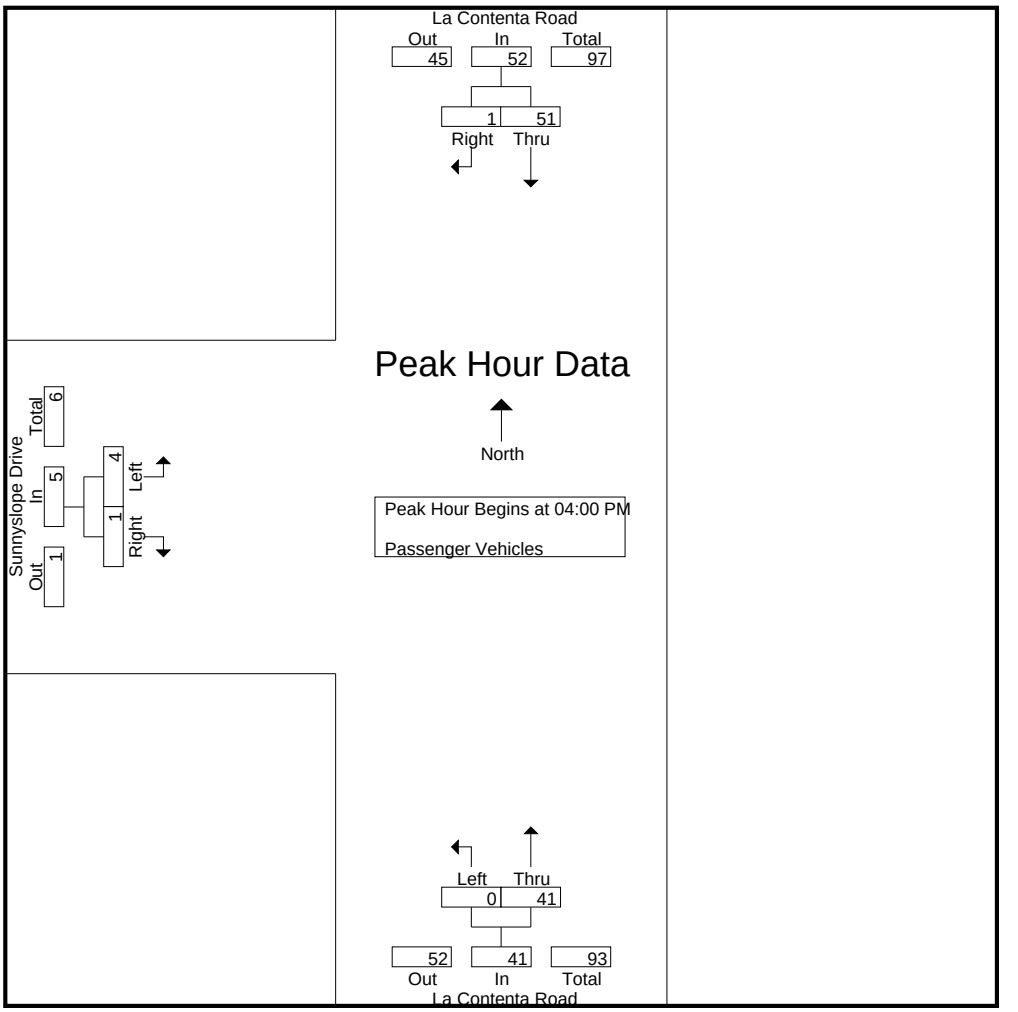
	La Contenta Road Southbound			La Contenta Road Northbound			Sunnyslope Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	9	0	9	0	12	12	3	0	3	24
04:15 PM	15	0	15	0	9	9	0	0	0	24
04:30 PM	17	0	17	0	11	11	1	1	2	30
04:45 PM	10	1	11	0	9	9	0	0	0	20
Total	51	1	52	0	41	41	4	1	5	98
05:00 PM	12	0	12	0	7	7	0	0	0	19
05:15 PM	12	0	12	0	3	3	0	0	0	15
05:30 PM	17	0	17	0	9	9	0	0	0	26
05:45 PM	12	0	12	0	10	10	0	0	0	22
Total	53	0	53	0	29	29	0	0	0	82
Grand Total	104	1	105	0	70	70	4	1	5	180
Apprch %	99	1		0	100		80	20		
Total %	57.8	0.6	58.3	0	38.9	38.9	2.2	0.6	2.8	

	La Contenta Road Southbound			La Contenta Road Northbound			Sunnyslope 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 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	9	0	9	0	12	12	3	0	3	24
04:15 PM	15	0	15	0	9	9	0	0	0	24
04:30 PM	17	0	17	0	11	11	1	1	2	30
04:45 PM	10	1	11	0	9	9	0	0	0	20
Total Volume	51	1	52	0	41	41	4	1	5	98
% App. Total	98.1	1.9		0	100		80	20		
PHF	.750	.250	.765	.000	.854	.854	.333	.250	.417	.817

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Sunnyslope Drive
Weather: Clear

File Name : YCVLCSSPM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	9	0	9	0	12	12	3	0	3
+15 mins.	15	0	15	0	9	9	0	0	0
+30 mins.	17	0	17	0	11	11	1	1	2
+45 mins.	10	1	11	0	9	9	0	0	0
Total Volume	51	1	52	0	41	41	4	1	5
% App. Total	98.1	1.9		0	100		80	20	
PHF	.750	.250	.765	.000	.854	.854	.333	.250	.417

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Sunnyslope Drive
Weather: Clear

File Name : YCVLCSSPM
Site Code : 07515000
Start Date : 6/30/2015

Groups Printed- Large 2 Axle Vehicles

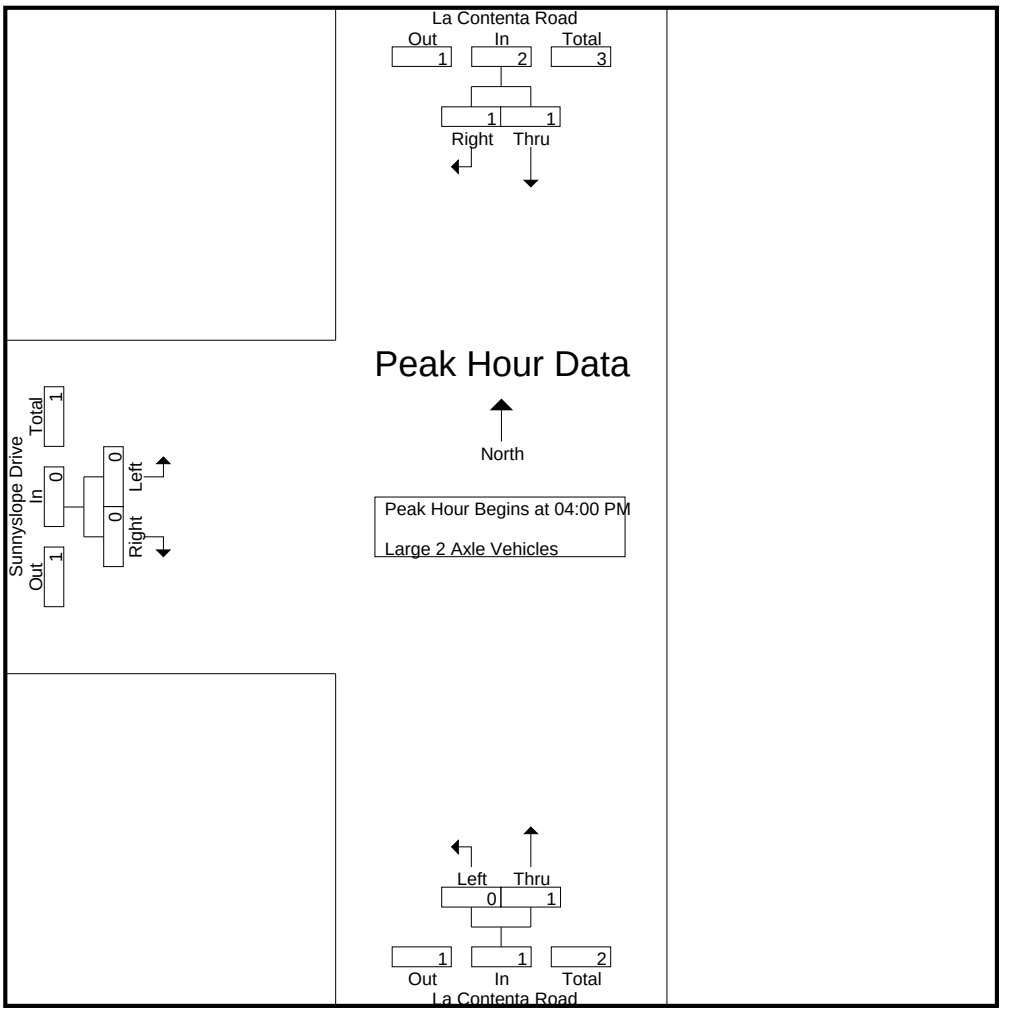
	La Contenta Road Southbound			La Contenta Road Northbound			Sunnyslope Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	1	2	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	1	0	0	0	1
Total	1	1	2	0	1	1	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	1	1	2	0	1	1	0	0	0	3
Apprch %	50	50		0	100		0	0		
Total %	33.3	33.3	66.7	0	33.3	33.3	0	0	0	

	La Contenta Road Southbound			La Contenta Road Northbound			Sunnyslope 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 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	1	2	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	1	0	0	0	1
Total Volume	1	1	2	0	1	1	0	0	0	3
% App. Total	50	50		0	100		0	0		
PHF	.250	.250	.250	.000	.250	.250	.000	.000	.000	.375

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Sunnyslope Drive
Weather: Clear

File Name : YCVLCSSPM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	1	1	2	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	1	0	0	0
Total Volume	1	1	2	0	1	1	0	0	0
% App. Total	50	50		0	100		0	0	
PHF	.250	.250	.250	.000	.250	.250	.000	.000	.000

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Sunnyslope Drive
Weather: Clear

File Name : YCVLCSSPM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 1

Groups Printed- 3 Axle Vehicles

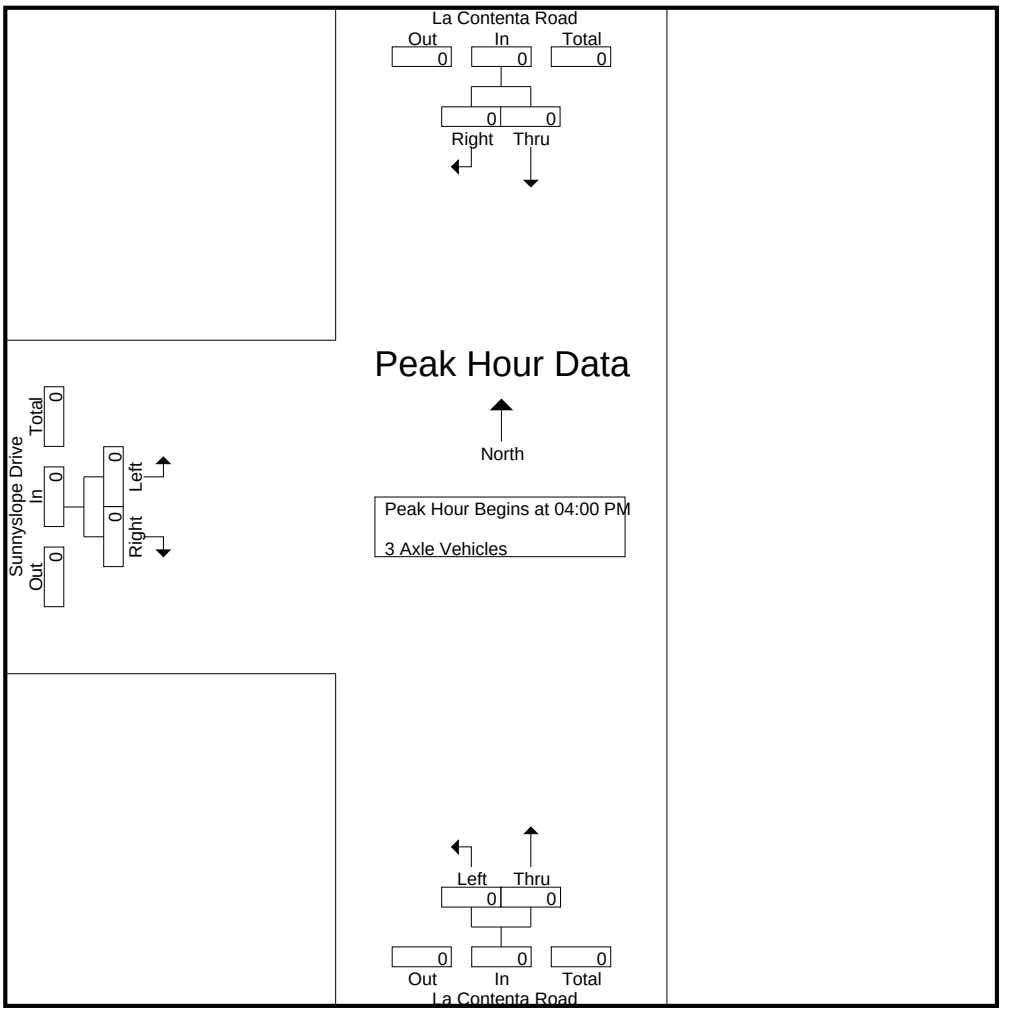
	La Contenta Road Southbound			La Contenta Road Northbound			Sunnyslope Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	La Contenta Road Southbound			La Contenta Road Northbound			Sunnyslope 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 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Sunnyslope Drive
Weather: Clear

File Name : YCVLCSSPM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Sunnyslope Drive
Weather: Clear

File Name : YCVLCSSPM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 1

Groups Printed- 4+ Axle Trucks

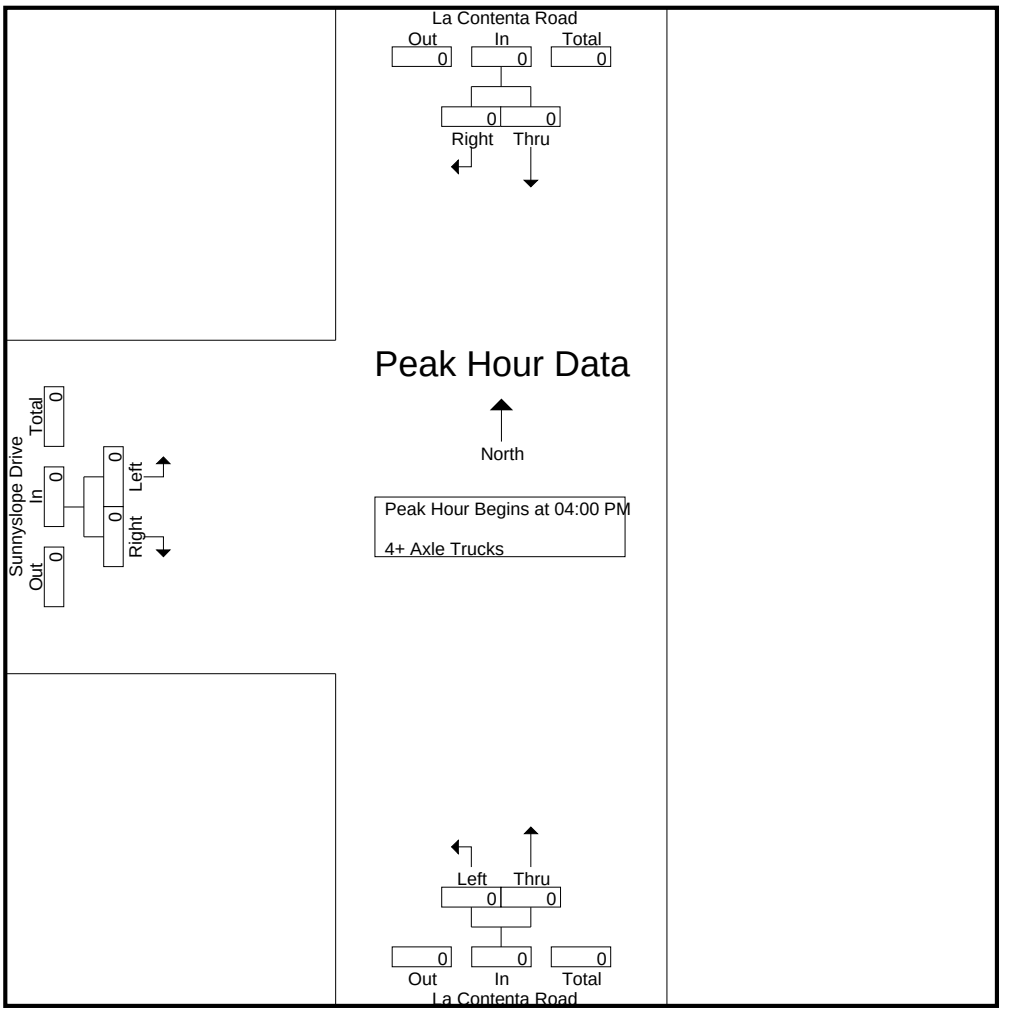
	La Contenta Road Southbound			La Contenta Road Northbound			Sunnyslope Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	La Contenta Road Southbound			La Contenta Road Northbound			Sunnyslope 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 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Sunnyslope Drive
Weather: Clear

File Name : YCVLCSSPM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Yucca Trail
Weather: Clear

File Name : YCVLCYUAM
Site Code : 07515000
Start Date : 6/30/2015

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

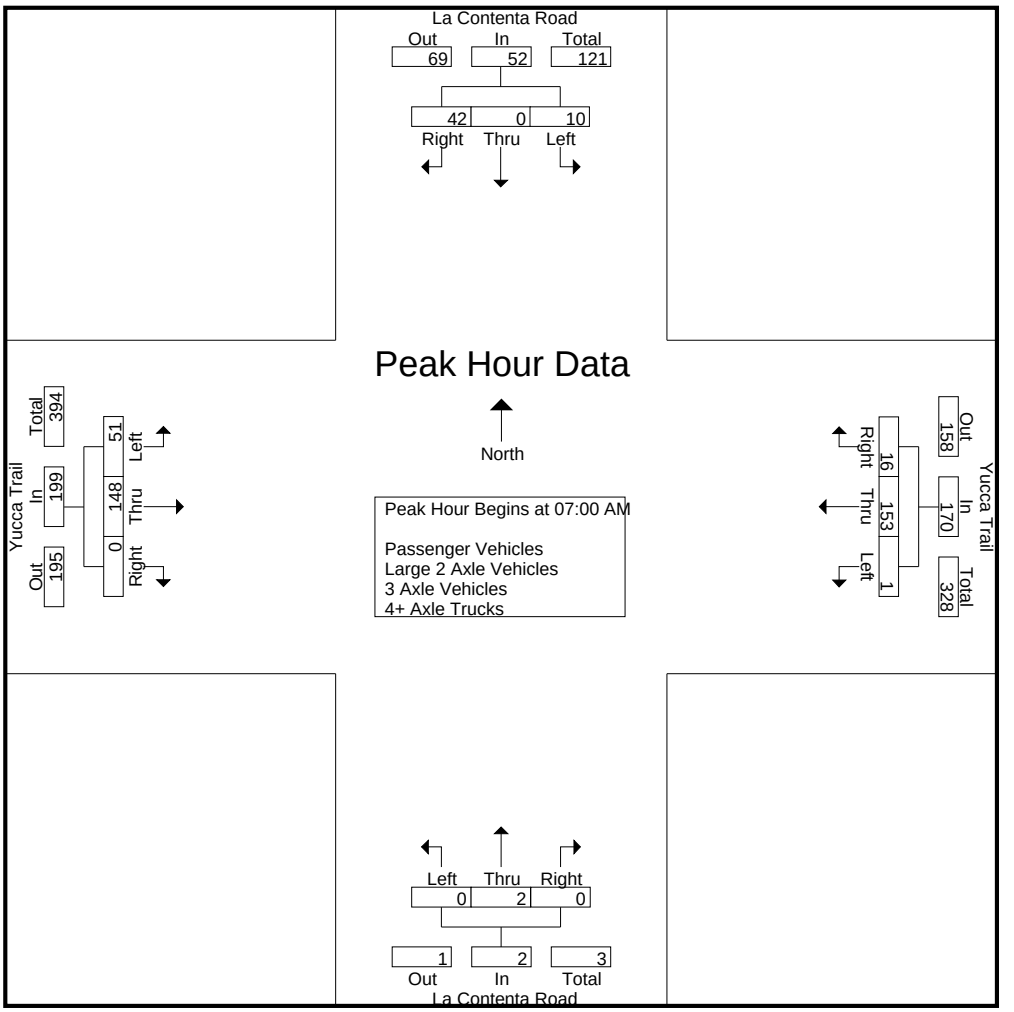
	La Contenta Road Southbound				Yucca Trail Westbound				La Contenta Road Northbound				Yucca Trail Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	0	9	13	0	42	4	46	0	0	0	0	14	35	0	49	108
07:15 AM	2	0	8	10	1	36	2	39	0	1	0	1	9	29	0	38	88
07:30 AM	0	0	9	9	0	39	6	45	0	1	0	1	13	34	0	47	102
07:45 AM	4	0	16	20	0	36	4	40	0	0	0	0	15	50	0	65	125
Total	10	0	42	52	1	153	16	170	0	2	0	2	51	148	0	199	423
08:00 AM	8	0	13	21	0	33	5	38	0	2	1	3	10	30	0	40	102
08:15 AM	2	1	6	9	0	40	1	41	0	0	0	0	7	29	0	36	86
08:30 AM	1	0	4	5	0	44	6	50	0	1	0	1	7	27	0	34	90
08:45 AM	1	1	10	12	0	43	3	46	0	0	0	0	3	30	0	33	91
Total	12	2	33	47	0	160	15	175	0	3	1	4	27	116	0	143	369
Grand Total	22	2	75	99	1	313	31	345	0	5	1	6	78	264	0	342	792
Apprch %	22.2	2	75.8		0.3	90.7	9		0	83.3	16.7		22.8	77.2	0		
Total %	2.8	0.3	9.5	12.5	0.1	39.5	3.9	43.6	0	0.6	0.1	0.8	9.8	33.3	0	43.2	
Passenger Vehicles	22	2	72	96	1	306	28	335	0	3	1	4	67	259	0	326	761
% Passenger Vehicles	100	100	96	97	100	97.8	90.3	97.1	0	60	100	66.7	85.9	98.1	0	95.3	96.1
Large 2 Axle Vehicles	0	0	3	3	0	7	3	10	0	2	0	2	10	5	0	15	30
% Large 2 Axle Vehicles	0	0	4	3	0	2.2	9.7	2.9	0	40	0	33.3	12.8	1.9	0	4.4	3.8
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	1.3	0	0	0.3	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	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 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	4	0	9	13	0	42	4	46	0	0	0	0	14	35	0	49	108
07:15 AM	2	0	8	10	1	36	2	39	0	1	0	1	9	29	0	38	88
07:30 AM	0	0	9	9	0	39	6	45	0	1	0	1	13	34	0	47	102
07:45 AM	4	0	16	20	0	36	4	40	0	0	0	0	15	50	0	65	125
Total Volume	10	0	42	52	1	153	16	170	0	2	0	2	51	148	0	199	423
% App. Total	19.2	0	80.8		0.6	90	9.4		0	100	0		25.6	74.4	0		
PHF	.625	.000	.656	.650	.250	.911	.667	.924	.000	.500	.000	.500	.850	.740	.000	.765	.846

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Yucca Trail
Weather: Clear

File Name : YCVLCYUAM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 2



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

	07:15 AM				08:00 AM				07:15 AM				07:00 AM			
+0 mins.	2	0	8	10	0	33	5	38	0	1	0	1	14	35	0	49
+15 mins.	0	0	9	9	0	40	1	41	0	1	0	1	9	29	0	38
+30 mins.	4	0	16	20	0	44	6	50	0	0	0	0	13	34	0	47
+45 mins.	8	0	13	21	0	43	3	46	0	2	1	3	15	50	0	65
Total Volume	14	0	46	60	0	160	15	175	0	4	1	5	51	148	0	199
% App. Total	23.3	0	76.7		0	91.4	8.6		0	80	20		25.6	74.4	0	
PHF	.438	.000	.719	.714	.000	.909	.625	.875	.000	.500	.250	.417	.850	.740	.000	.765

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Yucca Trail
Weather: Clear

File Name : YCVLCYUAM
Site Code : 07515000
Start Date : 6/30/2015

Groups Printed- Passenger Vehicles

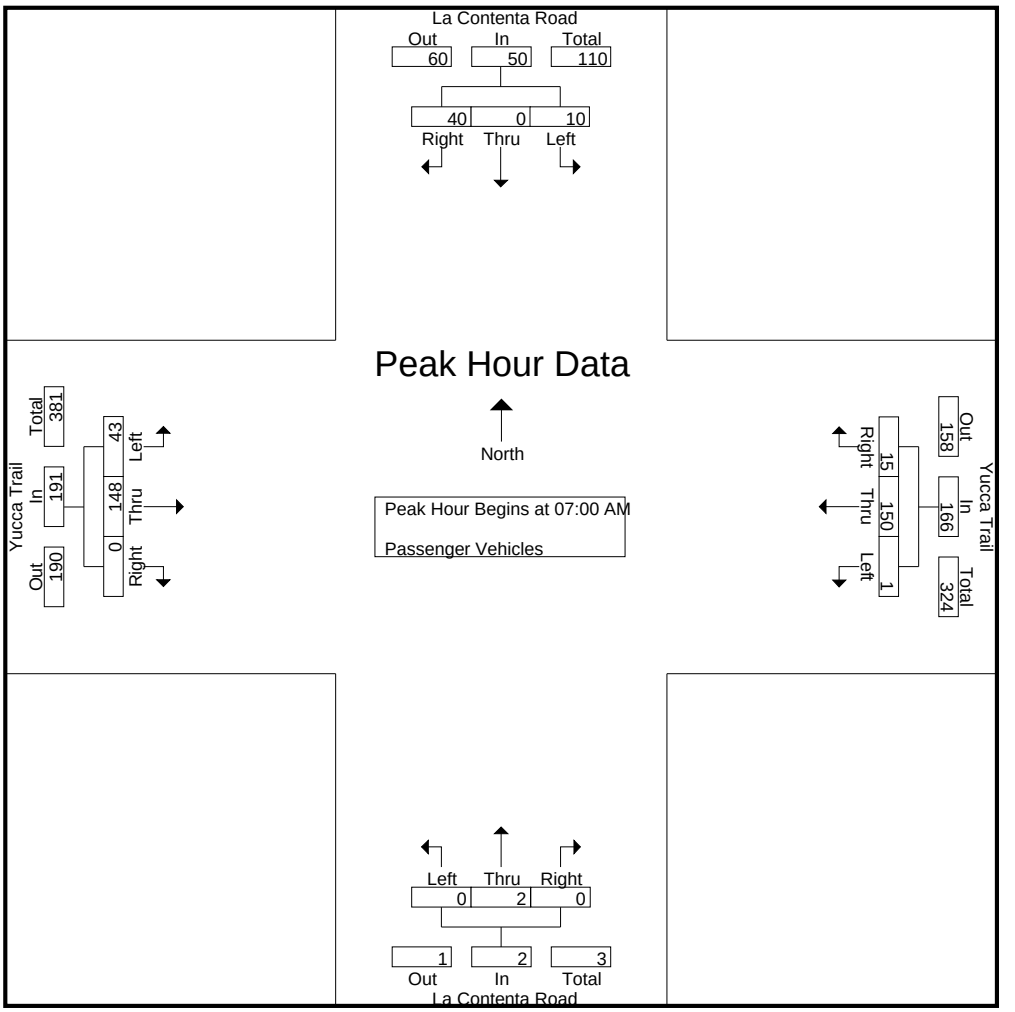
	La Contenta Road Southbound				Yucca Trail Westbound				La Contenta Road Northbound				Yucca Trail Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	0	9	13	0	42	4	46	0	0	0	0	12	35	0	47	106
07:15 AM	2	0	8	10	1	34	2	37	0	1	0	1	8	29	0	37	85
07:30 AM	0	0	9	9	0	38	5	43	0	1	0	1	11	34	0	45	98
07:45 AM	4	0	14	18	0	36	4	40	0	0	0	0	12	50	0	62	120
Total	10	0	40	50	1	150	15	166	0	2	0	2	43	148	0	191	409
08:00 AM	8	0	12	20	0	33	5	38	0	0	1	1	9	29	0	38	97
08:15 AM	2	1	6	9	0	39	1	40	0	0	0	0	6	28	0	34	83
08:30 AM	1	0	4	5	0	42	4	46	0	1	0	1	6	25	0	31	83
08:45 AM	1	1	10	12	0	42	3	45	0	0	0	0	3	29	0	32	89
Total	12	2	32	46	0	156	13	169	0	1	1	2	24	111	0	135	352
Grand Total	22	2	72	96	1	306	28	335	0	3	1	4	67	259	0	326	761
Apprch %	22.9	2.1	75		0.3	91.3	8.4		0	75	25		20.6	79.4	0		
Total %	2.9	0.3	9.5	12.6	0.1	40.2	3.7	44	0	0.4	0.1	0.5	8.8	34	0	42.8	

	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 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	4	0	9	13	0	42	4	46	0	0	0	0	12	35	0	47	106
07:15 AM	2	0	8	10	1	34	2	37	0	1	0	1	8	29	0	37	85
07:30 AM	0	0	9	9	0	38	5	43	0	1	0	1	11	34	0	45	98
07:45 AM	4	0	14	18	0	36	4	40	0	0	0	0	12	50	0	62	120
Total Volume	10	0	40	50	1	150	15	166	0	2	0	2	43	148	0	191	409
% App. Total	20	0	80		0.6	90.4	9		0	100	0		22.5	77.5	0		
PHF	.625	.000	.714	.694	.250	.893	.750	.902	.000	.500	.000	.500	.896	.740	.000	.770	.852

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Yucca Trail
Weather: Clear

File Name : YCVLCYUAM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	4	0	9	13	0	42	4	46	0	0	0	0	12	35	0	47
+15 mins.	2	0	8	10	1	34	2	37	0	1	0	1	8	29	0	37
+30 mins.	0	0	9	9	0	38	5	43	0	1	0	1	11	34	0	45
+45 mins.	4	0	14	18	0	36	4	40	0	0	0	0	12	50	0	62
Total Volume	10	0	40	50	1	150	15	166	0	2	0	2	43	148	0	191
% App. Total	20	0	80		0.6	90.4	9		0	100	0		22.5	77.5	0	
PHF	.625	.000	.714	.694	.250	.893	.750	.902	.000	.500	.000	.500	.896	.740	.000	.770

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Yucca Trail
Weather: Clear

File Name : YCVLCYUAM
Site Code : 07515000
Start Date : 6/30/2015

Groups Printed- Large 2 Axle Vehicles

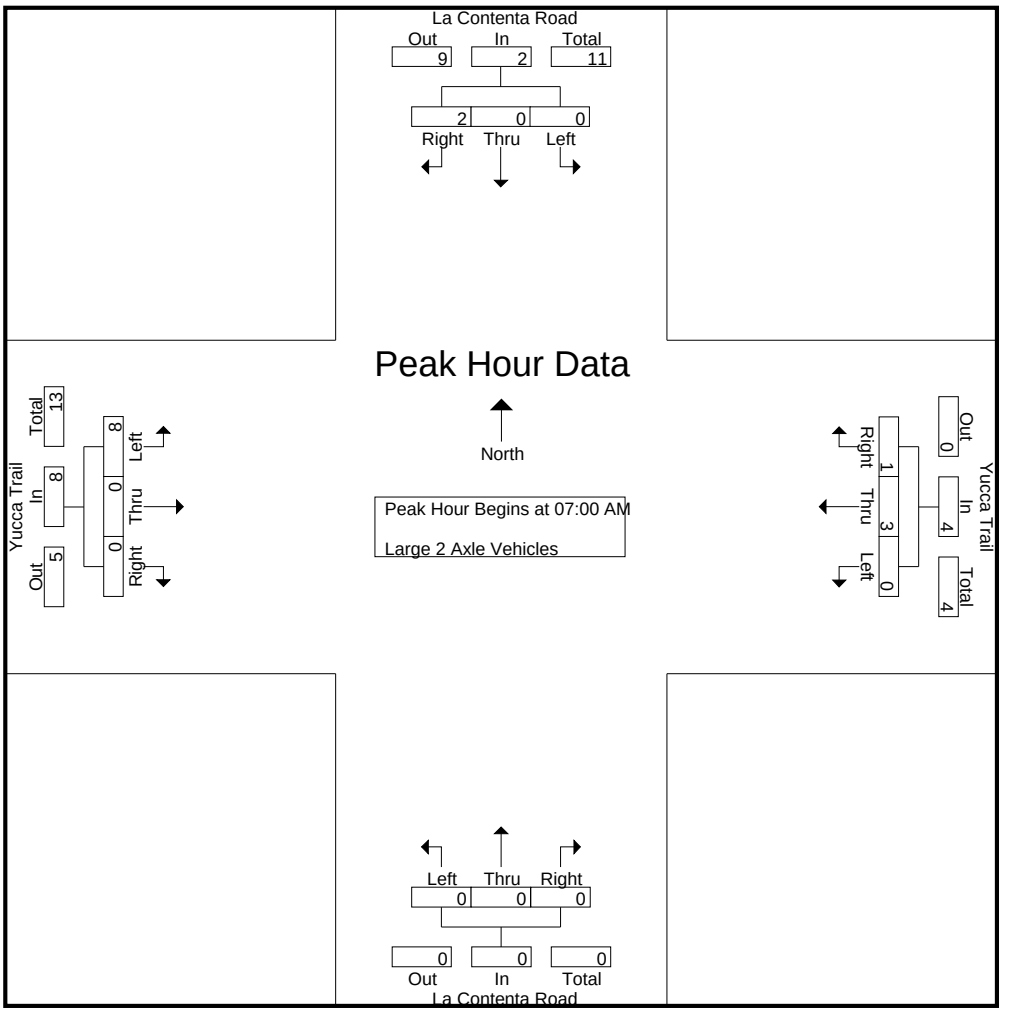
	La Contenta Road Southbound				Yucca Trail Westbound				La Contenta Road Northbound				Yucca Trail Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	1	0	0	1	3
07:30 AM	0	0	0	0	0	1	1	2	0	0	0	0	2	0	0	2	4
07:45 AM	0	0	2	2	0	0	0	0	0	0	0	0	3	0	0	3	5
Total	0	0	2	2	0	3	1	4	0	0	0	0	8	0	0	8	14
08:00 AM	0	0	1	1	0	0	0	0	0	2	0	2	1	1	0	2	5
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	2	2	4	0	0	0	0	1	2	0	3	7
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	1	1	0	4	2	6	0	2	0	2	2	5	0	7	16
Grand Total	0	0	3	3	0	7	3	10	0	2	0	2	10	5	0	15	30
Apprch %	0	0	100		0	70	30		0	100	0		66.7	33.3	0		
Total %	0	0	10	10	0	23.3	10	33.3	0	6.7	0	6.7	33.3	16.7	0	50	

	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 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	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	2	0	2	0	0	0	0	1	0	0	1	3
07:30 AM	0	0	0	0	0	1	1	2	0	0	0	0	2	0	0	2	4
07:45 AM	0	0	2	2	0	0	0	0	0	0	0	0	3	0	0	3	5
Total Volume	0	0	2	2	0	3	1	4	0	0	0	0	8	0	0	8	14
% App. Total	0	0	100		0	75	25		0	0	0		100	0	0		
PHF	.000	.000	.250	.250	.000	.375	.250	.500	.000	.000	.000	.000	.667	.000	.000	.667	.700

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Yucca Trail
Weather: Clear

File Name : YCVLCYUAM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	0	1	1	2	0	0	0	0	2	0	0	2
+45 mins.	0	0	2	2	0	0	0	0	0	0	0	0	3	0	0	3
Total Volume	0	0	2	2	0	3	1	4	0	0	0	0	8	0	0	8
% App. Total	0	0	100		0	75	25		0	0	0		100	0	0	
PHF	.000	.000	.250	.250	.000	.375	.250	.500	.000	.000	.000	.000	.667	.000	.000	.667

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Yucca Trail
Weather: Clear

File Name : YCVLCYUAM
Site Code : 07515000
Start Date : 6/30/2015

Groups Printed- 3 Axle Vehicles

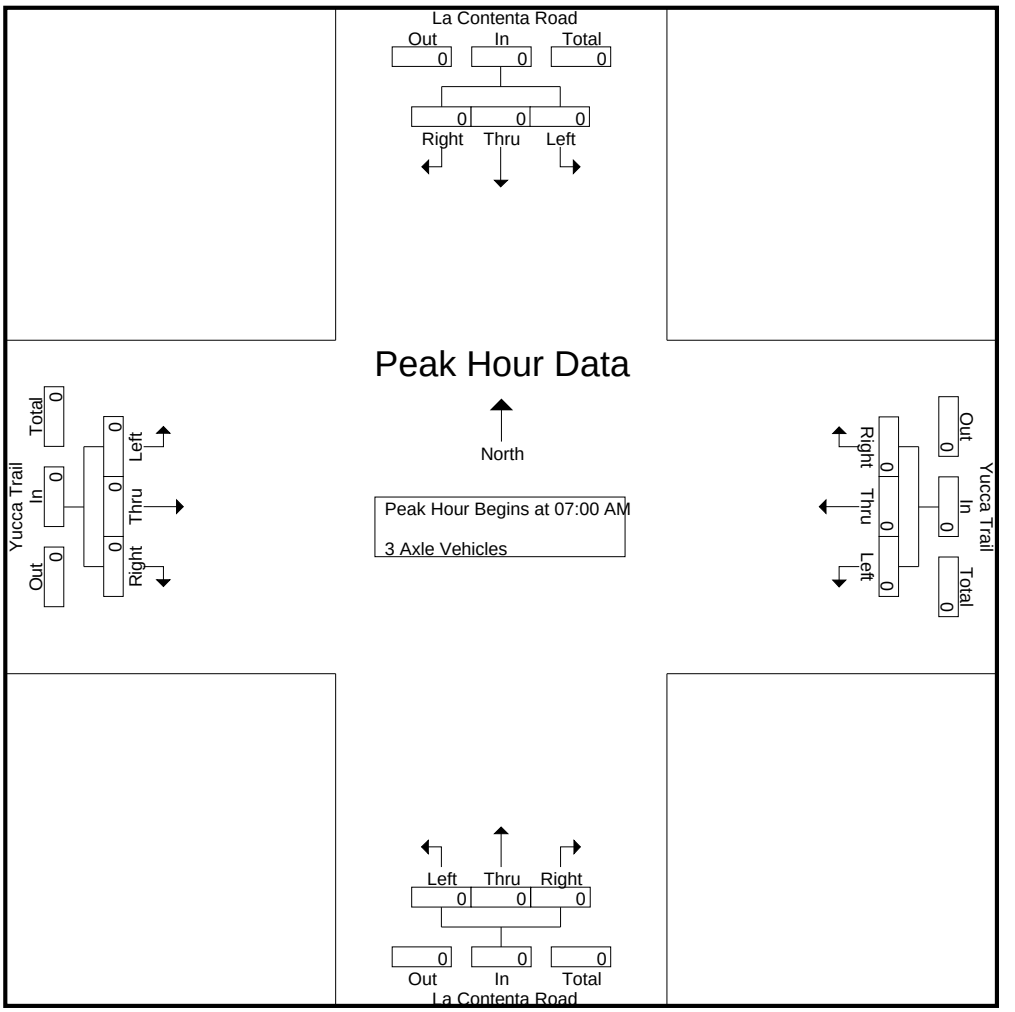
	La Contenta Road Southbound				Yucca Trail Westbound				La Contenta Road Northbound				Yucca Trail Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	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	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Apprch %	0	0	0		0	0	0		0	0	0		100	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	

	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 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Yucca Trail
Weather: Clear

File Name : YCVLCYUAM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Yucca Trail
Weather: Clear

File Name : YCVLCYUAM
Site Code : 07515000
Start Date : 6/30/2015

Groups Printed- 4+ Axle Trucks

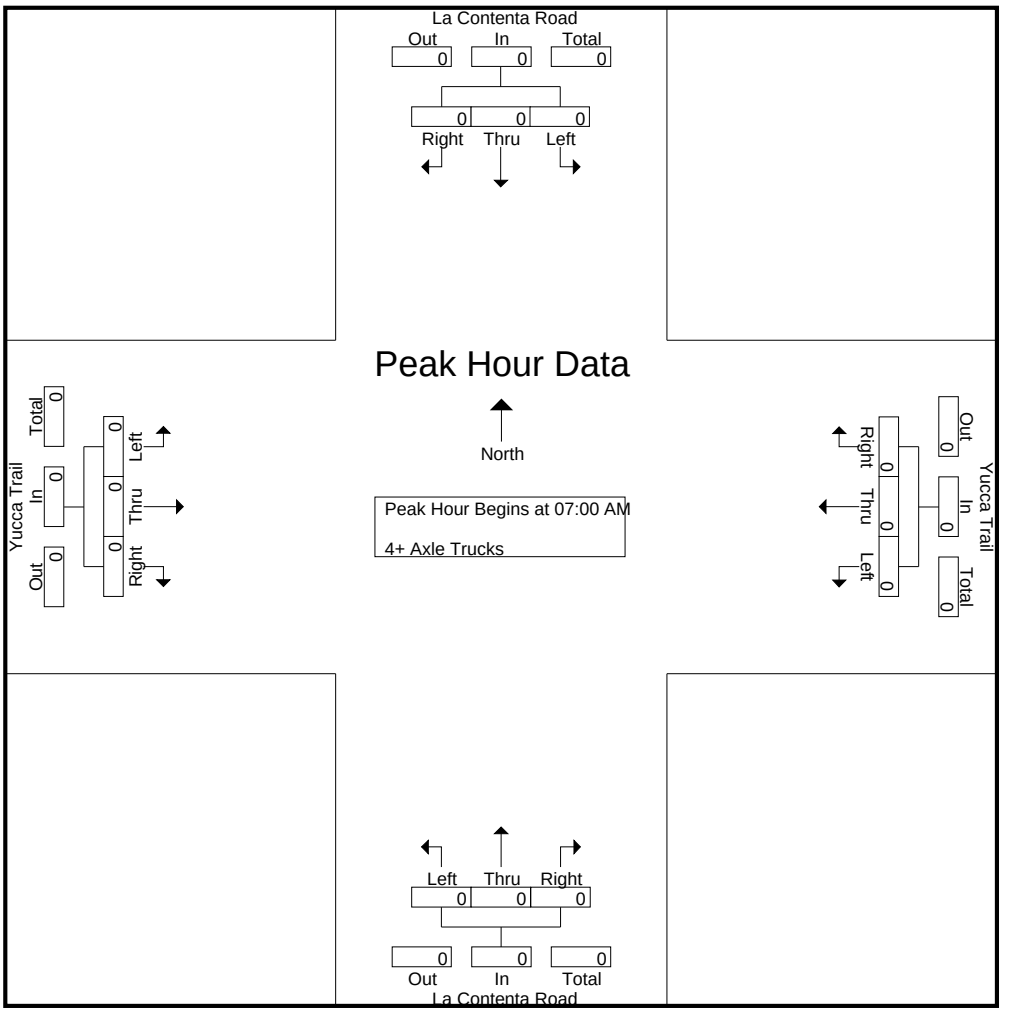
	La Contenta Road Southbound				Yucca Trail Westbound				La Contenta Road Northbound				Yucca Trail Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	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 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Yucca Trail
Weather: Clear

File Name : YCVLCYUAM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Yucca Trail
Weather: Clear

File Name : YCVLCYUPM
Site Code : 07515000
Start Date : 6/30/2015

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

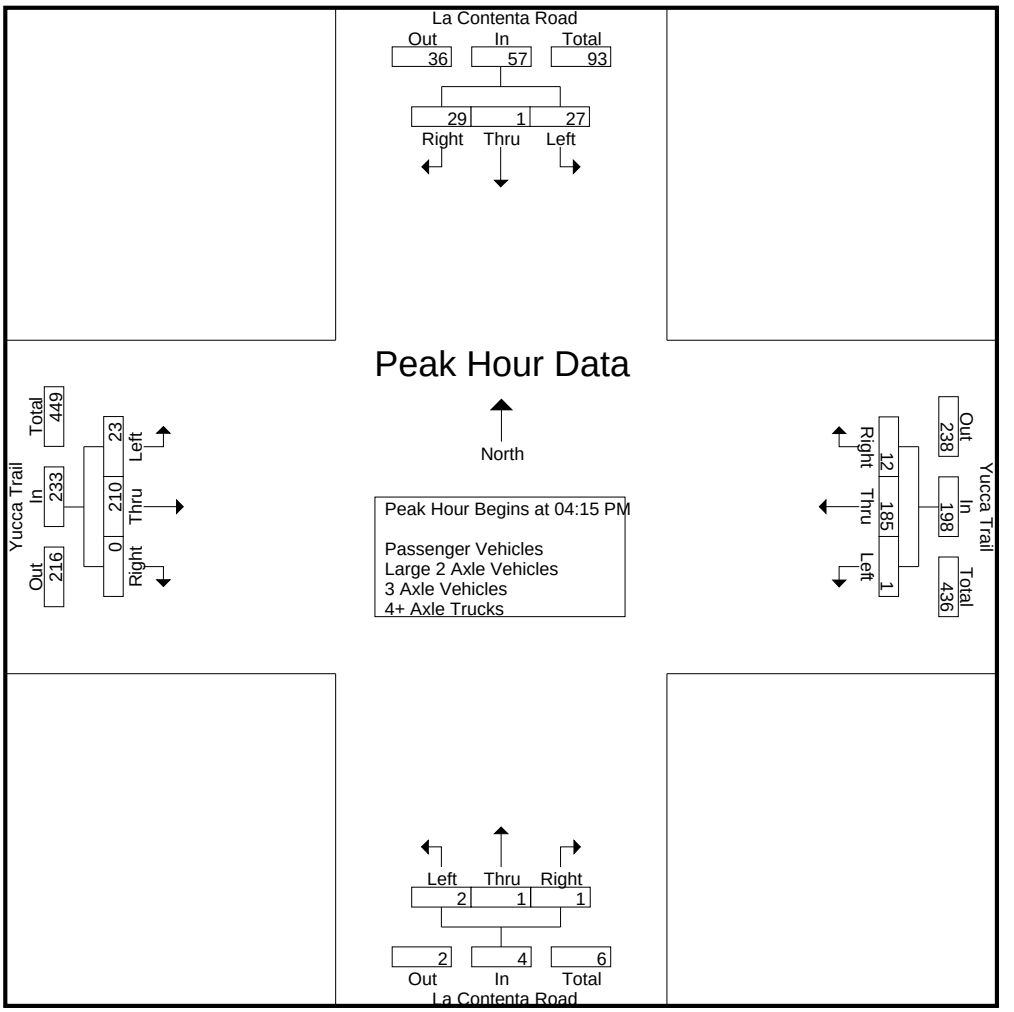
	La Contenta Road Southbound				Yucca Trail Westbound				La Contenta Road Northbound				Yucca Trail Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	1	6	10	0	32	3	35	0	0	0	0	10	41	0	51	96
04:15 PM	10	0	6	16	0	39	2	41	2	0	0	2	6	58	0	64	123
04:30 PM	6	0	13	19	1	51	6	58	0	0	0	0	7	40	0	47	124
04:45 PM	3	1	6	10	0	53	3	56	0	1	1	2	4	49	0	53	121
Total	22	2	31	55	1	175	14	190	2	1	1	4	27	188	0	215	464
05:00 PM	8	0	4	12	0	42	1	43	0	0	0	0	6	63	0	69	124
05:15 PM	5	1	6	12	0	49	1	50	0	0	0	0	2	56	0	58	120
05:30 PM	3	0	12	15	0	36	3	39	0	0	0	0	6	50	0	56	110
05:45 PM	4	0	10	14	1	36	3	40	0	0	0	0	7	51	0	58	112
Total	20	1	32	53	1	163	8	172	0	0	0	0	21	220	0	241	466
Grand Total	42	3	63	108	2	338	22	362	2	1	1	4	48	408	0	456	930
Apprch %	38.9	2.8	58.3		0.6	93.4	6.1		50	25	25		10.5	89.5	0		
Total %	4.5	0.3	6.8	11.6	0.2	36.3	2.4	38.9	0.2	0.1	0.1	0.4	5.2	43.9	0	49	
Passenger Vehicles	41	3	63	107	2	337	20	359	2	1	1	4	48	404	0	452	922
% Passenger Vehicles	97.6	100	100	99.1	100	99.7	90.9	99.2	100	100	100	100	100	99	0	99.1	99.1
Large 2 Axle Vehicles	1	0	0	1	0	1	2	3	0	0	0	0	0	4	0	4	8
% Large 2 Axle Vehicles	2.4	0	0	0.9	0	0.3	9.1	0.8	0	0	0	0	0	1	0	0.9	0.9
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	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 04:15 PM																	
04:15 PM	10	0	6	16	0	39	2	41	2	0	0	2	6	58	0	64	123
04:30 PM	6	0	13	19	1	51	6	58	0	0	0	0	7	40	0	47	124
04:45 PM	3	1	6	10	0	53	3	56	0	1	1	2	4	49	0	53	121
05:00 PM	8	0	4	12	0	42	1	43	0	0	0	0	6	63	0	69	124
Total Volume	27	1	29	57	1	185	12	198	2	1	1	4	23	210	0	233	492
% App. Total	47.4	1.8	50.9		0.5	93.4	6.1		50	25	25		9.9	90.1	0		
PHF	.675	.250	.558	.750	.250	.873	.500	.853	.250	.250	.250	.500	.821	.833	.000	.844	.992

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Yucca Trail
Weather: Clear

File Name : YCVLCYUPM
Site Code : 07515000
Start Date : 6/30/2015
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				04:30 PM				04:00 PM				05:00 PM			
+0 mins.	10	0	6	16	1	51	6	58	0	0	0	0	6	63	0	69
+15 mins.	6	0	13	19	0	53	3	56	2	0	0	2	2	56	0	58
+30 mins.	3	1	6	10	0	42	1	43	0	0	0	0	6	50	0	56
+45 mins.	8	0	4	12	0	49	1	50	0	1	1	2	7	51	0	58
Total Volume	27	1	29	57	1	195	11	207	2	1	1	4	21	220	0	241
% App. Total	47.4	1.8	50.9		0.5	94.2	5.3		50	25	25		8.7	91.3	0	
PHF	.675	.250	.558	.750	.250	.920	.458	.892	.250	.250	.250	.500	.750	.873	.000	.873

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Yucca Trail
Weather: Clear

File Name : YCVLCYUPM
Site Code : 07515000
Start Date : 6/30/2015

Groups Printed- Passenger Vehicles

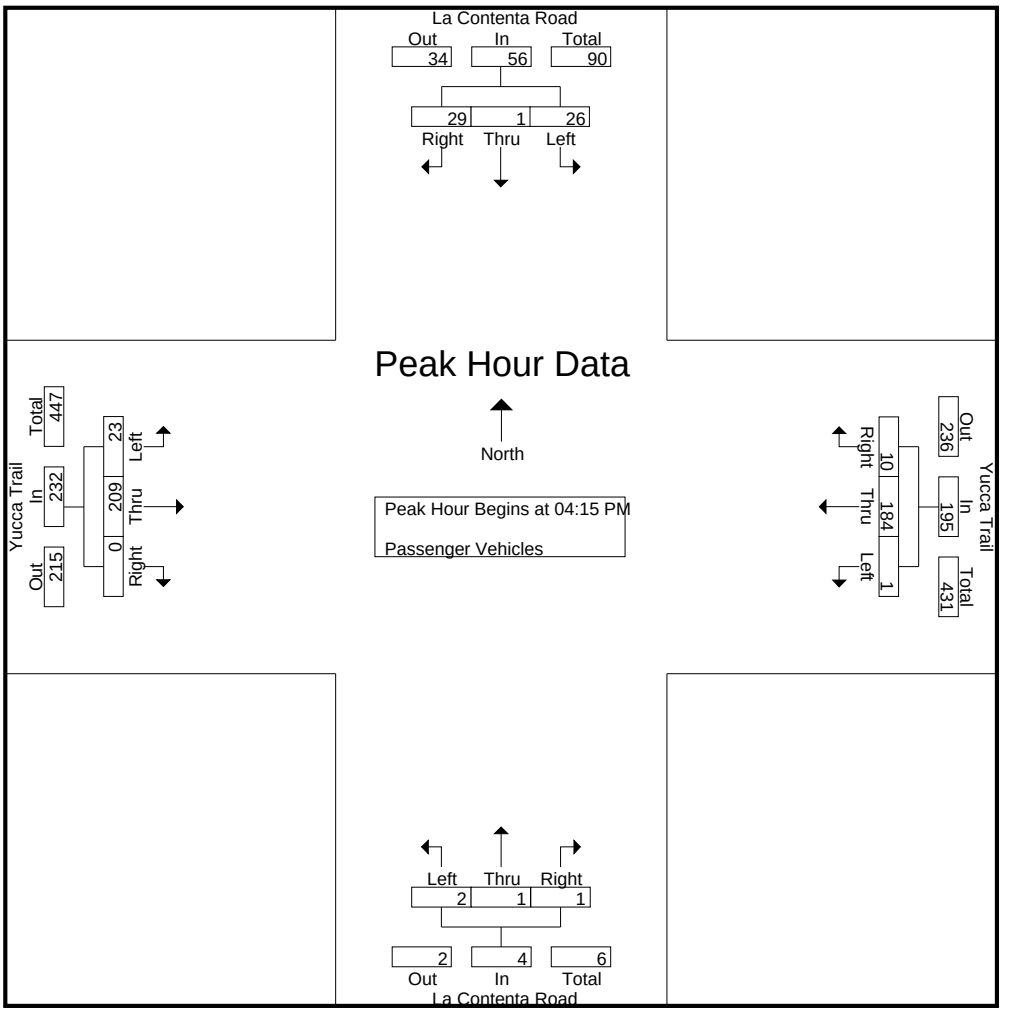
	La Contenta Road Southbound				Yucca Trail Westbound				La Contenta Road Northbound				Yucca Trail Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	1	6	10	0	32	3	35	0	0	0	0	10	41	0	51	96
04:15 PM	9	0	6	15	0	39	2	41	2	0	0	2	6	58	0	64	122
04:30 PM	6	0	13	19	1	51	4	56	0	0	0	0	7	39	0	46	121
04:45 PM	3	1	6	10	0	52	3	55	0	1	1	2	4	49	0	53	120
Total	21	2	31	54	1	174	12	187	2	1	1	4	27	187	0	214	459
05:00 PM	8	0	4	12	0	42	1	43	0	0	0	0	6	63	0	69	124
05:15 PM	5	1	6	12	0	49	1	50	0	0	0	0	2	55	0	57	119
05:30 PM	3	0	12	15	0	36	3	39	0	0	0	0	6	50	0	56	110
05:45 PM	4	0	10	14	1	36	3	40	0	0	0	0	7	49	0	56	110
Total	20	1	32	53	1	163	8	172	0	0	0	0	21	217	0	238	463
Grand Total	41	3	63	107	2	337	20	359	2	1	1	4	48	404	0	452	922
Apprch %	38.3	2.8	58.9		0.6	93.9	5.6		50	25	25		10.6	89.4	0		
Total %	4.4	0.3	6.8	11.6	0.2	36.6	2.2	38.9	0.2	0.1	0.1	0.4	5.2	43.8	0	49	

	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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	9	0	6	15	0	39	2	41	2	0	0	2	6	58	0	64	122
04:30 PM	6	0	13	19	1	51	4	56	0	0	0	0	7	39	0	46	121
04:45 PM	3	1	6	10	0	52	3	55	0	1	1	2	4	49	0	53	120
05:00 PM	8	0	4	12	0	42	1	43	0	0	0	0	6	63	0	69	124
Total Volume	26	1	29	56	1	184	10	195	2	1	1	4	23	209	0	232	487
% App. Total	46.4	1.8	51.8		0.5	94.4	5.1		50	25	25		9.9	90.1	0		
PHF	.722	.250	.558	.737	.250	.885	.625	.871	.250	.250	.250	.500	.821	.829	.000	.841	.982

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Yucca Trail
Weather: Clear

File Name : YCVLCYUPM
Site Code : 07515000
Start Date : 6/30/2015
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.	9	0	6	15	0	39	2	41	2	0	0	2	6	58	0	64
+15 mins.	6	0	13	19	1	51	4	56	0	0	0	0	7	39	0	46
+30 mins.	3	1	6	10	0	52	3	55	0	1	1	2	4	49	0	53
+45 mins.	8	0	4	12	0	42	1	43	0	0	0	0	6	63	0	69
Total Volume	26	1	29	56	1	184	10	195	2	1	1	4	23	209	0	232
% App. Total	46.4	1.8	51.8		0.5	94.4	5.1		50	25	25		9.9	90.1	0	
PHF	.722	.250	.558	.737	.250	.885	.625	.871	.250	.250	.250	.500	.821	.829	.000	.841

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Yucca Trail
Weather: Clear

File Name : YCVLCYUPM
Site Code : 07515000
Start Date : 6/30/2015

Groups Printed- Large 2 Axle Vehicles

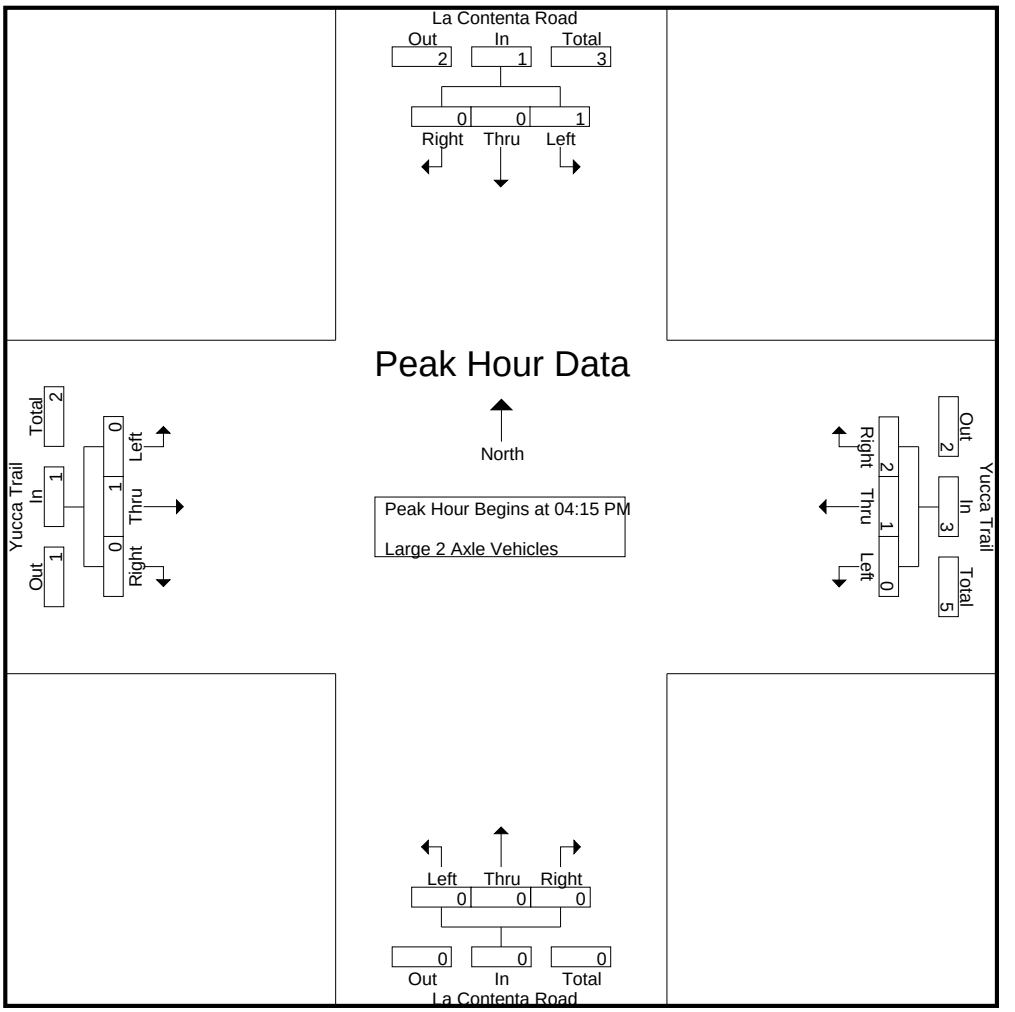
	La Contenta Road Southbound				Yucca Trail Westbound				La Contenta Road Northbound				Yucca Trail Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	1	3
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	1	2	3	0	0	0	0	0	1	0	1	5
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	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	2	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Grand Total	1	0	0	1	0	1	2	3	0	0	0	0	0	4	0	4	8
Apprch %	100	0	0		0	33.3	66.7		0	0	0		0	100	0		
Total %	12.5	0	0	12.5	0	12.5	25	37.5	0	0	0	0	0	50	0	50	

	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 04:15 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	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	1	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	1	0	0	1	0	1	2	3	0	0	0	0	0	1	0	1	5
% App. Total	100	0	0		0	33.3	66.7		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.250	.250	.375	.000	.000	.000	.000	.000	.250	.000	.250	.417

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Yucca Trail
Weather: Clear

File Name : YCVLCYUPM
Site Code : 07515000
Start Date : 6/30/2015
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	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	1	2	3	0	0	0	0	0	1	0	1
% App. Total	100	0	0		0	33.3	66.7		0	0	0		0	100	0	
PHF	.250	.000	.000	.250	.000	.250	.250	.375	.000	.000	.000	.000	.000	.250	.000	.250

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Yucca Trail
Weather: Clear

File Name : YCVLCYUPM
Site Code : 07515000
Start Date : 6/30/2015

Groups Printed- 3 Axle Vehicles

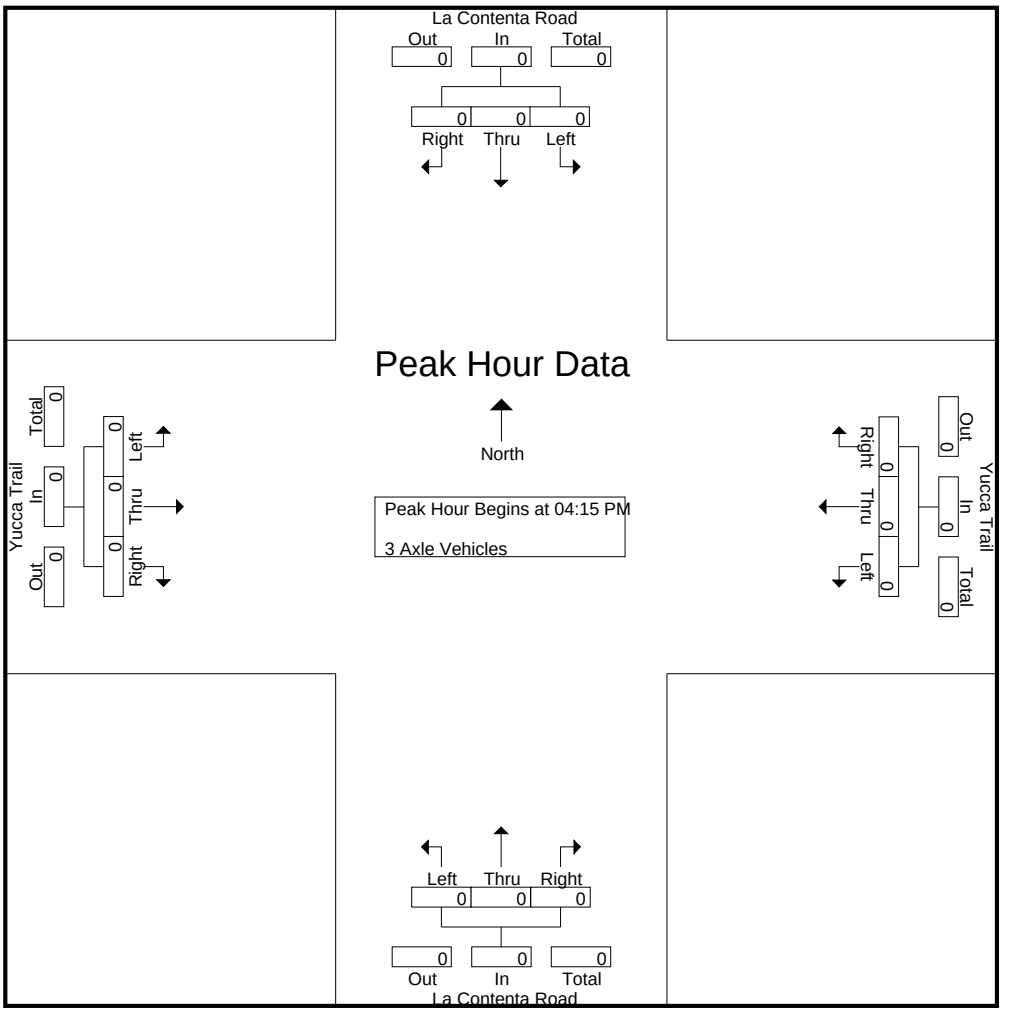
	La Contenta Road Southbound				Yucca Trail Westbound				La Contenta Road Northbound				Yucca Trail Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	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
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	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 04:15 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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Yucca Trail
Weather: Clear

File Name : YCVLCYUPM
Site Code : 07515000
Start Date : 6/30/2015
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	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Yucca Trail
Weather: Clear

File Name : YCVLCYUPM
Site Code : 07515000
Start Date : 6/30/2015
Page No : 1

Groups Printed- 4+ Axle Trucks

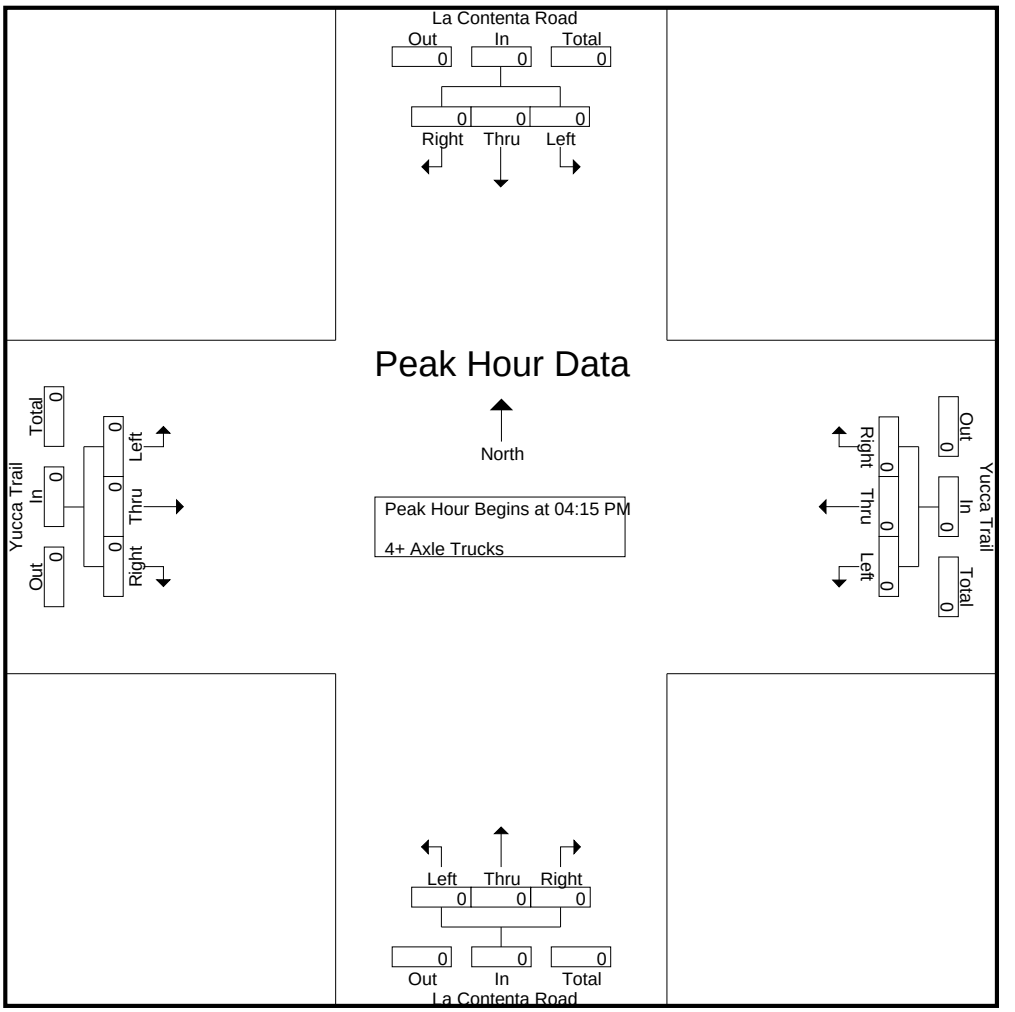
	La Contenta Road Southbound				Yucca Trail Westbound				La Contenta Road Northbound				Yucca Trail Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	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
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	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 04:15 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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Yucca Valley
N/S: La Contenta Road
E/W: Yucca Trail
Weather: Clear

File Name : YCVLCYUPM
Site Code : 07515000
Start Date : 6/30/2015
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	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

APPENDIX C

Future Growth Increment Calculation Worksheets

INTERSECTION	LEG	MODEL 2008 ADT	EXISTING 2015 ADT	FUTURE 2035 ADT[1]	OPENING 2016 ADT
AVALON AVENUE (NS) / TWENTYNINE PALMS HIGHWAY (EW) - #1	North	447	**1,700**	1,900	1,700
	South	2,656	**4,800**	5,700	4,800
	East	21,642	**19,000**	21,100	19,100
	West	19,611	**20,900**	23,000	21,000
INDIO AVENUE (NS) / YUCCA TRAIL (EW) - #3	North	-	**1,000**	1,100	1,000
	South	-	**0**	-	-
	East	2,183	**6,500**	7,200	6,500
	West	3,324	**6,500**	7,300	6,500
YUCCA MESSA ROAD/LA CONTENTA ROAD (NS) / TWENTYNINE PALMS HIGHWAY (EW) - #7	North	3,785	**4,000**	4,400	4,000
	South	-	**1,400**	1,500	1,400
	East	20,726	**18,100**	20,000	18,200
	West	21,723	**19,100**	21,100	19,200
LA CONTENTA ROAD (NS) / SUNNYSLOPE DRIVE (EW) - #8	North	-	**2,000**	2,200	2,000
	South	-	**2,000**	2,200	2,000
	East	-	**0**	-	-
	West	-	**100**	100	100
LA CONTENTA ROAD (NS) / YUCCA TRAIL/ALTA LOMA ROAD (EW) - #9	North	-	**2,000**	2,200	2,000
	South	-	**100**	100	100
	East	3,143	**5,100**	5,600	5,100
	West	2,364	**5,200**	5,700	5,200

[1] Adjusted for minimum 10% growth over existing average daily traffic volumes for Year 2035.

INTERSECTION	LEG	MODEL 2008 ADT	EXISTING 2015 ADT	FUTURE 2035 ADT[1]	OPENING 2026 ADT
AVALON AVENUE (NS) / TWENTYNINE PALMS HIGHWAY (EW) - #1	North	447	**1,700**	1,900	1,800
	South	2,656	**4,800**	5,700	5,300
	East	21,642	**19,000**	21,100	20,200
	West	19,611	**20,900**	23,000	22,000
INDIO AVENUE (NS) / YUCCA TRAIL (EW) - #3	North	-	**1,000**	1,100	1,100
	South	-	**0**	-	-
	East	2,183	**6,500**	7,200	6,900
	West	3,324	**6,500**	7,300	7,000
YUCCA MESSA ROAD/LA CONTENTA ROAD (NS) / TWENTYNINE PALMS HIGHWAY (EW) - #7	North	3,785	**4,000**	4,400	4,200
	South	-	**1,400**	1,500	1,500
	East	20,726	**18,100**	20,000	19,100
	West	21,723	**19,100**	21,100	20,200
LA CONTENTA ROAD (NS) / SUNNYSLOPE DRIVE (EW) - #8	North	-	**2,000**	2,200	2,100
	South	-	**2,000**	2,200	2,100
	East	-	**0**	-	-
	West	-	**100**	100	100
LA CONTENTA ROAD (NS) / YUCCA TRAIL/ALTA LOMA ROAD (EW) - #9	North	-	**2,000**	2,200	2,100
	South	-	**100**	100	100
	East	3,143	**5,100**	5,600	5,400
	West	2,364	**5,200**	5,700	5,500

[1] Adjusted for minimum 10% growth over existing average daily traffic volumes for Year 2035.

AVALON AVENUE (NS) / TWENTYNINE PALMS HIGHWAY (EW) - #1

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2015					14	22	22			
					<	v	>			
			7	^				^	17	
			392	>				<	560	
			73	v				v	37	
					<	^	>			
					60	9	37			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2015						58	33			
						v	^			
			634	<	IN	=	1250	<	614	
			472	>	OUT	=	1250	>	451	
						v	^			
						132	106			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

						3	0	0		
					<	v	>			
			0	^				^	0	
			87	>				<	63	
			5	v				v	5	
PCE FACTORS BY AXLE:					<	^	>			
2:	1.5	3:	2.0	4+:	3.0	6	2	5		

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2015					17	22	22			
					<	v	>			
			7	^				^	17	
			479	>				<	623	
			78	v				v	42	
					<	^	>			
					66	11	42			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008						14	12			
						v	^			
			2847	<	IN	=	4085	<	3062	
			838	>	OUT	=	4085	>	967	
						v	^			
						259	171			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008						0	0			
						v	^			
			0	<	IN	=	0	<	0	
			0	>	OUT	=	0	>	0	
						v	^			
						0	0			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS:	0.38					5	5			
PHF FOR TRUCKS:	0.333					v	^			
			1082	<	IN	=	1552	<	1164	
			318	>	OUT	=	1552	>	367	
						v	^			
						98	65			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035						27	28			
						v	^			
			2566	<	IN	=	4460	<	2866	
			1288	>	OUT	=	4461	>	1506	
						v	^			
						361	279			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035						0	0			
						v	^			
			0	<	IN	=	0	<	0	
			0	>	OUT	=	0	>	0	
						v	^			
						0	0			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS:	0.38					10	11			
PHF FOR TRUCKS:	0.333					v	^			
			975	<	IN	=	1695	<	1089	
			489	>	OUT	=	1695	>	572	
						v	^			
						137	106			

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.25

						5	6			
						v	^			
			-107	<				<	-74	
			171	>				>	205	
						v	^			
						39	41			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

						10	10			
						v	^			
			70	<	IN	=	290	<	70	
			170	>	OUT	=	320	>	200	
						v	^			
						40	40			

OPENING YEAR GROWTH: 2015 TO 2016

1 YEARS

						0	0			
						v	^			
			0	<				<	0	
			10	>				>	10	
						v	^			
						0	0			

INITIAL OPENING YEAR VOLUMES:

2016						60	40			
						v	^			
			710	<	IN	=	1430	<	680	
			570	>	OUT	=	1440	>	550	
						v	^			
						140	120			

BALANCED OPENING YEAR VOLUMES:

2016						60	40			
						v	^			
			710	<	IN	=	1430	<	680	
			570	>	OUT	=	1440	>	550	
						v	^			
						140	120			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2015					19	23	16			
					<	v	>			
			24	^				^	29	
			708	>				<	724	
			123	v				v	57	
					<	^	>			
					140	31	35			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2015						58	84			
						v	^			
			883	<	IN	=	1929	<	810	
			855	>	OUT	=	1929	>	759	
						v	^			
						203	206			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

						0	0	2		
					<	v	>			
			0	^				^	2	
			31	>				<	47	
			3	v				v	0	
PCE FACTORS BY AXLE:					<	^	>			
2:	1.5	3:	2	4+:	3.0	2	3	2		

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2015					19	23	18			
					<	v	>			
			24	^				^	31	
			739	>				<	771	
			126	v				v	57	
					<	^	>			
					142	34	37			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008						19	27			
						v	^			
			1992	<	IN	=	6687	<	2199	
			4089	>	OUT	=	6686	>	4325	
						v	^			
						342	380			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008						0	0			
						v	^			
			0	<	IN	=	0	<	0	
			0	>	OUT	=	0	>	0	
						v	^			
						0	0			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS:	0.28					5	8			
PHF FOR TRUCKS:	0.25					v	^			
			558	<	IN	=	1872	<	616	
			1145	>	OUT	=	1872	>	1211	
						v	^			
						96	106			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035						42	46			
						v	^			
			2645	<	IN	=	7654	<	2956	
			4096	>	OUT	=	7654	>	4469	
						v	^			
						494	560			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035						0	0			
						v	^			
			0	<	IN	=	0	<	0	
			0	>	OUT	=	0	>	0	
						v	^			
						0	0			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS:	0.28					12	13			
PHF FOR TRUCKS:	0.25					v	^			
			741	<	IN	=	2143	<	828	
			1147	>	OUT	=	2143	>	1251	
						v	^			
						138	157			

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.25

						6	5			
						v	^			
			183	<				<	212	
			2	>				>	40	
						v	^			
						43	50			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

						10	10			
						v	^			
			180	<	IN	=	360	<	210	
			90	>	OUT	=	310	>	80	
						v	^			
						40	50			

OPENING YEAR GROWTH: 2015 TO 2016

1 YEARS

						0	0			
						v	^			
			10	<				<	10	
			0	>				>	0	
						v	^			
						0	0			

INITIAL OPENING YEAR VOLUMES:

2016						60	90			
						v	^			
			940	<	IN	=	2030	<	870	
			890	>	OUT	=	2030	>	790	
						v	^			
						210	210			

BALANCED OPENING YEAR VOLUMES:

2016						60	90			
						v	^			
			940	<	IN	=	2030	<	870	
			890	>	OUT	=	2030	>	790	
						v	^			
						210	210			

AVALON AVENUE (NS) / TWENTYNINE PALMS HIGHWAY (EW) - #1

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL
NORTH	LEFT	**66**	SOUTH LEG		NORTH	LEFT	**142**	SOUTH LEG	
BOUND	THRU	**11**	IN ...	**120**	BOUND	THRU	**34**	IN ...	**210**
	RIGHT	**42**	OUT ...	**140**		RIGHT	**37**	OUT ...	**210**
SOUTH	LEFT	**22**	NORTH LEG		SOUTH	LEFT	**18**	NORTH LEG	
BOUND	THRU	**22**	IN ...	**60**	BOUND	THRU	**23**	IN ...	**60**
	RIGHT	**17**	OUT ...	**40**		RIGHT	**19**	OUT ...	**90**
EAST	LEFT	**7**	WEST LEG		EAST	LEFT	**24**	WEST LEG	
BOUND	THRU	**479**	IN ...	**570**	BOUND	THRU	**739**	IN ...	**890**
	RIGHT	**78**	OUT ...	**710**		RIGHT	**126**	OUT ...	**940**
WEST	LEFT	**42**	EAST LEG		WEST	LEFT	**57**	EAST LEG	
BOUND	THRU	**623**	IN ...	**680**	BOUND	THRU	**771**	IN ...	**870**
	RIGHT	**17**	OUT ...	**550**		RIGHT	**31**	OUT ...	**790**

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**66**	**67**	NORTH LEG	NORTH	LEFT	**142**	**147**	NORTH LEG
BOUND	THRU	**11**	**13**	RATIO **12.9%**	BOUND	THRU	**34**	**36**	RATIO **19.2%**
	RIGHT	**42**	**44**	ADT 800		RIGHT	**37**	**39**	ADT 800
SOUTH	LEFT	**22**	**23**	SOUTH LEG	SOUTH	LEFT	**18**	**19**	SOUTH LEG
BOUND	THRU	**22**	**23**	RATIO **89.6%**	BOUND	THRU	**23**	**23**	RATIO **144.0%**
	RIGHT	**17**	**17**	ADT 300		RIGHT	**19**	**19**	ADT 300
EAST	LEFT	**7**	**8**	EAST LEG	EAST	LEFT	**24**	**25**	EAST LEG
BOUND	THRU	**479**	**487**	RATIO **44.4%**	BOUND	THRU	**739**	**762**	RATIO **60.4%**
	RIGHT	**78**	**78**	ADT 2,800		RIGHT	**126**	**129**	ADT 2,800
WEST	LEFT	**42**	**44**	WEST LEG	WEST	LEFT	**57**	**58**	WEST LEG
BOUND	THRU	**623**	**626**	RATIO **49.4%**	BOUND	THRU	**771**	**781**	RATIO **71.6%**
	RIGHT	**17**	**19**	ADT 2,600		RIGHT	**31**	**32**	ADT 2,600

AVALON AVENUE (NS) / TWENTYNINE PALMS HIGHWAY (EW) - #1

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL
NORTH	LEFT	**66**	SOUTH LEG		NORTH	LEFT	**142**	SOUTH LEG	
BOUND	THRU	**11**	IN ...	**140**	BOUND	THRU	**34**	IN ...	**230**
	RIGHT	**42**	OUT ...	**160**		RIGHT	**37**	OUT ...	**230**
SOUTH	LEFT	**22**	NORTH LEG		SOUTH	LEFT	**18**	NORTH LEG	
BOUND	THRU	**22**	IN ...	**60**	BOUND	THRU	**23**	IN ...	**60**
	RIGHT	**17**	OUT ...	**40**		RIGHT	**19**	OUT ...	**90**
EAST	LEFT	**7**	WEST LEG		EAST	LEFT	**24**	WEST LEG	
BOUND	THRU	**479**	IN ...	**640**	BOUND	THRU	**739**	IN ...	**930**
	RIGHT	**78**	OUT ...	**740**		RIGHT	**126**	OUT ...	**1,010**
WEST	LEFT	**42**	EAST LEG		WEST	LEFT	**57**	EAST LEG	
BOUND	THRU	**623**	IN ...	**720**	BOUND	THRU	**771**	IN ...	**950**
	RIGHT	**17**	OUT ...	**620**		RIGHT	**31**	OUT ...	**830**

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**66**	**74**	NORTH LEG	NORTH	LEFT	**142**	**151**	NORTH LEG
BOUND	THRU	**11**	**13**	RATIO **12.8%**	BOUND	THRU	**34**	**35**	RATIO **19.3%**
	RIGHT	**42**	**52**	ADT 800		RIGHT	**37**	**42**	ADT 800
SOUTH	LEFT	**22**	**22**	SOUTH LEG	SOUTH	LEFT	**18**	**18**	SOUTH LEG
BOUND	THRU	**22**	**22**	RATIO **100.0%**	BOUND	THRU	**23**	**24**	RATIO **152.9%**
	RIGHT	**17**	**18**	ADT 300		RIGHT	**19**	**20**	ADT 300
EAST	LEFT	**7**	**8**	EAST LEG	EAST	LEFT	**24**	**25**	EAST LEG
BOUND	THRU	**479**	**545**	RATIO **47.8%**	BOUND	THRU	**739**	**769**	RATIO **63.3%**
	RIGHT	**78**	**89**	ADT 2,800		RIGHT	**126**	**136**	ADT 2,800
WEST	LEFT	**42**	**49**	WEST LEG	WEST	LEFT	**57**	**70**	WEST LEG
BOUND	THRU	**623**	**650**	RATIO **53.3%**	BOUND	THRU	**771**	**841**	RATIO **74.7%**
	RIGHT	**17**	**19**	ADT 2,600		RIGHT	**31**	**33**	ADT 2,600

AVALON AVENUE (NS) / TWENTYNINE PALMS HIGHWAY (EW) - #1

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**66**	SOUTH LEG		NORTH	LEFT	**142**	SOUTH LEG	
BOUND	THRU	**11**	IN ...	**150**	BOUND	THRU	**34**	IN ...	**250**
	RIGHT	**42**	OUT ...	**170**		RIGHT	**37**	OUT ...	**240**
SOUTH	LEFT	**22**	NORTH LEG		SOUTH	LEFT	**18**	NORTH LEG	
BOUND	THRU	**22**	IN ...	**70**	BOUND	THRU	**23**	IN ...	**70**
	RIGHT	**17**	OUT ...	**50**		RIGHT	**19**	OUT ...	**100**
EAST	LEFT	**7**	WEST LEG		EAST	LEFT	**24**	WEST LEG	
BOUND	THRU	**479**	IN ...	**690**	BOUND	THRU	**739**	IN ...	**960**
	RIGHT	**78**	OUT ...	**760**		RIGHT	**126**	OUT ...	**1,060**
WEST	LEFT	**42**	EAST LEG		WEST	LEFT	**57**	EAST LEG	
BOUND	THRU	**623**	IN ...	**730**	BOUND	THRU	**771**	IN ...	**1,020**
	RIGHT	**17**	OUT ...	**690**		RIGHT	**31**	OUT ...	**850**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**66**	**77**	NORTH LEG	NORTH	LEFT	**142**	**158**	NORTH LEG
BOUND	THRU	**11**	**17**	RATIO **13.5%**	BOUND	THRU	**34**	**40**	RATIO **19.1%**
	RIGHT	**42**	**59**	ADT 900		RIGHT	**37**	**46**	ADT 900
SOUTH	LEFT	**22**	**28**	SOUTH LEG	SOUTH	LEFT	**18**	**21**	SOUTH LEG
BOUND	THRU	**22**	**26**	RATIO **107.5%**	BOUND	THRU	**23**	**28**	RATIO **161.4%**
	RIGHT	**17**	**18**	ADT 300		RIGHT	**19**	**20**	ADT 300
EAST	LEFT	**7**	**10**	EAST LEG	EAST	LEFT	**24**	**27**	EAST LEG
BOUND	THRU	**479**	**604**	RATIO **46.1%**	BOUND	THRU	**739**	**782**	RATIO **59.5%**
	RIGHT	**78**	**93**	ADT 3,100		RIGHT	**126**	**137**	ADT 3,100
WEST	LEFT	**42**	**51**	WEST LEG	WEST	LEFT	**57**	**75**	WEST LEG
BOUND	THRU	**623**	**665**	RATIO **50.6%**	BOUND	THRU	**771**	**882**	RATIO **69.2%**
	RIGHT	**17**	**24**	ADT 2,900		RIGHT	**31**	**37**	ADT 2,900

INDIO AVENUE (NS) / YUCCA TRAIL (EW) - #3

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2015

				6	0	5				
				<	v	>				
		21	^				^	6		
		188	>				<	180		
		0	v				v	0		
				<	^	>				
				0	0	0				

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2015

					11	27				
					v	^				
			186	<	IN =		406	<	186	
			209	>	OUT =		406	>	193	
					v	^				
					0	0				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				5	0	0				
				<	v	>				
		5	^				^	0		
		16	>				<	11		
		0	v				v	0		
				<	^	>				
				0	0	0				

PCE FACTORS BY AXLE:

2: **1.5** 3: **2.0** 4+: **3.0**

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2015

				11	0	5				
				<	v	>				
		26	^				^	6		
		204	>				<	191		
		0	v				v	0		
				<	^	>				
				0	0	0				

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					0	**0**				
					v	^				
			490	<	IN =		598	<	**340**	
			258	>	OUT =		596	>	**106**	
					v	^				
					0	**0**				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					0	**0**				
					v	^				
			0	<	IN =		0	<	**0**	
			0	>	OUT =		0	>	**0**	
					v	^				
					0	**0**				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: **0.38**

PHF FOR TRUCKS: **0.333**

					0	0				
					v	^				
			186	<	IN =		227	<	129	
			98	>	OUT =		226	>	40	
					v	^				
					0	0				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					0	**0**				
					v	^				
			504	<	IN =		662	<	**253**	
			409	>	OUT =		661	>	**157**	
					v	^				
					0	**0**				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	**0**				
					v	^				
			0	<	IN =		0	<	**0**	
			0	>	OUT =		0	>	**0**	
					v	^				
					0	**0**				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					0	0				
					v	^				
			192	<	IN =		252	<	96	
			155	>	OUT =		251	>	60	
					v	^				
					0	0				

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: **2035**

FACTOR = **1.25**

					0	0				
					v	^				
			5	<				<	-33	
			57	>				>	19	
					v	^				
					0	0				

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					0	0				
					v	^				
			20	<	IN =		80	<	20	
			60	>	OUT =		40	>	20	
					v	^				
					0	0				

OPENING YEAR GROWTH: 2015 TO **2016**

1 YEARS

					0	0				
					v	^				
			0	<				<	0	
			0	>				>	0	
					v	^				
					0	0				

INITIAL OPENING YEAR VOLUMES:

2016

					20	30				
					v	^				
			200	<	IN =		450	<	200	
			230	>	OUT =		440	>	210	
					v	^				
					0	0				

BALANCED OPENING YEAR VOLUMES:

2016

					20	30				
					v	^				
			200	<	IN =		450	<	200	
			230	>	OUT =		440	>	210	
					v	^				
					0	0				

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2015

				35	0	16				
				<	v	>				
		23	^				^	7		
		226	>				<	217		
		0	v				v	0		
				<	^	>				
				0	0	0				

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2015

					51	30				
					v	^				
			252	<	IN =		524	<	224	
			249	>	OUT =		524	>	242	
					v	^				
					0	0				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				2	0	0				
				<	v	>				
		2	^				^	0		
		2	>				<	2		
		0	v				v	0		
				<	^	>				
				0	0	0				

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2015

				37	0	16				
				<	v	>				
		25	^				^	7		
		228	>				<	219		
		0	v				v	0		
				<	^	>				
				0	0	0				

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					0	**0**				
					v	^				
			410	<	IN =		1017	<	**228**	
			789	>	OUT =		1017	>	**607**	
					v	^				
					0	**0**				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					0	**0**				
					v	^				
			0	<	IN =		0	<	**0**	
			0	>	OUT =		0	>	**0**	
					v	^				
					0	**0**				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: **0.28**

PHF FOR TRUCKS: **0.25**

					0	0				
					v	^				
			115	<	IN =		285	<	64	
			221	>	OUT =		285	>	170	
					v	^				
					0	0				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					0	**0**				
					v	^				
			657	<	IN =		1221	<	**307**	
			914	>	OUT =		1221	>	**564**	
					v	^				
					0	**0**				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	**0**				
					v	^				
			0	<	IN =		0	<	**0**	
			0	>	OUT =		0	>	**0**	
					v	^				
					0	**0**				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					0	0				
					v	^				
			184	<	IN =		342	<	86	
			256	>	OUT =		342	>	158	
					v	^				
					0	0				

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.25

					0	0				
					v	^				
			69	<				<	22	
			35	>				>	-12	
					v	^				
					0	0				

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					10	0				
					v	^				
			70	<	IN =		70	<	20	
			40	>	OUT =		90	>	20	
					v	^				
					0	0				

OPENING YEAR GROWTH: 2015 TO 2016

1 YEARS

					0	0				
					v	^				
			0	<				<	0	
			0	>				>	0	
					v	^				
					0	0				

INITIAL OPENING YEAR VOLUMES:

2016

					50	30				
					v	^				
			260	<	IN =		530	<	230	
			250	>	OUT =		530	>	240	
					v	^				
					0	0				

BALANCED OPENING YEAR VOLUMES:

2016

					50	30				
					v	^				
			260	<	IN =		530	<	230	
			250	>	OUT =		530	>	240	
					v	^				
					0	0				

INDIO AVENUE (NS) / YUCCA TRAIL (EW) - #3

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**
SOUTH	LEFT	**5**	NORTH LEG		SOUTH	LEFT	**16**	NORTH LEG	
BOUND	THRU	**0**	IN ...	**20**	BOUND	THRU	**0**	IN ...	**50**
	RIGHT	**11**	OUT ...	**30**		RIGHT	**37**	OUT ...	**30**
EAST	LEFT	**26**	WEST LEG		EAST	LEFT	**25**	WEST LEG	
BOUND	THRU	**204**	IN ...	**230**	BOUND	THRU	**228**	IN ...	**250**
	RIGHT	**0**	OUT ...	**200**		RIGHT	**0**	OUT ...	**260**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**191**	IN ...	**200**	BOUND	THRU	**219**	IN ...	**230**
	RIGHT	**6**	OUT ...	**210**		RIGHT	**7**	OUT ...	**240**

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**0**	**0**	RATIO **6.6%**	BOUND	THRU	**0**	**0**	RATIO **11.3%**
	RIGHT	**0**	**0**	ADT 800		RIGHT	**0**	**0**	ADT 800
SOUTH	LEFT	**5**	**7**	SOUTH LEG	SOUTH	LEFT	**16**	**17**	SOUTH LEG
BOUND	THRU	**0**	**0**	RATIO **0.0%**	BOUND	THRU	**0**	**0**	RATIO **0.0%**
	RIGHT	**11**	**13**	ADT 300		RIGHT	**37**	**39**	ADT 300
EAST	LEFT	**26**	**27**	EAST LEG	EAST	LEFT	**25**	**26**	EAST LEG
BOUND	THRU	**204**	**211**	RATIO **15.0%**	BOUND	THRU	**228**	**235**	RATIO **17.3%**
	RIGHT	**0**	**0**	ADT 2,800		RIGHT	**0**	**0**	ADT 2,800
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**191**	**197**	RATIO **17.2%**	BOUND	THRU	**219**	**224**	RATIO **20.2%**
	RIGHT	**6**	**6**	ADT 2,600		RIGHT	**7**	**8**	ADT 2,600

INDIO AVENUE (NS) / YUCCA TRAIL (EW) - #3

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**
SOUTH	LEFT	**5**	NORTH LEG		SOUTH	LEFT	**16**	NORTH LEG	
BOUND	THRU	**0**	IN ...	**20**	BOUND	THRU	**0**	IN ...	**50**
	RIGHT	**11**	OUT ...	**30**		RIGHT	**37**	OUT ...	**30**
EAST	LEFT	**26**	WEST LEG		EAST	LEFT	**25**	WEST LEG	
BOUND	THRU	**204**	IN ...	**250**	BOUND	THRU	**228**	IN ...	**270**
	RIGHT	**0**	OUT ...	**220**		RIGHT	**0**	OUT ...	**290**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**191**	IN ...	**210**	BOUND	THRU	**219**	IN ...	**240**
	RIGHT	**6**	OUT ...	**230**		RIGHT	**7**	OUT ...	**250**

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**0**	**0**	RATIO **6.8%**	BOUND	THRU	**0**	**0**	RATIO **11.6%**
	RIGHT	**0**	**0**	ADT 800		RIGHT	**0**	**0**	ADT 800
SOUTH	LEFT	**5**	**6**	SOUTH LEG	SOUTH	LEFT	**16**	**17**	SOUTH LEG
BOUND	THRU	**0**	**0**	RATIO **0.0%**	BOUND	THRU	**0**	**0**	RATIO **0.0%**
	RIGHT	**11**	**14**	ADT 300		RIGHT	**37**	**42**	ADT 300
EAST	LEFT	**26**	**27**	EAST LEG	EAST	LEFT	**25**	**26**	EAST LEG
BOUND	THRU	**204**	**224**	RATIO **15.8%**	BOUND	THRU	**228**	**240**	RATIO **18.3%**
	RIGHT	**0**	**0**	ADT 2,800		RIGHT	**0**	**0**	ADT 2,800
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**191**	**206**	RATIO **18.1%**	BOUND	THRU	**219**	**248**	RATIO **21.4%**
	RIGHT	**6**	**7**	ADT 2,600		RIGHT	**7**	**8**	ADT 2,600

INDIO AVENUE (NS) / YUCCA TRAIL (EW) - #3

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**
SOUTH	LEFT	**5**	NORTH LEG		SOUTH	LEFT	**16**	NORTH LEG	
BOUND	THRU	**0**	IN ...	**20**	BOUND	THRU	**0**	IN ...	**60**
	RIGHT	**11**	OUT ...	**30**		RIGHT	**37**	OUT ...	**30**
EAST	LEFT	**26**	WEST LEG		EAST	LEFT	**25**	WEST LEG	
BOUND	THRU	**204**	IN ...	**270**	BOUND	THRU	**228**	IN ...	**280**
	RIGHT	**0**	OUT ...	**210**		RIGHT	**0**	OUT ...	**310**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**191**	IN ...	**210**	BOUND	THRU	**219**	IN ...	**240**
	RIGHT	**6**	OUT ...	**220**		RIGHT	**7**	OUT ...	**250**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**0**	**0**	RATIO **6.0%**	BOUND	THRU	**0**	**0**	RATIO **12.0%**
	RIGHT	**0**	**0**	ADT 900		RIGHT	**0**	**0**	ADT 900
SOUTH	LEFT	**5**	**6**	SOUTH LEG	SOUTH	LEFT	**16**	**18**	SOUTH LEG
BOUND	THRU	**0**	**0**	RATIO **0.0%**	BOUND	THRU	**0**	**0**	RATIO **0.0%**
	RIGHT	**11**	**15**	ADT 300		RIGHT	**37**	**55**	ADT 300
EAST	LEFT	**26**	**26**	EAST LEG	EAST	LEFT	**25**	**27**	EAST LEG
BOUND	THRU	**204**	**216**	RATIO **13.7%**	BOUND	THRU	**228**	**242**	RATIO **16.9%**
	RIGHT	**0**	**0**	ADT 3,100		RIGHT	**0**	**0**	ADT 3,100
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**191**	**195**	RATIO **15.6%**	BOUND	THRU	**219**	**255**	RATIO **20.0%**
	RIGHT	**6**	**7**	ADT 2,900		RIGHT	**7**	**8**	ADT 2,900

YUCCA MESSA ROAD/LA CONTENTA ROAD (NS) / TWENTYNINE PALMS HIGHWAY (EW) - #7

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2015

				104	23	53			
				<	v	>			
		32	^				^		16
		433	>				<		488
		20	v				v		20
				<	^	>			
				24	17	19			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2015

					180	65			
					v	^			
		616	<	IN	=	1249	<		524
		485	>	OUT	=	1249	>		505
					v	^			
					63	60			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				2	11	6			
				<	v	>			
		5	^				^		24
		74	>				<		62
		3	v				v		5
				<	^	>			
				6	3	12			

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2015

				106	34	59			
				<	v	>			
		37	^				^		40
		507	>				<		550
		23	v				v		25
				<	^	>			
				30	20	31			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					514	192			
					v	^			
		3047	<	IN	=	4269	<		2755
		1000	>	OUT	=	4269	>		1030
					v	^			
					0	0			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					0	0			
					v	^			
		0	<	IN	=	0	<		0
		0	>	OUT	=	0	>		0
					v	^			
					0	0			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					195	73			
					v	^			
		1158	<	IN	=	1622	<		1047
		380	>	OUT	=	1622	>		391
					v	^			
					0	0			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					535	241			
					v	^			
		2802	<	IN	=	4638	<		2517
		1586	>	OUT	=	4638	>		1595
					v	^			
					0	0			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0			
					v	^			
		0	<	IN	=	0	<		0
		0	>	OUT	=	0	>		0
					v	^			
					0	0			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					203	92			
					v	^			
		1065	<	IN	=	1762	<		956
		603	>	OUT	=	1762	>		606
					v	^			
					0	0			

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.25

					8	19			
					v	^			
		-93	<				<		-90
		223	>				>		215
					v	^			
					0	0			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					20	20			
					v	^			
		70	<	IN	=	300	<		60
		220	>	OUT	=	300	>		210
					v	^			
					0	0			

OPENING YEAR GROWTH: 2015 TO 2016

1 YEARS

					0	0			
					v	^			
		0	<				<		0
		10	>				>		10
					v	^			
					0	0			

INITIAL OPENING YEAR VOLUMES:

2016

					200	100			
					v	^			
		690	<	IN	=	1480	<		620
		580	>	OUT	=	1480	>		610
					v	^			
					80	80			

BALANCED OPENING YEAR VOLUMES:

2016

					200	100			
					v	^			
		690	<	IN	=	1480	<		620
		580	>	OUT	=	1480	>		610
					v	^			
					80	80			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2015

				71	19	31			
				<	v	>			
		115	^				^		71
		623	>				<		753
		22	v				v		17
				<	^	>			
				10	26	13			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2015

					121	212			
					v	^			
		834	<	IN	=	1771	<		841
		760	>	OUT	=	1771	>		667
					v	^			
					58	49			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				3	2	4			
				<	v	>			
		2	^				^		3
		20	>				<		38
		6	v				v		2
				<	^	>			
				2	3	0			

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2015

				74	21	35			
				<	v	>			
		117	^				^		74
		643	>				<		791
		28	v				v		19
				<	^	>			
				12	29	13			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					437	878			
					v	^			
		2156	<	IN	=	7066	<		2189
		4440	>	OUT	=	7065	>		4031
					v	^			
					0	0			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					0	0			
					v	^			
		0	<	IN	=	0	<		0
		0	>	OUT	=	0	>		0
					v	^			
					0	0			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					122	246			
					v	^			
		604	<	IN	=	1978	<		613
		1243	>	OUT	=	1978	>		1129
					v	^			
					0	0			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					442	937			
					v	^			
		2990	<	IN	=	7850	<		2967
		4441	>	OUT	=	7850	>		3923
					v	^			
					0	0			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0			
					v	^			
		0	<	IN	=	0	<		0
		0	>	OUT	=	0	>		0
					v	^			
					0	0			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					124	262			
					v	^			
		837	<	IN	=	2198	<		831
		1243	>	OUT	=	2198	>		1098
					v	^			
					0	0			

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.25

					1	17			
					v	^			
		234	<				<		218
		0	>				>		-30
					v	^			
					0	0			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					10	20			
					v	^			
		230	<	IN	=	310	<		220
		80	>	OUT	=	320	>		70
					v	^			
					0	0			

OPENING YEAR GROWTH: 2015 TO 2016

1 YEARS

					0	0			
					v	^			
		10	<				<		10
		0	>				>		0
					v	^			
					0	0			

INITIAL OPENING YEAR VOLUMES:

2016

					130	220			
					v	^			
		890	<	IN	=	1860	<		890
		790	>	OUT	=	1870	>		690
					v	^			
					70	50			

BALANCED OPENING YEAR VOLUMES:

2016

					130	220			
					v	^			
		890	<	IN	=	1860	<		890
		790	>	OUT	=	1870	>		690
					v	^			
					70	50			

YUCCA MESSA ROAD/LA CONTENTA ROAD (NS) / TWENTYNINE PALMS HIGHWAY (EW) - #7

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL
NORTH	LEFT	**30**	SOUTH LEG		NORTH	LEFT	**12**	SOUTH LEG	
BOUND	THRU	**20**	IN ...	**80**	BOUND	THRU	**29**	IN ...	**50**
	RIGHT	**31**	OUT ...	**80**		RIGHT	**13**	OUT ...	**70**
SOUTH	LEFT	**59**	NORTH LEG		SOUTH	LEFT	**35**	NORTH LEG	
BOUND	THRU	**34**	IN ...	**200**	BOUND	THRU	**21**	IN ...	**130**
	RIGHT	**106**	OUT ...	**100**		RIGHT	**74**	OUT ...	**220**
EAST	LEFT	**37**	WEST LEG		EAST	LEFT	**117**	WEST LEG	
BOUND	THRU	**507**	IN ...	**580**	BOUND	THRU	**643**	IN ...	**790**
	RIGHT	**23**	OUT ...	**690**		RIGHT	**28**	OUT ...	**890**
WEST	LEFT	**25**	EAST LEG		WEST	LEFT	**19**	EAST LEG	
BOUND	THRU	**550**	IN ...	**620**	BOUND	THRU	**791**	IN ...	**890**
	RIGHT	**40**	OUT ...	**610**		RIGHT	**74**	OUT ...	**690**

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**30**	**31**	NORTH LEG	NORTH	LEFT	**12**	**13**	NORTH LEG
BOUND	THRU	**20**	**20**	RATIO **37.9%**	BOUND	THRU	**29**	**30**	RATIO **45.1%**
	RIGHT	**31**	**32**	ADT 800		RIGHT	**13**	**14**	ADT 800
SOUTH	LEFT	**59**	**60**	SOUTH LEG	SOUTH	LEFT	**35**	**37**	SOUTH LEG
BOUND	THRU	**34**	**36**	RATIO **56.4%**	BOUND	THRU	**21**	**21**	RATIO **42.3%**
	RIGHT	**106**	**107**	ADT 300		RIGHT	**74**	**75**	ADT 300
EAST	LEFT	**37**	**38**	EAST LEG	EAST	LEFT	**117**	**120**	EAST LEG
BOUND	THRU	**507**	**519**	RATIO **44.0%**	BOUND	THRU	**643**	**644**	RATIO **57.0%**
	RIGHT	**23**	**24**	ADT 2,800		RIGHT	**28**	**29**	ADT 2,800
WEST	LEFT	**25**	**26**	WEST LEG	WEST	LEFT	**19**	**19**	WEST LEG
BOUND	THRU	**550**	**554**	RATIO **49.0%**	BOUND	THRU	**791**	**803**	RATIO **64.8%**
	RIGHT	**40**	**41**	ADT 2,600		RIGHT	**74**	**77**	ADT 2,600

YUCCA MESSA ROAD/LA CONTENTA ROAD (NS) / TWENTYNINE PALMS HIGHWAY (EW) - #7

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL
NORTH	LEFT	**30**	SOUTH LEG		NORTH	LEFT	**12**	SOUTH LEG	
BOUND	THRU	**20**	IN ...	**80**	BOUND	THRU	**29**	IN ...	**50**
	RIGHT	**31**	OUT ...	**80**		RIGHT	**13**	OUT ...	**70**
SOUTH	LEFT	**59**	NORTH LEG		SOUTH	LEFT	**35**	NORTH LEG	
BOUND	THRU	**34**	IN ...	**210**	BOUND	THRU	**21**	IN ...	**130**
	RIGHT	**106**	OUT ...	**110**		RIGHT	**74**	OUT ...	**230**
EAST	LEFT	**37**	WEST LEG		EAST	LEFT	**117**	WEST LEG	
BOUND	THRU	**507**	IN ...	**660**	BOUND	THRU	**643**	IN ...	**830**
	RIGHT	**23**	OUT ...	**720**		RIGHT	**28**	OUT ...	**970**
WEST	LEFT	**25**	EAST LEG		WEST	LEFT	**19**	EAST LEG	
BOUND	THRU	**550**	IN ...	**640**	BOUND	THRU	**791**	IN ...	**980**
	RIGHT	**40**	OUT ...	**690**		RIGHT	**74**	OUT ...	**720**

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**30**	**31**	NORTH LEG	NORTH	LEFT	**12**	**13**	NORTH LEG
BOUND	THRU	**20**	**21**	RATIO **40.6%**	BOUND	THRU	**29**	**30**	RATIO **46.0%**
	RIGHT	**31**	**32**	ADT 800		RIGHT	**13**	**14**	ADT 800
SOUTH	LEFT	**59**	**64**	SOUTH LEG	SOUTH	LEFT	**35**	**37**	SOUTH LEG
BOUND	THRU	**34**	**36**	RATIO **56.5%**	BOUND	THRU	**21**	**22**	RATIO **42.9%**
	RIGHT	**106**	**114**	ADT 300		RIGHT	**74**	**76**	ADT 300
EAST	LEFT	**37**	**45**	EAST LEG	EAST	LEFT	**117**	**124**	EAST LEG
BOUND	THRU	**507**	**595**	RATIO **47.8%**	BOUND	THRU	**643**	**674**	RATIO **61.0%**
	RIGHT	**23**	**24**	ADT 2,800		RIGHT	**28**	**30**	ADT 2,800
WEST	LEFT	**25**	**26**	WEST LEG	WEST	LEFT	**19**	**20**	WEST LEG
BOUND	THRU	**550**	**576**	RATIO **53.3%**	BOUND	THRU	**791**	**883**	RATIO **69.2%**
	RIGHT	**40**	**44**	ADT 2,600		RIGHT	**74**	**79**	ADT 2,600

YUCCA MESSA ROAD/LA CONTENTA ROAD (NS) / TWENTYNINE PALMS HIGHWAY (EW) - #7

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**30**	SOUTH LEG		NORTH	LEFT	**12**	SOUTH LEG	
BOUND	THRU	**20**	IN ...	**80**	BOUND	THRU	**29**	IN ...	**50**
	RIGHT	**31**	OUT ...	**80**		RIGHT	**13**	OUT ...	**70**
SOUTH	LEFT	**59**	NORTH LEG		SOUTH	LEFT	**35**	NORTH LEG	
BOUND	THRU	**34**	IN ...	**210**	BOUND	THRU	**21**	IN ...	**140**
	RIGHT	**106**	OUT ...	**110**		RIGHT	**74**	OUT ...	**230**
EAST	LEFT	**37**	WEST LEG		EAST	LEFT	**117**	WEST LEG	
BOUND	THRU	**507**	IN ...	**730**	BOUND	THRU	**643**	IN ...	**850**
	RIGHT	**23**	OUT ...	**740**		RIGHT	**28**	OUT ...	**1,050**
WEST	LEFT	**25**	EAST LEG		WEST	LEFT	**19**	EAST LEG	
BOUND	THRU	**550**	IN ...	**660**	BOUND	THRU	**791**	IN ...	**1,040**
	RIGHT	**40**	OUT ...	**760**		RIGHT	**74**	OUT ...	**740**

YEAR 2035 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**30**	**33**	NORTH LEG	NORTH	LEFT	**12**	**12**	NORTH LEG	
BOUND	THRU	**20**	**22**	RATIO **36.7%**	BOUND	THRU	**29**	**32**	RATIO **42.7%**	
	RIGHT	**31**	**31**	ADT 900		RIGHT	**13**	**15**	ADT 900	
SOUTH	LEFT	**59**	**66**	SOUTH LEG	SOUTH	LEFT	**35**	**39**	SOUTH LEG	
BOUND	THRU	**34**	**38**	RATIO **59.2%**	BOUND	THRU	**21**	**24**	RATIO **44.3%**	
	RIGHT	**106**	**114**	ADT 300		RIGHT	**74**	**85**	ADT 300	
EAST	LEFT	**37**	**47**	EAST LEG	EAST	LEFT	**117**	**127**	EAST LEG	
BOUND	THRU	**507**	**663**	RATIO **46.1%**	BOUND	THRU	**643**	**693**	RATIO **58.0%**	
	RIGHT	**23**	**25**	ADT 3,100		RIGHT	**28**	**30**	ADT 3,100	
WEST	LEFT	**25**	**28**	WEST LEG	WEST	LEFT	**19**	**20**	WEST LEG	
BOUND	THRU	**550**	**597**	RATIO **51.0%**	BOUND	THRU	**791**	**952**	RATIO **65.5%**	
	RIGHT	**40**	**43**	ADT 2,900		RIGHT	**74**	**77**	ADT 2,900	

LA CONTENTA ROAD (NS) / SUNNYSLOPE DRIVE (EW) - #8

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2015

				2	49	0				
				<	v	>				
		4	^				^	0		
		0	>				<	0		
		1	v				v	0		
				<	^	>				
				0	51	0				

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2015

					51	55				
					v	^				
		2	<	IN	=	107	<	0		
		5	>	OUT	=	107	>	0		
					v	^				
					50	51				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				3	2	0				
				<	v	>				
		2	^				^	0		
		0	>				<	0		
		3	v				v	0		
				<	^	>				
				6	8	0				

PCE FACTORS BY AXLE:

2: **1.5** 3: **2.0** 4+: **3.0**

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2015

				5	51	0				
				<	v	>				
		6	^				^	0		
		0	>				<	0		
		4	v				v	0		
				<	^	>				
				6	59	0				

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					0	**0**				
					v	^				
		0	<	IN	=	0	<	**0**		
		0	>	OUT	=	0	>	**0**		
					v	^				
					0	**0**				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					0	**0**				
					v	^				
		0	<	IN	=	0	<	**0**		
		0	>	OUT	=	0	>	**0**		
					v	^				
					0	**0**				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: **0.38**

PHF FOR TRUCKS: **0.333**

					0	0				
					v	^				
		0	<	IN	=	0	<	0		
		0	>	OUT	=	0	>	0		
					v	^				
					0	0				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					0	**0**				
					v	^				
		0	<	IN	=	0	<	**0**		
		0	>	OUT	=	0	>	**0**		
					v	^				
					0	**0**				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	**0**				
					v	^				
		0	<	IN	=	0	<	**0**		
		0	>	OUT	=	0	>	**0**		
					v	^				
					0	**0**				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					0	0				
					v	^				
		0	<	IN	=	0	<	0		
		0	>	OUT	=	0	>	0		
					v	^				
					0	0				

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: **2035**

FACTOR = **1.25**

					0	0				
					v	^				
		0	<				<	0		
		0	>				>	0		
					v	^				
					0	0				

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					10	10				
					v	^				
		0	<	IN	=	10	<	0		
		0	>	OUT	=	10	>	0		
					v	^				
					0	0				

OPENING YEAR GROWTH: 2015 TO **2016**

1 YEARS

					0	0				
					v	^				
		0	<				<	0		
		0	>				>	0		
					v	^				
					0	0				

INITIAL OPENING YEAR VOLUMES:

2016

					60	70				
					v	^				
		10	<	IN	=	140	<	0		
		10	>	OUT	=	140	>	0		
					v	^				
					60	70				

BALANCED OPENING YEAR VOLUMES:

2016

					60	70				
					v	^				
		10	<	IN	=	140	<	0		
		10	>	OUT	=	140	>	0		
					v	^				
					60	70				

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2015

				1	51	0				
				<	v	>				
		4	^				^	0		
		0	>				<	0		
		1	v				v	0		
				<	^	>				
				0	41	0				

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2015

					52	45				
					v	^				
		1	<	IN	=	98	<	0		
		5	>	OUT	=	98	>	0		
					v	^				
					52	41				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				2	2	0				
				<	v	>				
		0	^				^	0		
		0	>				<	0		
		0	v				v	0		
				<	^	>				
				0	2	0				

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2015

				3	53	0				
				<	v	>				
		4	^				^	0		
		0	>				<	0		
		1	v				v	0		
				<	^	>				
				0	43	0				

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					0	**0**				
					v	^				
		0	<	IN	=	0	<	**0**		
		0	>	OUT	=	0	>	**0**		
					v	^				
					0	**0**				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					0	**0**				
					v	^				
		0	<	IN	=	0	<	**0**		
		0	>	OUT	=	0	>	**0**		
					v	^				
					0	**0**				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: **0.28**

PHF FOR TRUCKS: **0.25**

					0	0				
					v	^				
		0	<	IN	=	0	<	0		
		0	>	OUT	=	0	>	0		
					v	^				
					0	0				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					0	**0**				
					v	^				
		0	<	IN	=	0	<	**0**		
		0	>	OUT	=	0	>	**0**		
					v	^				
					0	**0**				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	**0**				
					v	^				
		0	<	IN	=	0	<	**0**		
		0	>	OUT	=	0	>	**0**		
					v	^				
					0	**0**				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					0	0				
					v	^				
		0	<	IN	=	0	<	0		
		0	>	OUT	=	0	>	0		
					v	^				
					0	0				

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.25

					0	0				
					v	^				
		0	<				<	0		
		0	>				>	0		
					v	^				
					0	0				

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					10	0				
					v	^				
		0	<	IN	=	10	<	0		
		0	>	OUT	=	0	>	0		
					v	^				
					0	0				

OPENING YEAR GROWTH: 2015 TO 2016

1 YEARS

					0	0				
					v	^				
		0	<				<	0		
		0	>				>	0		
					v	^				
					0	0				

INITIAL OPENING YEAR VOLUMES:

2016

					60	50				
					v	^				
		0	<	IN	=	110	<	0		
		10	>	OUT	=	100	>	0		
					v	^				
					50	40				

BALANCED OPENING YEAR VOLUMES:

2016

					60	60				
					v	^				
		0	<	IN	=	110	<	0		
		10	>	OUT	=	120	>	0		
					v	^				
					60	40				

LA CONTENTA ROAD (NS) / SUNNYSLOPE DRIVE (EW) - #8

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL
NORTH	LEFT	**6**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**59**	IN ...	**70**	BOUND	THRU	**43**	IN ...	**40**
	RIGHT	**0**	OUT ...	**60**		RIGHT	**0**	OUT ...	**60**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**51**	IN ...	**60**	BOUND	THRU	**53**	IN ...	**60**
	RIGHT	**5**	OUT ...	**70**		RIGHT	**3**	OUT ...	**60**
EAST	LEFT	**6**	WEST LEG		EAST	LEFT	**4**	WEST LEG	
BOUND	THRU	**0**	IN ...	**10**	BOUND	THRU	**0**	IN ...	**10**
	RIGHT	**4**	OUT ...	**10**		RIGHT	**1**	OUT ...	**0**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**6**	**7**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**59**	**64**	RATIO **16.6%**	BOUND	THRU	**43**	**49**	RATIO **15.4%**
	RIGHT	**0**	**0**	ADT 800		RIGHT	**0**	**0**	ADT 800
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**51**	**56**	RATIO **43.7%**	BOUND	THRU	**53**	**59**	RATIO **36.7%**
	RIGHT	**5**	**6**	ADT 300		RIGHT	**3**	**4**	ADT 300
EAST	LEFT	**6**	**7**	EAST LEG	EAST	LEFT	**4**	**11**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **0.0%**	BOUND	THRU	**0**	**0**	RATIO **0.0%**
	RIGHT	**4**	**4**	ADT 2,800		RIGHT	**1**	**2**	ADT 2,800
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **0.9%**	BOUND	THRU	**0**	**0**	RATIO **0.7%**
	RIGHT	**0**	**0**	ADT 2,600		RIGHT	**0**	**0**	ADT 2,600

LA CONTENTA ROAD (NS) / SUNNYSLOPE DRIVE (EW) - #8

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL
NORTH	LEFT	**6**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**59**	IN ...	**70**	BOUND	THRU	**43**	IN ...	**40**
	RIGHT	**0**	OUT ...	**60**		RIGHT	**0**	OUT ...	**60**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**51**	IN ...	**60**	BOUND	THRU	**53**	IN ...	**60**
	RIGHT	**5**	OUT ...	**70**		RIGHT	**3**	OUT ...	**60**
EAST	LEFT	**6**	WEST LEG		EAST	LEFT	**4**	WEST LEG	
BOUND	THRU	**0**	IN ...	**10**	BOUND	THRU	**0**	IN ...	**10**
	RIGHT	**4**	OUT ...	**10**		RIGHT	**1**	OUT ...	**0**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**6**	**7**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**59**	**64**	RATIO **16.6%**	BOUND	THRU	**43**	**49**	RATIO **15.4%**
	RIGHT	**0**	**0**	ADT 800		RIGHT	**0**	**0**	ADT 800
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**51**	**56**	RATIO **43.7%**	BOUND	THRU	**53**	**59**	RATIO **36.7%**
	RIGHT	**5**	**6**	ADT 300		RIGHT	**3**	**4**	ADT 300
EAST	LEFT	**6**	**7**	EAST LEG	EAST	LEFT	**4**	**11**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **0.0%**	BOUND	THRU	**0**	**0**	RATIO **0.0%**
	RIGHT	**4**	**4**	ADT 2,800		RIGHT	**1**	**2**	ADT 2,800
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **0.9%**	BOUND	THRU	**0**	**0**	RATIO **0.7%**
	RIGHT	**0**	**0**	ADT 2,600		RIGHT	**0**	**0**	ADT 2,600

LA CONTENTA ROAD (NS) / SUNNYSLOPE DRIVE (EW) - #8

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**6**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**59**	IN ...	**70**	BOUND	THRU	**43**	IN ...	**40**
	RIGHT	**0**	OUT ...	**60**		RIGHT	**0**	OUT ...	**50**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**51**	IN ...	**70**	BOUND	THRU	**53**	IN ...	**70**
	RIGHT	**5**	OUT ...	**80**		RIGHT	**3**	OUT ...	**50**
EAST	LEFT	**6**	WEST LEG		EAST	LEFT	**4**	WEST LEG	
BOUND	THRU	**0**	IN ...	**10**	BOUND	THRU	**0**	IN ...	**10**
	RIGHT	**4**	OUT ...	**10**		RIGHT	**1**	OUT ...	**0**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**6**	**7**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**59**	**71**	RATIO **16.2%**	BOUND	THRU	**43**	**48**	RATIO **13.4%**
	RIGHT	**0**	**0**	ADT 900		RIGHT	**0**	**0**	ADT 900
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**51**	**58**	RATIO **47.2%**	BOUND	THRU	**53**	**59**	RATIO **36.3%**
	RIGHT	**5**	**7**	ADT 300		RIGHT	**3**	**4**	ADT 300
EAST	LEFT	**6**	**9**	EAST LEG	EAST	LEFT	**4**	**10**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **0.0%**	BOUND	THRU	**0**	**0**	RATIO **0.0%**
	RIGHT	**4**	**5**	ADT 3,100		RIGHT	**1**	**2**	ADT 3,100
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **1.0%**	BOUND	THRU	**0**	**0**	RATIO **0.5%**
	RIGHT	**0**	**0**	ADT 2,900		RIGHT	**0**	**0**	ADT 2,900

LA CONTENTA ROAD (NS) / YUCCA TRAIL/ALTA LOMA ROAD (EW) - #9

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2015

				40	0	10				
				<	v	>				
		43	^				^	15		
		148	>				<	150		
		0	v				v	1		
				<	^	>				
				0	2	0				

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2015

					50	60				
					v	^				
			190	<	IN	=	409	<	166	
			191	>	OUT	=	409	>	158	
					v	^				
					1	2				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				3	0	0				
				<	v	>				
		12	^				^	2		
		0	>				<	5		
		0	v				v	0		
PCE FACTORS BY AXLE:				<	^	>				
2: 1.5	3: 2.0	4+: 3.0		0	0	0				

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2015

				43	0	10				
				<	v	>				
		55	^				^	17		
		148	>				<	155		
		0	v				v	1		
				<	^	>				
				0	2	0				

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					0	0				
					v	^				
			450	<	IN	=	598	<	594	
			4	>	OUT	=	596	>	146	
					v	^				
					0	0				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					0	0				
					v	^				
			0	<	IN	=	0	<	0	
			0	>	OUT	=	0	>	0	
					v	^				
					0	0				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS:	0.38				0	0				
PHF FOR TRUCKS:	0.333				v	^				
			171	<	IN	=	227	<	226	
			2	>	OUT	=	226	>	55	
					v	^				
					0	0				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					0	0				
					v	^				
			438	<	IN	=	662	<	581	
			81	>	OUT	=	661	>	223	
					v	^				
					0	0				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0				
					v	^				
			0	<	IN	=	0	<	0	
			0	>	OUT	=	0	>	0	
					v	^				
					0	0				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS:	0.38				0	0				
PHF FOR TRUCKS:	0.333				v	^				
			166	<	IN	=	252	<	221	
			31	>	OUT	=	251	>	85	
					v	^				
					0	0				

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.25

					0	0				
					v	^				
			-5	<				<	-5	
			29	>				>	29	
					v	^				
					0	0				

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					10	10				
					v	^				
			20	<	IN	=	60	<	20	
			30	>	OUT	=	60	>	30	
					v	^				
					0	0				

OPENING YEAR GROWTH: 2015 TO 2016

1 YEARS

					0	0				
					v	^				
			0	<				<	0	
			0	>				>	0	
					v	^				
					0	0				

INITIAL OPENING YEAR VOLUMES:

2016

					50	70				
					v	^				
			200	<	IN	=	420	<	170	
			200	>	OUT	=	430	>	160	
					v	^				
					0	0				

BALANCED OPENING YEAR VOLUMES:

2016

					50	70				
					v	^				
			200	<	IN	=	420	<	170	
			200	>	OUT	=	430	>	160	
					v	^				
					0	0				

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2015

				29	1	26				
				<	v	>				
		23	^				^	10		
		209	>				<	184		
		0	v				v	1		
				<	^	>				
				2	1	1				

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2015

					56	34				
					v	^				
			215	<	IN	=	487	<	195	
			232	>	OUT	=	487	>	236	
					v	^				
					2	4				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	2				
				<	v	>				
		0	^				^	3		
		2	>				<	2		
		0	v				v	0		
PCE FACTORS BY AXLE:				<	^	>				
2: 1.5	3: 2	4+: 3.0		0	0	0				

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2015

				29	1	28				
				<	v	>				
		23	^				^	13		
		211	>				<	186		
		0	v				v	1		
				<	^	>				
				2	1	1				

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					0	0				
					v	^				
			188	<	IN	=	1017	<	313	
			704	>	OUT	=	1017	>	829	
					v	^				
					0	0				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					0	0				
					v	^				
			0	<	IN	=	0	<	0	
			0	>	OUT	=	0	>	0	
					v	^				
					0	0				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS:	0.28				0	0				
PHF FOR TRUCKS:	0.25				v	^				
			53	<	IN	=	285	<	88	
			197	>	OUT	=	285	>	232	
					v	^				
					0	0				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					0	0				
					v	^				
			299	<	IN	=	1222	<	463	
			759	>	OUT	=	1221	>	922	
					v	^				
					0	0				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0				
					v	^				
			0	<	IN	=	0	<	0	
			0	>	OUT	=	0	>	0	
					v	^				
					0	0				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS:	0.28				0	0				
PHF FOR TRUCKS:	0.25				v	^				
			84	<	IN	=	342	<	130	
			213	>	OUT	=	342	>	258	
					v	^				
					0	0				

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.25

					0	0				
					v	^				
			31	<				<	42	
			15	>				>	26	
					v	^				
					0	0				

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					10	0				
					v	^				
			30	<	IN	=	70	<	40	
			20	>	OUT	=	60	>	30	
					v	^				
					0	0				

OPENING YEAR GROWTH: 2015 TO 2016

1 YEARS

					0	0				
					v	^				
			0	<				<	0	
			0	>				>	0	
					v	^				
					0	0				

INITIAL OPENING YEAR VOLUMES:

2016

					60	40				
					v	^				
			220	<	IN	=	490	<	200	
			230	>	OUT	=	500	>	240	
					v	^				
					0	0				

BALANCED OPENING YEAR VOLUMES:

2016

					60	40				
					v	^				
			220	<	IN	=	490	<	200	
			230	>	OUT	=	500	>	240	
					v	^				
					0	0				

LA CONTENTA ROAD (NS) / YUCCA TRAIL/ALTA LOMA ROAD (EW) - #9

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**2**	SOUTH LEG	
BOUND	THRU	**2**	IN ...	**0**	BOUND	THRU	**1**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**1**	OUT ...	**0**
SOUTH	LEFT	**10**	NORTH LEG		SOUTH	LEFT	**28**	NORTH LEG	
BOUND	THRU	**0**	IN ...	**50**	BOUND	THRU	**1**	IN ...	**60**
	RIGHT	**43**	OUT ...	**70**		RIGHT	**29**	OUT ...	**40**
EAST	LEFT	**55**	WEST LEG		EAST	LEFT	**23**	WEST LEG	
BOUND	THRU	**148**	IN ...	**200**	BOUND	THRU	**211**	IN ...	**230**
	RIGHT	**0**	OUT ...	**200**		RIGHT	**0**	OUT ...	**220**
WEST	LEFT	**1**	EAST LEG		WEST	LEFT	**1**	EAST LEG	
BOUND	THRU	**155**	IN ...	**170**	BOUND	THRU	**186**	IN ...	**200**
	RIGHT	**17**	OUT ...	**160**		RIGHT	**13**	OUT ...	**240**

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**2**	**3**	NORTH LEG
BOUND	THRU	**2**	**3**	RATIO **16.8%**	BOUND	THRU	**1**	**2**	RATIO **13.2%**
	RIGHT	**0**	**0**	ADT 800		RIGHT	**1**	**2**	ADT 800
SOUTH	LEFT	**10**	**11**	SOUTH LEG	SOUTH	LEFT	**28**	**30**	SOUTH LEG
BOUND	THRU	**0**	**0**	RATIO **1.7%**	BOUND	THRU	**1**	**2**	RATIO **3.7%**
	RIGHT	**43**	**45**	ADT 300		RIGHT	**29**	**31**	ADT 300
EAST	LEFT	**55**	**57**	EAST LEG	EAST	LEFT	**23**	**25**	EAST LEG
BOUND	THRU	**148**	**151**	RATIO **12.1%**	BOUND	THRU	**211**	**218**	RATIO **16.3%**
	RIGHT	**0**	**0**	ADT 2,800		RIGHT	**0**	**0**	ADT 2,800
WEST	LEFT	**1**	**2**	WEST LEG	WEST	LEFT	**1**	**2**	WEST LEG
BOUND	THRU	**155**	**158**	RATIO **15.8%**	BOUND	THRU	**186**	**189**	RATIO **17.9%**
	RIGHT	**17**	**18**	ADT 2,600		RIGHT	**13**	**15**	ADT 2,600

LA CONTENTA ROAD (NS) / YUCCA TRAIL/ALTA LOMA ROAD (EW) - #9

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**2**	SOUTH LEG	
BOUND	THRU	**2**	IN ...	**0**	BOUND	THRU	**1**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**1**	OUT ...	**0**
SOUTH	LEFT	**10**	NORTH LEG		SOUTH	LEFT	**28**	NORTH LEG	
BOUND	THRU	**0**	IN ...	**50**	BOUND	THRU	**1**	IN ...	**60**
	RIGHT	**43**	OUT ...	**70**		RIGHT	**29**	OUT ...	**40**
EAST	LEFT	**55**	WEST LEG		EAST	LEFT	**23**	WEST LEG	
BOUND	THRU	**148**	IN ...	**210**	BOUND	THRU	**211**	IN ...	**240**
	RIGHT	**0**	OUT ...	**210**		RIGHT	**0**	OUT ...	**230**
WEST	LEFT	**1**	EAST LEG		WEST	LEFT	**1**	EAST LEG	
BOUND	THRU	**155**	IN ...	**180**	BOUND	THRU	**186**	IN ...	**220**
	RIGHT	**17**	OUT ...	**170**		RIGHT	**13**	OUT ...	**250**

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**2**	**3**	NORTH LEG
BOUND	THRU	**2**	**3**	RATIO **16.8%**	BOUND	THRU	**1**	**2**	RATIO **13.3%**
	RIGHT	**0**	**0**	ADT 800		RIGHT	**1**	**2**	ADT 800
SOUTH	LEFT	**10**	**11**	SOUTH LEG	SOUTH	LEFT	**28**	**32**	SOUTH LEG
BOUND	THRU	**0**	**0**	RATIO **1.7%**	BOUND	THRU	**1**	**2**	RATIO **3.7%**
	RIGHT	**43**	**45**	ADT 300		RIGHT	**29**	**30**	ADT 300
EAST	LEFT	**55**	**57**	EAST LEG	EAST	LEFT	**23**	**23**	EAST LEG
BOUND	THRU	**148**	**161**	RATIO **12.9%**	BOUND	THRU	**211**	**218**	RATIO **16.9%**
	RIGHT	**0**	**0**	ADT 2,800		RIGHT	**0**	**0**	ADT 2,800
WEST	LEFT	**1**	**2**	WEST LEG	WEST	LEFT	**1**	**2**	WEST LEG
BOUND	THRU	**155**	**168**	RATIO **16.6%**	BOUND	THRU	**186**	**202**	RATIO **18.3%**
	RIGHT	**17**	**18**	ADT 2,600		RIGHT	**13**	**17**	ADT 2,600

LA CONTENTA ROAD (NS) / YUCCA TRAIL/ALTA LOMA ROAD (EW) - #9

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

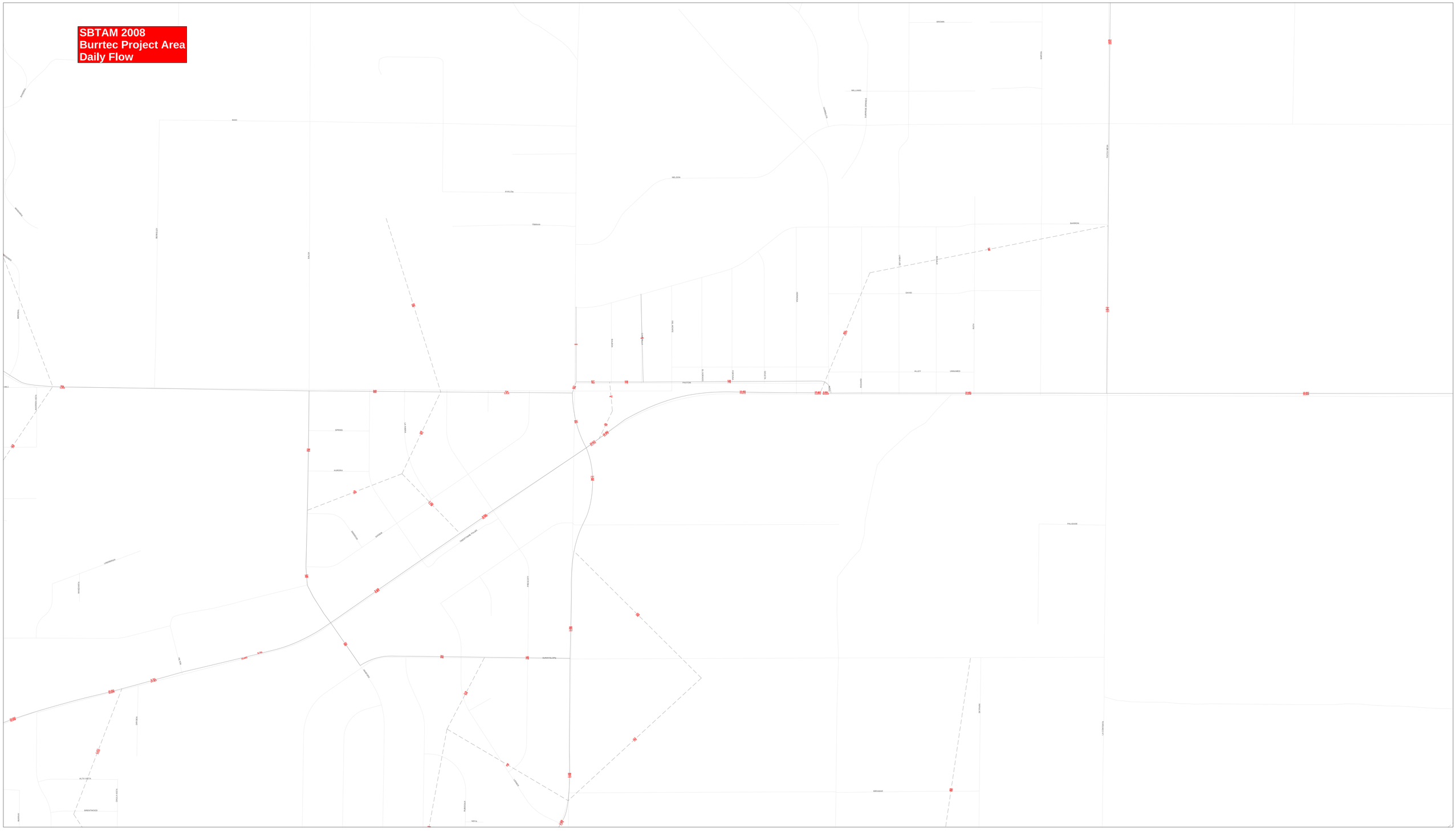
YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**2**	SOUTH LEG	
BOUND	THRU	**2**	IN ...	**0**	BOUND	THRU	**1**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**1**	OUT ...	**0**
SOUTH	LEFT	**10**	NORTH LEG		SOUTH	LEFT	**28**	NORTH LEG	
BOUND	THRU	**0**	IN ...	**60**	BOUND	THRU	**1**	IN ...	**70**
	RIGHT	**43**	OUT ...	**80**		RIGHT	**29**	OUT ...	**40**
EAST	LEFT	**55**	WEST LEG		EAST	LEFT	**23**	WEST LEG	
BOUND	THRU	**148**	IN ...	**220**	BOUND	THRU	**211**	IN ...	**240**
	RIGHT	**0**	OUT ...	**210**		RIGHT	**0**	OUT ...	**240**
WEST	LEFT	**1**	EAST LEG		WEST	LEFT	**1**	EAST LEG	
BOUND	THRU	**155**	IN ...	**180**	BOUND	THRU	**186**	IN ...	**230**
	RIGHT	**17**	OUT ...	**180**		RIGHT	**13**	OUT ...	**260**

YEAR 2035 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**2**	**3**	NORTH LEG	
BOUND	THRU	**2**	**3**	RATIO **16.0%**	BOUND	THRU	**1**	**2**	RATIO **13.1%**	
	RIGHT	**0**	**0**	ADT 900		RIGHT	**1**	**2**	ADT 900	
SOUTH	LEFT	**10**	**13**	SOUTH LEG	SOUTH	LEFT	**28**	**40**	SOUTH LEG	
BOUND	THRU	**0**	**0**	RATIO **1.7%**	BOUND	THRU	**1**	**2**	RATIO **3.7%**	
	RIGHT	**43**	**48**	ADT 300		RIGHT	**29**	**30**	ADT 300	
EAST	LEFT	**55**	**59**	EAST LEG	EAST	LEFT	**23**	**26**	EAST LEG	
BOUND	THRU	**148**	**167**	RATIO **11.8%**	BOUND	THRU	**211**	**220**	RATIO **15.9%**	
	RIGHT	**0**	**0**	ADT 3,100		RIGHT	**0**	**0**	ADT 3,100	
WEST	LEFT	**1**	**2**	WEST LEG	WEST	LEFT	**1**	**2**	WEST LEG	
BOUND	THRU	**155**	**162**	RATIO **15.0%**	BOUND	THRU	**186**	**210**	RATIO **16.9%**	
	RIGHT	**17**	**21**	ADT 2,900		RIGHT	**13**	**18**	ADT 2,900	

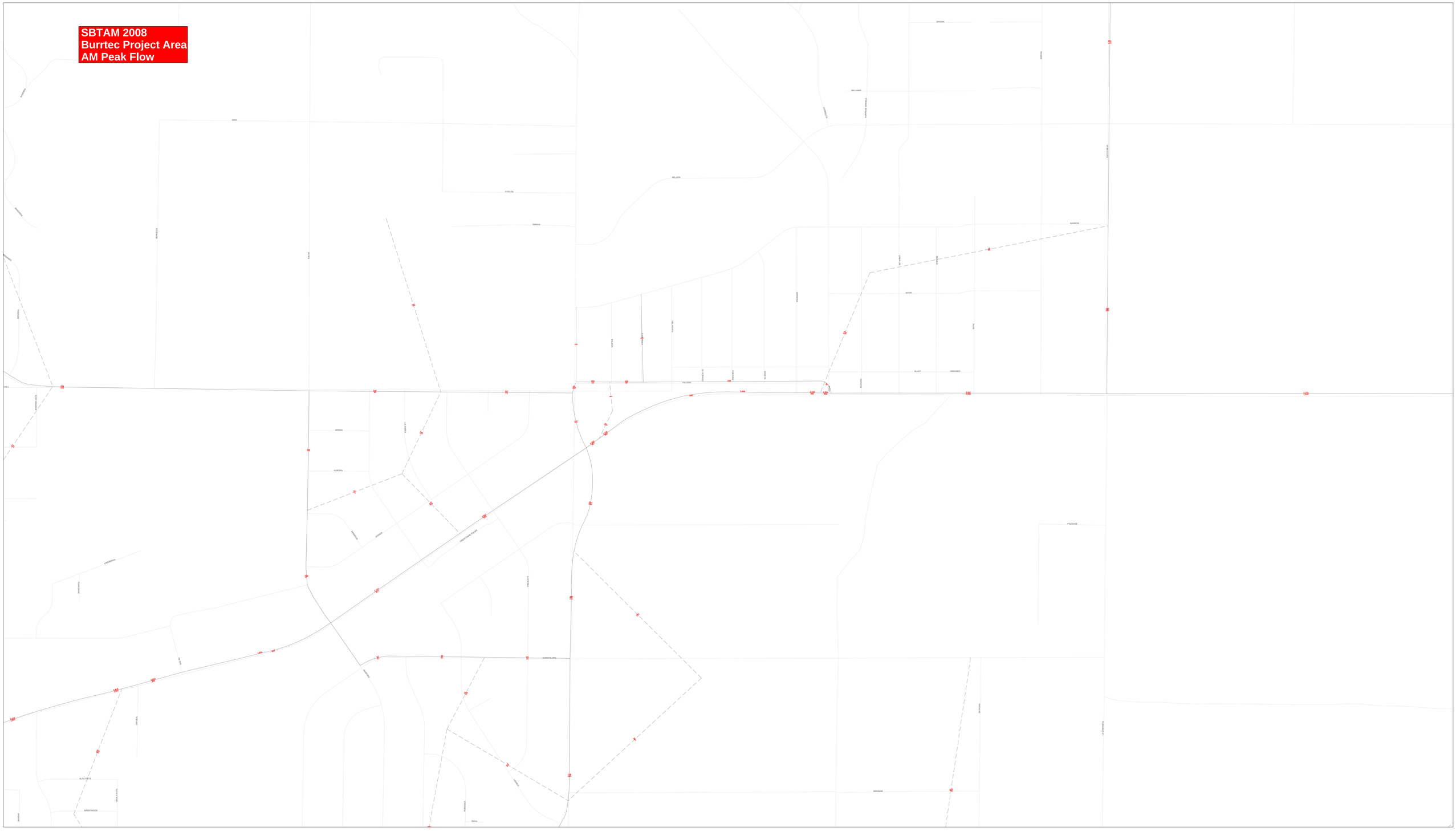
APPENDIX D

Traffic Model Plots

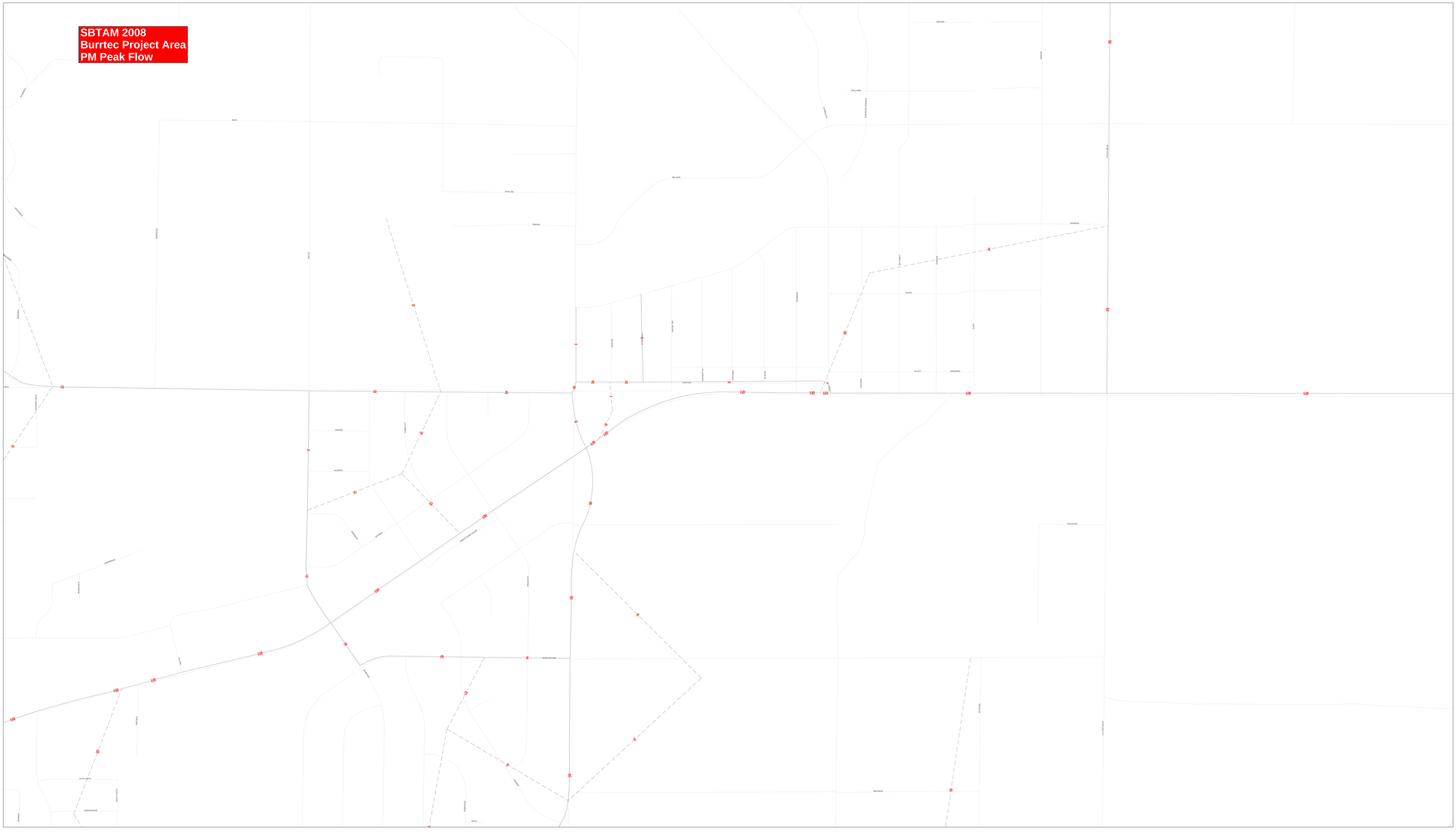
SBTAM 2008
Burrtec Project Area
Daily Flow



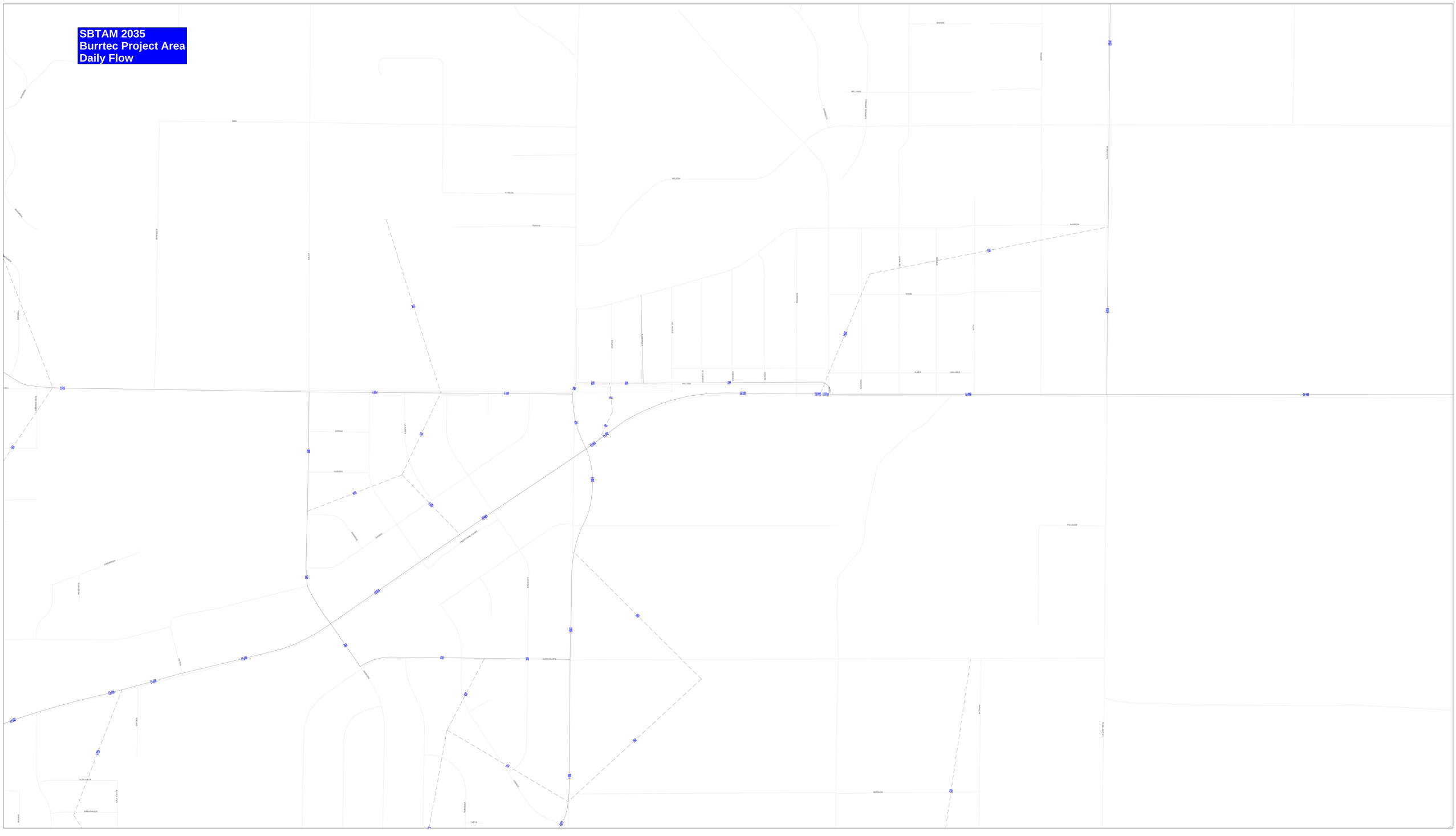
SBTAM 2008
Burrtec Project Area
AM Peak Flow



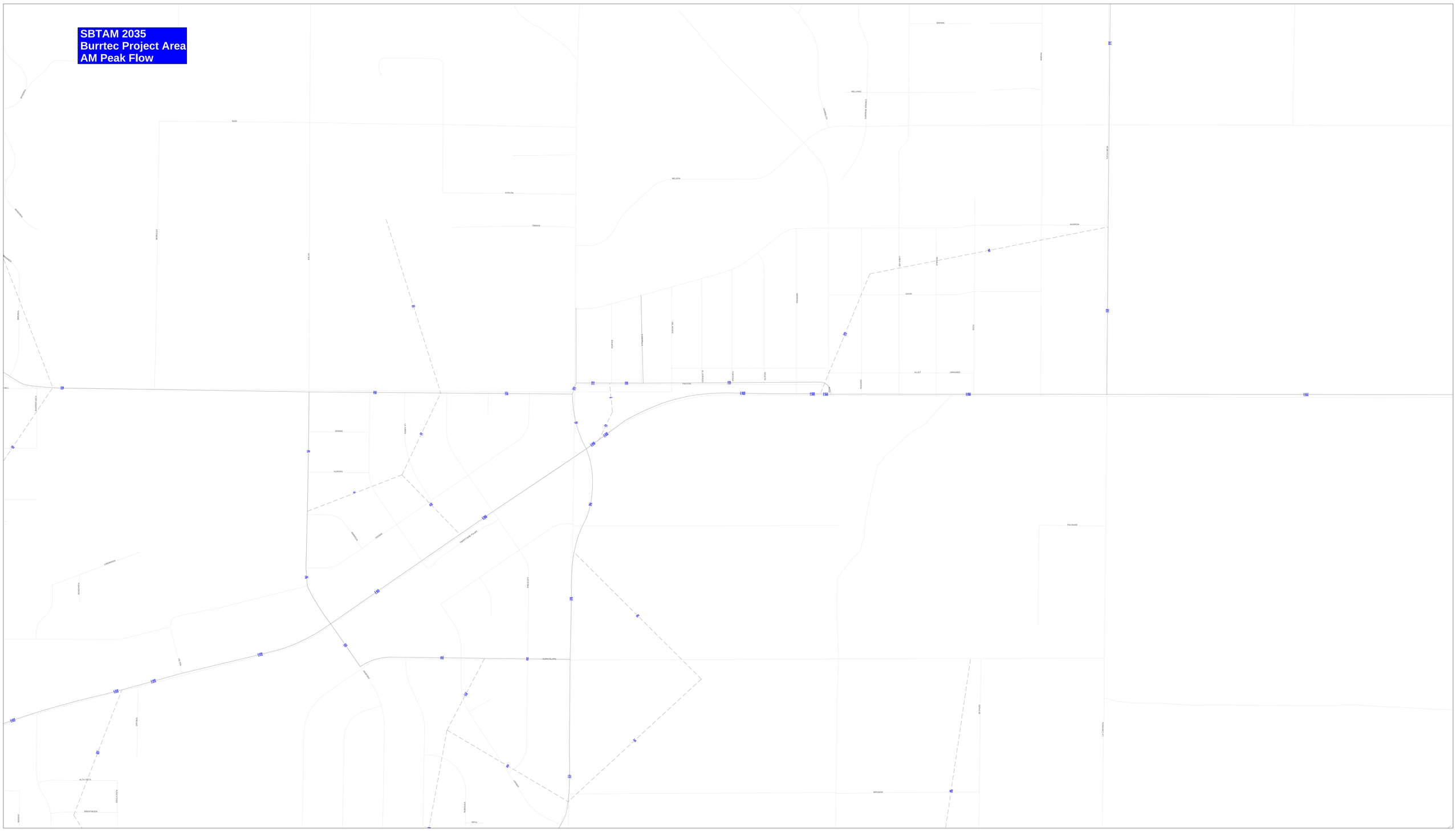
SBTAM 2008
Burrtec Project Area
PM Peak Flow



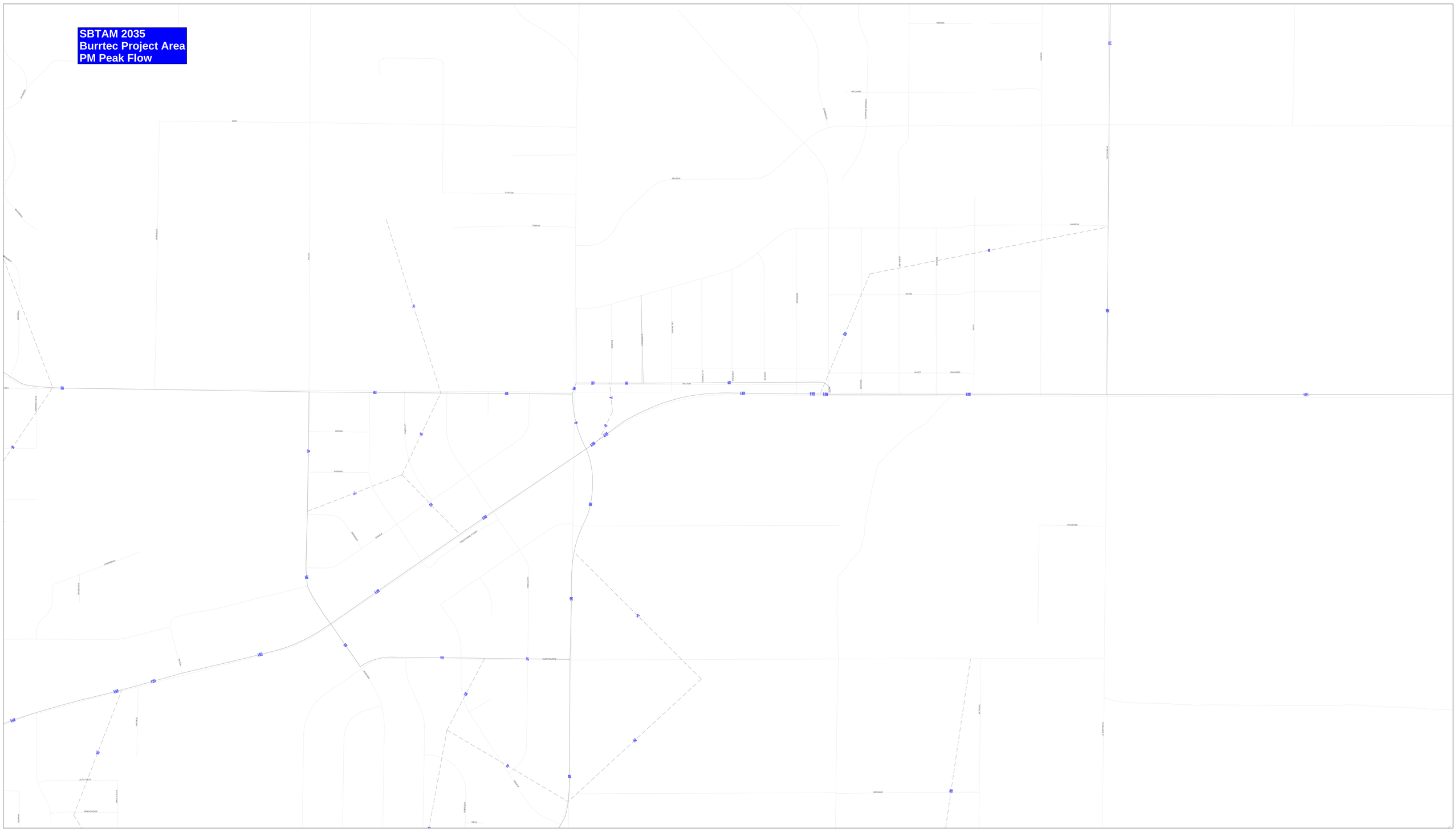
SBTAM 2035
Burrtec Project Area
Daily Flow


MAIN
ARROWHEAD
MILL
BASELINE
MT. VIEW
WATERMAN
SAN BERNARDINO
ORANGE
ALABAMA
CAMPUS
E STATE
E HIGHLAND
E BASELINE
E 40TH
E 3RD
E 5TH
E 6TH
E 9TH
E 10TH
E 11TH
E 12TH
E 13TH
E 14TH
E 15TH
E 16TH
E 17TH
E 18TH
E 19TH
E 20TH
E 21ST
E 22ND
E 23RD
E 24TH
E 25TH
E 26TH
E 27TH
E 28TH
E 29TH
E 30TH
E 31ST
E 32ND
E 33RD
E 34TH
E 35TH
E 36TH
E 37TH
E 38TH
E 39TH
E 40TH
E 41ST
E 42ND
E 43RD
E 44TH
E 45TH
E 46TH
E 47TH
E 48TH
E 49TH
E 50TH
E 51ST
E 52ND
E 53RD
E 54TH
E 55TH
E 56TH
E 57TH
E 58TH
E 59TH
E 60TH
E 61ST
E 62ND
E 63RD
E 64TH
E 65TH
E 66TH
E 67TH
E 68TH
E 69TH
E 70TH
E 71ST
E 72ND
E 73RD
E 74TH
E 75TH
E 76TH
E 77TH
E 78TH
E 79TH
E 80TH
E 81ST
E 82ND
E 83RD
E 84TH
E 85TH
E 86TH
E 87TH
E 88TH
E 89TH
E 90TH
E 91ST
E 92ND
E 93RD
E 94TH
E 95TH
E 96TH
E 97TH
E 98TH
E 99TH
E 100TH
E 101ST
E 102ND
E 103RD
E 104TH
E 105TH
E 106TH
E 107TH
E 108TH
E 109TH
E 110TH
E 111TH
E 112TH
E 113TH
E 114TH
E 115TH
E 116TH
E 117TH
E 118TH
E 119TH
E 120TH
E 121ST
E 122ND
E 123RD
E 124TH
E 125TH
E 126TH
E 127TH
E 128TH
E 129TH
E 130TH
E 131ST
E 132ND
E 133RD
E 134TH
E 135TH
E 136TH
E 137TH
E 138TH
E 139TH
E 140TH
E 141ST
E 142ND
E 143RD
E 144TH
E 145TH
E 146TH
E 147TH
E 148TH
E 149TH
E 150TH
E 151ST
E 152ND
E 153RD
E 154TH
E 155TH
E 156TH
E 157TH
E 158TH
E 159TH
E 160TH
E 161ST
E 162ND
E 163RD
E 164TH
E 165TH
E 166TH
E 167TH
E 168TH
E 169TH
E 170TH
E 171ST
E 172ND
E 173RD
E 174TH
E 175TH
E 176TH
E 177TH
E 178TH
E 179TH
E 180TH
E 181ST
E 182ND
E 183RD
E 184TH
E 185TH
E 186TH
E 187TH
E 188TH
E 189TH
E 190TH
E 191ST
E 192ND
E 193RD
E 194TH
E 195TH
E 196TH
E 197TH
E 198TH
E 199TH
E 200TH
E 201ST
E 202ND
E 203RD
E 204TH
E 205TH
E 206TH
E 207TH
E 208TH
E 209TH
E 210TH
E 211TH
E 212TH
E 213TH
E 214TH
E 215TH
E 216TH
E 217TH
E 218TH
E 219TH
E 220TH
E 221ST
E 222ND
E 223RD
E 224TH
E 225TH
E 226TH
E 227TH
E 228TH
E 229TH
E 230TH
E 231ST
E 232ND
E 233RD
E 234TH
E 235TH
E 236TH
E 237TH
E 238TH
E 239TH
E 240TH
E 241ST
E 242ND
E 243RD
E 244TH
E 245TH
E 246TH
E 247TH
E 248TH
E 249TH
E 250TH
E 251ST
E 252ND
E 253RD
E 254TH
E 255TH
E 256TH
E 257TH
E 258TH
E 259TH
E 260TH
E 261ST
E 262ND
E 263RD
E 264TH
E 265TH
E 266TH
E 267TH
E 268TH
E 269TH
E 270TH
E 271ST
E 272ND
E 273RD
E 274TH
E 275TH
E 276TH
E 277TH
E 278TH
E 279TH
E 280TH
E 281ST
E 282ND
E 283RD
E 284TH
E 285TH
E 286TH
E 287TH
E 288TH
E 289TH
E 290TH
E 291ST
E 292ND
E 293RD
E 294TH
E 295TH
E 296TH
E 297TH
E 298TH
E 299TH
E 300TH
E 301ST
E 302ND
E 303RD
E 304TH
E 305TH
E 306TH
E 307TH
E 308TH
E 309TH
E 310TH
E 311TH
E 312TH
E 313TH
E 314TH
E 315TH
E 316TH
E 317TH
E 318TH
E 319TH
E 320TH
E 321ST
E 322ND
E 323RD
E 324TH
E 325TH
E 326TH
E 327TH
E 328TH
E 329TH
E 330TH
E 331ST
E 332ND
E 333RD
E 334TH
E 335TH
E 336TH
E 337TH
E 338TH
E 339TH
E 340TH
E 341ST
E 342ND
E 343RD
E 344TH
E 345TH
E 346TH
E 347TH
E 348TH
E 349TH
E 350TH
E 351ST
E 352ND
E 353RD
E 354TH
E 355TH
E 356TH
E 357TH
E 358TH
E 359TH
E 360TH
E 361ST
E 362ND
E 363RD
E 364TH
E 365TH
E 366TH
E 367TH
E 368TH
E 369TH
E 370TH
E 371ST
E 372ND
E 373RD
E 374TH
E 375TH
E 376TH
E 377TH
E 378TH
E 379TH
E 380TH
E 381ST
E 382ND
E 383RD
E 384TH
E 385TH
E 386TH
E 387TH
E 388TH
E 389TH
E 390TH
E 391ST
E 392ND
E 393RD
E 394TH
E 395TH
E 396TH
E 397TH
E 398TH
E 399TH
E 400TH
E 401ST
E 402ND
E 403RD
E 404TH
E 405TH
E 406TH
E 407TH
E 408TH
E 409TH
E 410TH
E 411TH
E 412TH
E 413TH
E 414TH
E 415TH
E 416TH
E 417TH
E 418TH
E 419TH
E 420TH
E 421ST
E 422ND
E 423RD
E 424TH
E 425TH
E 426TH
E 427TH
E 428TH
E 429TH
E 430TH
E 431ST
E 432ND
E 433RD
E 434TH
E 435TH
E 436TH
E 437TH
E 438TH
E 439TH
E 440TH
E 441ST
E 442ND
E 443RD
E 444TH
E 445TH
E 446TH
E 447TH
E 448TH
E 449TH
E 450TH
E 451ST
E 452ND
E 453RD
E 454TH
E 455TH
E 456TH
E 457TH
E 458TH
E 459TH
E 460TH
E 461ST
E 462ND
E 463RD
E 464TH
E 465TH
E 466TH
E 467TH
E 468TH
E 469TH
E 470TH
E 471ST
E 472ND
E 473RD
E 474TH
E 475TH
E 476TH
E 477TH
E 478TH
E 479TH
E 480TH
E 481ST
E 482ND
E 483RD
E 484TH
E 485TH
E 486TH
E 487TH
E 488TH
E 489TH
E 490TH
E 491ST
E 492ND
E 493RD
E 494TH
E 495TH
E 496TH
E 497TH
E 498TH
E 499TH
E 500TH
E 501ST
E 502ND
E 503RD
E 504TH
E 505TH
E 506TH
E 507TH
E 508TH
E 509TH
E 510TH
E 511TH
E 512TH
E 513TH
E 514TH
E 515TH
E 516TH
E 517TH
E 518TH
E 519TH
E 520TH
E 521ST
E 522ND
E 523RD
E 524TH
E 525TH
E 526TH
E 527TH
E 528TH
E 529TH
E 530TH
E 531ST
E 532ND
E 533RD
E 534TH
E 535TH
E 536TH
E 537TH
E 538TH
E 539TH
E 540TH
E 541ST
E 542ND
E 543RD
E 544TH
E 545TH
E 546TH
E 547TH
E 548TH
E 549TH
E 550TH
E 551ST
E 552ND
E 553RD
E 554TH
E 555TH
E 556TH
E 557TH
E 558TH
E 559TH
E 560TH
E 561ST
E 562ND
E 563RD
E 564TH
E 565TH
E 566TH
E 567TH
E 568TH
E 569TH
E 570TH
E 571ST
E 572ND
E 573RD
E 574TH
E 575TH
E 576TH
E 577TH
E 578TH
E 579TH
E 580TH
E 581ST
E 582ND
E 583RD
E 584TH
E 585TH
E 586TH
E 587TH
E 588TH
E 589TH
E 590TH
E 591ST
E 592ND
E 593RD
E 594TH
E 595TH
E 596TH
E 597TH
E 598TH
E 599TH
E 600TH
E 601ST
E 602ND
E 603RD
E 604TH
E 605TH
E 606TH
E 607TH
E 608TH
E 609TH
E 610TH
E 611TH
E 612TH
E 613TH
E 614TH
E 615TH
E 616TH
E 617TH
E 618TH
E 619TH
E 620TH
E 621ST
E 622ND
E 623RD
E 624TH
E 625TH
E 626TH
E 627TH
E 628TH
E 629TH
E 630TH
E 631ST
E 632ND
E 633RD
E 634TH
E 635TH
E 636TH
E 637TH
E 638TH
E 639TH
E 640TH
E 641ST
E 642ND
E 643RD
E 644TH
E 645TH
E 646TH
E 647TH
E 648TH
E 649TH
E 650TH
E 651ST
E 652ND
E 653RD
E 654TH
E 655TH
E 656TH
E 657TH
E 658TH
E 659TH
E 660TH
E 661ST
E 662ND
E 663RD
E 664TH
E 665TH
E 666TH
E 667TH
E 668TH
E 669TH
E 670TH
E 671ST
E 672ND
E 673RD
E 674TH
E 675TH
E 676TH
E 677TH
E 678TH
E 679TH
E 680TH
E 681ST
E 682ND
E 683RD
E 684TH
E 685TH
E 686TH
E 687TH
E 688TH
E 689TH
E 690TH
E 691ST
E 692ND
E 693RD
E 694TH
E 695TH
E 696TH
E 697TH
E 698TH
E 699TH
E 700TH
E 701ST
E 702ND
E 703RD
E 704TH
E 705TH
E 706TH
E 707TH
E 708TH
E 709TH
E 710TH
E 711TH
E 712TH
E 713TH
E 714TH
E 715TH
E 716TH
E 717TH
E 718TH
E 719TH
E 720TH
E 721ST
E 722ND
E 723RD
E 724TH
E 725TH
E 726TH
E 727TH
E 728TH
E 729TH
E 730TH
E 731ST
E 732ND
E 733RD
E 734TH
E 735TH
E 736TH
E 737TH
E 738TH
E 739TH
E 740TH
E 741ST
E 742ND
E 743RD
E 744TH
E 745TH
E 746TH
E 747TH
E 748TH
E 749TH
E 750TH
E 751ST
E 752ND
E 753RD
E 754TH
E 755TH
E 756TH
E 757TH
E 758TH
E 759TH
E 760TH
E 761ST
E 762ND
E 763RD
E 764TH
E 765TH
E 766TH
E 767TH
E 768TH
E 769TH
E 770TH
E 771ST
E 772ND
E 773RD
E 774TH
E 775TH
E 776TH
E 777TH
E 778TH
E 779TH
E 780TH
E 781ST
E 782ND
E 783RD
E 784TH
E 785TH
E 786TH
E 787TH
E 788TH
E 789TH
E 790TH
E 791ST
E 792ND
E 793RD
E 794TH
E 795TH
E 796TH
E 797TH
E 798TH
E 799TH
E 800TH
E 801ST
E 802ND
E 803RD
E 804TH
E 805TH
E 806TH
E 807TH
E 808TH
E 809TH
E 810TH
E 811TH
E 812TH
E 813TH
E 814TH
E 815TH
E 816TH
E 817TH
E 818TH
E 819TH
E 820TH
E 821ST
E 822ND
E 823RD
E 824TH
E 825TH
E 826TH
E 827TH
E 828TH
E 829TH
E 830TH
E 831ST
E 832ND
E 833RD
E 834TH
E 835TH
E 836TH
E 837TH
E 838TH
E 839TH
E 840TH
E 841ST
E 842ND
E 843RD
E 844TH
E 845TH
E 846TH
E 847TH
E 848TH
E 849TH
E 850TH
E 851ST
E 852ND
E 853RD
E 854TH
E 855TH
E 856TH
E 857TH
E 858TH
E 859TH
E 860TH
E 861ST
E 862ND
E 863RD
E 864TH
E 865TH
E 866TH
E 867TH
E 868TH
E 869TH
E 870TH
E 871ST
E 872ND
E 873RD
E 874TH
E 875TH
E 876TH
E 877TH
E 878TH
E 879TH
E 880TH
E 881ST
E 882ND
E 883RD
E 884TH
E 885TH
E 886TH
E 887TH
E 888TH
E 889TH
E 890TH
E 891ST
E 892ND
E 893RD
E 894TH
E 895TH
E 896TH
E 897TH
E 898TH
E 899TH
E 900TH
E 901ST
E 902ND
E 903RD
E 904TH
E 905TH
E 906TH
E 907TH
E 908TH
E 909TH
E 910TH
E 911TH
E 912TH
E 913TH
E 914TH
E 915TH
E 916TH
E 917TH
E 918TH
E 919TH
E 920TH
E 921ST
E 922ND
E 923RD
E 924TH
E 925TH
E 926TH
E 927TH
E 928TH
E 929TH
E 930TH
E 931ST
E 932ND
E 933RD
E 934TH
E 935TH
E 936TH
E 937TH
E 938TH
E 939TH
E 940TH
E 941ST
E 942ND
E 943RD
E 944TH
E 945TH
E 946TH
E 947TH
E 948TH
E 949TH
E 950TH
E 951ST
E 952ND
E 953RD
E 954TH
E 955TH
E 956TH
E 957TH
E 958TH
E 959TH
E 960TH
E 961ST
E 962ND
E 963RD
E 964TH
E 965TH
E 966TH
E 967TH
E 968TH
E 969TH
E 970TH
E 971ST
E 972ND
E 973RD
E 974TH
E 975TH
E 976TH
E 977TH
E 978TH
E 979TH
E 980TH
E 981ST
E 982ND
E 983RD
E 984TH
E 985TH
E 986TH
E 987TH
E 988TH
E 989TH
E 990TH
E 991ST
E 992ND
E 993RD
E 994TH
E 995TH
E 996TH
E 997TH
E 998TH
E 999TH
E 1000TH
E 1001ST
E 1002ND
E 1003RD
E 1004TH
E 1005TH
E 1006TH
E 1007TH
E 1008TH
E 1009TH
E 1010TH
E 1011TH
E 1012TH
E 1013TH
E 1014TH
E 1015TH
E 1016TH
E 1017TH
E 1018TH
E 1019TH
E 1020TH
E 1021ST
E 1022ND
E 1023RD
E 1024TH
E 1025TH
E 1026TH
E 1027TH
E 1028TH
E 1029TH
E 1030TH
E 1031ST
E 1032ND
E 1033RD
E 1034TH
E 1035TH
E 1036TH
E 1037TH
E 1038TH
E 1039TH
E 1040TH
E 1041ST
E 1042ND
E 1043RD
E 1044TH
E 1045TH
E 1046TH
E 1047TH
E 1048TH
E 1049TH
E 1050TH
E 1051ST
E 1052ND
E 1053RD
E 1054TH
E 1055TH
E 1056TH
E 1057TH
E 1058TH
E 1059TH
E 1060TH
E 1061ST
E 1062ND
E 1063RD
E 1064TH
E 1065TH
E 1066TH
E 1067TH
E 1068TH
E 1069TH
E 1070TH
E 1071ST
E 1072ND
E 1073RD
E 1074TH
E 1075TH
E 1076TH
E 1077TH
E 1078TH
E 1079TH
E 1080TH
E 1081ST
E 1082ND
E 1083RD
E 1084TH
E 1085TH
E 1086TH
E 1087TH
E 1088TH
E 1089TH
E 1090TH
E 1091ST
E 1092ND
E 1093RD
E 1094TH
E 1095TH
E 1096TH
E 1097TH
E 1098TH
E 1099TH
E 1100TH
E 1101ST
E 1102ND
E 1103RD
E 1104TH
E 1105TH
E 1106TH
E 1107TH
E 1108TH
E 1109TH
E 1110TH
E 1111TH
E 1112TH
E 1113TH
E 1114TH
E 1115TH
E 1116TH
E 1117TH
E 1118TH
E 1119TH
E 1120TH
E 1121ST
E 1122ND
E 1123RD
E 1124TH
E 1125TH
E 1126TH
E 1127TH
E 1128TH
E 1129TH
E 1130TH
E 1131ST
E 1132ND
E 1133RD
E 1134TH
E 1135TH
E 1136TH
E 1137TH
E 1138TH
E 1139TH
E 1140TH
E 1141ST
E 1142ND
E 1143RD
E 1144TH
E 1145TH
E 1146TH
E 1147TH
E 1148TH
E 1149TH
E 1150TH
E 1151ST
E 1152ND
E 1153RD
E 1154TH
E 1155TH
E 1156TH
E 1157TH
E 1158TH
E 1159TH
E 1160TH
E 1161ST
E 1162ND
E 1163RD
E 1164TH
E 1165TH
E 1166TH
E 1167TH
E 1168TH
E 1169TH
E 1170TH
E 1171ST
E 1172ND
E 1173RD
E 1174TH
E 1175TH
E 1176TH
E 1177TH
E 1178TH
E 1179TH
E 1180TH
E 1181ST
E 1182ND
E 1183RD
E 1184TH
E 1185TH
E 1186TH
E 1187TH
E 1188TH
E 1189TH
E 1190TH
E 1191ST
E 1192ND
E 1193RD
E 1194TH
E 1195TH
E 1196TH
E 1197TH
E 1198TH
E 1199TH
E 1200TH
E 1201ST
E 1202ND
E 1203RD
E 1204TH
E 1205TH
E 1206TH
E 1207TH
E 1208TH
E 1209TH
E 1210TH
E 1211TH
E 1212TH
E 1213TH
E 1214TH
E 1215TH
E 1216TH
E 1217TH
E 1218TH
E 1219TH
E 1220TH
E 1221ST
E 1222ND
E 1223RD
E 1224TH
E 1225TH
E 1226TH
E 1227TH
E 1228TH
E 1229TH
E 1230TH
E 1231ST
E 1232ND
E 1233RD
E 1234TH
E 1235TH
E 1236TH
E 1237TH
E 1238TH
E 1239TH
E 1240TH
E 1241ST
E 1242ND
E 1243RD
E 1244TH
E 1245TH
E 1246TH
E 1247TH
E 1248TH
E 1249TH
E 1250TH
E 1251ST
E 1252ND
E 1253RD
E 1254TH
E 1255TH
E 1256TH
E 1257TH
E 1258TH
E 1259TH
E 1260TH
E 1261ST
E 1262ND
E 1263RD
E 1264TH
E 1265TH
E 1266TH
E 1267TH
E 1268TH
E 1269TH
E 1270TH
E 1271ST
E 1272ND
E 1273RD
E 1274TH
E 1275TH
E 1276TH
E 1277TH
E 1278TH
E 1279TH
E 1280TH
E 1281ST
E 1282ND
E 1283RD
E 1284TH
E 1285TH
E 1286TH
E 1287TH
E 1288TH
E 1289TH
E 1290TH
E 1291ST
E 1292ND
E 1293RD
E 1294TH
E 1295TH
E 1296TH
E 1297TH
E 1298TH
E 1299TH
E 1300TH
E 1301ST
E 1302ND
E 1303RD
E 1304TH
E 1305TH
E 1306TH
E 1307TH
E 1308TH
E 1309TH
E 1310TH
E 1311TH
E 1312TH
E 1313TH
E 1314TH
E 1315TH
E 1316TH
E 1317TH
E 1318TH
E 1319TH
E 1320TH
E 1321ST
E 1322ND
E 1323RD
E 1324TH
E 1325TH
E 1326TH
E 1327TH
E 1328TH
E 1329TH
E 1330TH
E 1331ST
E 1332ND
E 1333RD
E 1334TH
E 1335TH
E 1336TH
E 1337TH
E 1338TH
E 1339TH
E 1340TH
E 1341ST
E 1342ND
E 1343RD
E 1344TH
E 1345TH
E 1346TH
E 1347TH
E 1348TH
E 1349TH
E 1350TH
E 1351ST
E 1352ND
E 1353RD
E 1354TH
E 1355TH
E 1356TH
E 1357TH
E 1358TH
E 1359TH
E 1360TH
E 1361ST
E 1362ND
E 1363RD
E 1364TH
E 1365TH
E 1366TH
E 1367TH
E 1368TH
E 1369TH
E 1370TH
E 1371ST
E 1372ND
E 1373RD
E 1374TH
E 1375TH
E 1376TH
E 1377TH
E 1378TH
E 1379TH
E 1380TH
E 1381ST
E 1382ND
E 1383RD
E 1384TH
E 1385TH
E 1386TH
E 1387TH
E 1388TH
E 1389TH
E 1390TH
E 1391ST
E 1392ND
E 1393RD
E 1394TH
E 1395TH
E 1396TH
E 1397TH
E 1398TH
E 1399TH
E 1400TH
E 1401ST
E 1402ND
E 1403RD
E 1404TH
E 1405TH
E 1406TH
E 1407TH
E 1408TH
E 1409TH
E 1410TH
E 1411TH
E 1412TH
E 1413TH
E 1414TH
E 1415TH
E 1416TH
E 1417TH
E 1418TH
E 1419TH
E 1420TH
E 1421ST
E 1422ND
E 1423RD
E 1424TH
E 1425TH
E 1426TH
E 1427TH
E 1428TH
E 1429TH
E 1430TH
E 1431ST
E 1432ND
E 1433RD
E 1434TH
E 1435TH
E 1436TH
E 1437TH
E 1438TH
E 1439TH
E 1440TH
E 1441ST
E 1442ND
E 1443RD
E 1444TH
E 1445TH
E 1446TH
E 1447TH
E 1448TH
E 1449TH
E 1450TH
E 1451ST
E 1452ND
E 1453RD
E 1454TH
E 1455TH
E 1456TH
E 1457TH
E 1458TH
E 1459TH
E 1460TH
E 1461ST
E 1462ND
E 1463RD
E 1464TH
E 1465TH
E 1466TH
E 1467TH
E 1468TH
E 1469TH
E 1470TH
E 1471ST
E 1472ND
E 1473RD
E 1474TH
E 1475TH
E 1476TH
E 1477TH
E 1478TH
E 1479TH
E 1480TH
E 1481ST
E 1482ND
E 1483RD
E 1484TH
E 1485TH
E 1486TH
E 1487TH
E 1488TH
E 1489TH
E 1490TH
E 1491ST
E 1492ND
E 1493RD
E 1494TH
E 1495TH
E 1496TH
E 1497TH
E 1498TH
E 1499TH
E 1500TH
E 1501ST
E 1502ND
E 1503RD
E 1504TH
E 1505TH
E 1506TH
E 1507TH
E 1508TH
E 1509TH
E 1510TH
E 1511TH
E 1512TH
E 1513TH
E 1514TH
E 1515TH
E 1516TH
E 1517TH
E 1518TH
E 1519TH
E 1520TH
E 1521ST
E 1522ND
E 1523RD
E 1524TH
E 1525TH
E 1526TH
E 1527TH
E 1528TH
E 1529TH
E 1530TH
E 1531ST
E 1532ND
E 1533RD
E 1534TH
E 1535TH
E 1536TH
E 1537TH
E 1538TH
E 1539TH
E 1540TH
E 1541ST
E 1542ND
E 1543RD
E 1544TH
E 1545TH
E 1546TH
E 1547TH
E 1548TH
E 1549TH
E 1550TH
E 1551ST
E 1552ND
E 1553RD
E 1554TH
E 1555TH
E 1556TH
E 1557TH
E 1558TH
E 1559TH
E 1560TH
E 1561ST
E 1562ND
E 1563RD
E 1564TH
E 1565TH
E 1566TH
E 1567TH
E 1568TH
E 1569TH
E 1570TH
E 1571ST
E 1572ND
E 1573RD
E 1574TH
E 1575TH
E 1576TH
E 1577TH
E 1578TH
E 1579TH
E 1580TH
E 1581ST
E 1582ND
E 1583RD
E 1584TH
E 1585TH
E 1586TH
E 1587TH
E 1588TH
E 1589TH
E 1590TH
E 1591ST
E 1592ND
E 1593RD
E 1594TH
E 1595TH
E 1596TH
E 1597TH
E 1598TH
E 1599TH
E 1600TH
E 1601ST
E 1602ND
E 1603RD
E 1604TH
E 1605TH
E 1606TH
E 1607TH
E 1608TH
E 1609TH
E 1610TH
E 1611TH
E 1612TH
E 1613TH
E 1614TH
E 1615TH
E 1616TH
E 1617TH
E 1618TH
E 1619TH
E 1620TH
E 1621ST
E 1622ND
E 1623RD
E 1624TH
E 1625TH
E 1626TH
E 1627TH
E 1628TH
E 1629TH
E 1630TH
E 1631ST
E 1632ND
E 1633RD
E 1634TH
E 1635TH
E 1636TH
E 1637TH
E 1638TH
E 1639TH
E 1640TH
E 1641ST
E 1642ND
E 1643RD
E 1644TH
E 1645TH
E 1646TH
E 1647TH
E 1648TH
E 1649TH
E 1650TH
E 1651ST
E 1652ND
E 1653RD
E 1654TH
E 1655TH
E 1656TH
E 1657TH
E 1658TH
E 1659TH
E 1660TH
E 1661ST
E 1662ND
E 1663RD
E 1664TH
E 1665TH
E 1666TH
E 1667TH
E 1668TH
E 1669TH
E 1670TH
E 1671ST
E 1672ND
E 1673RD
E 1674TH
E 1675TH
E 1676TH
E 1677TH
E 1678TH
E 1679TH
E 1680TH
E 1681ST
E 1682ND
E 1683RD
E 1684TH
E 1685TH
E 1686TH
E 1687TH
E 1688TH
E 1689TH
E 1690TH
E 1691ST
E 1692ND
E 1693RD
E 1694TH
E 1695TH
E 1696TH
E 1697TH
E 1698TH
E 1699TH
E 1700TH
E 1701ST
E 1702ND
E 1703RD
E 1704TH
E 1705TH
E 1706TH
E 1707TH
E 1708TH
E 1709TH
E 1710TH
E 1711TH
E 1712TH
E 1713TH
E 1714TH
E 1715TH
E 1716TH
E 1717TH
E 1718TH
E 1719TH
E 1720TH
E 1721ST
E 1722ND
E 1723RD
E 1724TH
E 1725TH
E 1726TH
E 1727TH
E 1728TH
E 1729TH
E 1730TH
E 1731ST
E 1732ND
E 1733RD
E 1734TH
E 1735TH
E 1736TH
E 1737TH
E 1738TH
E 1739TH
E 1740TH
E 1741ST
E 1742ND
E 1743RD
E 1744TH
E 1745TH
E 1746TH
E 1747TH
E 1748TH
E 1749TH
E 1750TH
E 1751ST
E 1752ND
E 1753RD
E 1754TH
E 1755TH
E 1756TH
E 1757TH
E 1758TH
E 1759TH
E 1760TH
E 1761ST
E 1762ND
E 1763RD
E 1764TH
E 1765TH
E 1766TH
E 1767TH
E 1768TH
E 1769TH
E 1770TH
E 1771ST
E 1772ND
E 1773RD
E 1774TH
E 1775TH
E 1776TH
E 1777TH
E 1778TH
E 1779TH
E 1780TH
E 1781ST
E 1782ND
E 1783RD
E 1784TH
E 1785TH
E 1786TH
E 1787TH
E 1788TH
E 1789TH
E 1790TH
E 1791ST
E 1792ND
E 1793RD
E 1794TH
E 1795TH
E 1796TH
E 1797TH
E 1798TH
E 1799TH
E 1800TH
E 1801ST
E 1802ND
E 1803RD
E 1804TH
E 1805TH
E 1806TH
E 1807TH
E 1808TH
E 1809TH
E 1810TH
E 1811TH
E 1812TH
E 1813TH
E 1814TH
E 1815TH
E 1816TH
E 1817TH
E 1818TH
E 1819TH
E 1820TH
E 1821ST
E 1822ND
E 1823RD
E 1824TH
E 1825TH
E 1826TH
E 1827TH
E 1828TH
E 1829TH
E 1830TH
E 1831ST
E 1832ND
E 1833RD
E 1834TH
E 1835TH
E 1836TH
E 1837TH
E 1838TH
E 1839TH
E 1840TH
E 1841ST
E 1842ND
E 1843RD
E 1844TH
E 1845TH
E 1846TH
E 1847TH
E 1848TH
E 1849TH
E 1850TH
E 1851ST
E 1852ND
E 1853RD
E 1854TH
E 1855TH
E 1856TH
E 1857TH
E 1858TH
E 1859TH
E 1860TH
E 1861ST
E 1862ND
E 1863RD
E 1864TH
E 1865TH
E 1866TH
E 1867TH
E 1868TH
E 1869TH
E 1870TH
E 1871ST
E 1872ND
E 1873RD
E 1874TH
E 1875TH
E 1876TH
E 1877TH
E 1878TH
E 1879TH
E 1880TH
E 1881ST
E 1882ND
E 1883RD
E 1884TH
E 1885TH
E 1886TH
E 1887TH
E 1888TH
E 1889TH
E 1890TH
E 1891ST
E 1892ND
E 1893RD
E 1894TH
E 1895TH
E 1896TH
E 1897TH
E 1898TH
E 1899TH
E 1900TH
E 1901ST
E 1902ND
E 1903RD
E 1904TH
E 1905TH
E 1906TH
E 1907TH
E 1908TH
E 1909TH
E 1910TH
E 1911TH
E 1912TH
E 1913TH
E 1914TH
E 1915TH
E 1916TH
E 1917TH
E 1918TH
E 1919TH
E 1920TH
E 1921ST
E 1922ND
E 1923RD
E 1924TH
E 1925TH
E 1926TH
E 1927TH
E 1928TH
E 1929TH
E 1930TH
E 1931ST
E 1932ND
E 1933RD
E 1934TH
E 1935TH
E 1936TH
E 1937TH
E 1938TH
E 1939TH
E 1940TH
E 1941ST
E 1942ND
E 1943RD
E 1944TH
E 1945TH
E 1946TH
E 1947TH
E 1948TH
E 1949TH
E 1950TH
E 1951ST
E 1952ND
E 1953RD
E 1954TH
E 1955TH
E 1956TH
E 1957TH
E 1958TH
E 1959TH
E 1960TH
E 1961ST
E 1962ND
E 1963RD
E 1964TH
E 1965TH
E 1966TH
E 1967TH
E 1968TH
E 1969TH
E 1970TH
E 1971ST
E 1972ND
E 1973RD
E 1974TH
E 1975TH
E 1976TH
E 1977TH
E 1978TH
E 1979TH
E 1980TH
E 1981ST
E 1982ND
E 1983RD
E 1984TH
E 1985TH
E 1986TH
E 1987TH
E 1988TH
E 1989TH
E 1990TH
E 1991ST
E 1992ND
E 1993RD
E 1994TH
E 1995TH
E 1996TH
E 1997TH
E 1998TH
E 1999TH
E 2000TH
E 2001ST
E 2002ND
E 2003RD
E 2004TH
E 2005TH
E 2006TH
E 2007TH
E 2008TH
E 2009TH
E 2010TH
E 2011TH
E 2012TH
E 2013TH
E 2014TH
E 2015TH
E 2016TH
E 2017TH
E 2018TH
E 2019TH
E 2020TH
E 2021ST
E 2022ND
E 2023RD
E 2024TH
E 2025TH
E 2026TH
E 2027TH
E 2028TH
E 2029TH
E 2030TH
E 2031ST
E 2032ND
E 2033RD
E 2034TH
E 2035TH
E 2036TH
E 2037TH
E 2038TH
E 2039TH
E 2040TH
E 2041ST
E 2042ND
E 2043RD
E 2044TH
E 2045TH
E 2046TH
E 2047TH
E 2048TH
E 2049TH
E 2050TH
E 2051ST
E 2052ND
E 2053RD
E 2054TH
E 2055TH
E 2056TH
E 2057TH
E 2058TH
E 2059TH
E 2060TH
E 2061ST
E 2062ND
E 2063RD
E 2064TH
E 2065TH
E 2066TH
E 2067TH
E 2068TH
E 2069TH
E 2070TH
E 2071ST
E 2072ND
E 2073RD
E 2074TH
E 2075TH
E 2076TH
E 2077TH
E 2078TH
E 2079TH
E 2080TH
E 2081ST
E 2082ND
E 2083RD
E 2084TH
E 2085TH
E 2086TH
E 2087TH
E 2088TH
E 2089TH
E 2090TH
E 2091ST
E 2092ND
E 2093RD
E 2094TH
E 2095TH
E 2096TH
E 2097TH
E 2098TH
E 2099TH
E 2100TH
E 2101ST
E 2102ND
E 2103RD
E 2104TH
E 2105TH
E 2106TH
E 2107TH
E 2108TH
E 2109TH
E 2110TH
E 2111TH
E 2112TH
E 2113TH
E 2114TH
E 2115TH
E 2116TH
E 2117TH
E 2118TH
E 2119TH
E 2120TH
E 2121ST
E 2122ND
E 2123RD
E 2124TH
E 2125TH
E 2126TH
E 2127TH
E 2128TH
E 2129TH
E 2130TH
E 2131ST
E 2132ND
E 2133RD
E 2134TH
E 2135TH
E 2136TH
E 2137TH
E 2138TH
E 2139TH
E 2140TH
E 2141ST
E 2142ND
E 2143RD
E 2144TH
E 2145TH
E 2146TH
E 2147TH
E 2148TH
E 2149TH
E 2150TH
E 2151ST
E 2152ND
E 2153RD
E 2154TH
E 2155TH
E 2156TH
E 2157TH
E 2158TH
E 2159TH
E 2160TH
E 2161ST
E 2162ND
E 2163RD
E 2164TH
E 2165TH
E 2166TH
E 2167TH
E 2168TH
E 2169TH
E 2170TH
E 2171ST
E 2172ND
E 2173RD
E 2174TH
E 2175TH
E 2176TH
E 2177TH
E 2178TH
E 2179TH
E 2180TH
E 2181ST
E 2182ND
E 2183RD
E 2184TH
E 2185TH
E 2186TH
E 2187TH
E 2188TH
E 2189TH
E 2190TH
E 2191ST
E 2192ND
E 2193RD
E 2194TH
E 2195TH
E 2196TH
E 2197TH
E 2198TH
E 2199TH
E 2200TH
E 2201ST
E 2202ND
E 2203RD
E 2204TH
E 2205TH
E 2206TH
E 2207TH
E 2208TH
E 2209TH
E 2210TH
E 2211TH
E 2212TH
E 2213TH
E 2214TH
E 2215TH
E 2216TH
E 2217TH
E 2218TH
E 2219TH
E 2220TH
E 2221ST
E 2222ND
E 2223RD
E 2224TH
E 2225TH
E 2226TH
E 2227TH
E 2228TH
E 2229TH
E 2230TH
E 2231ST
E 2232ND
E 2233RD
E 2234TH
E 2235TH
E 2236TH
E 2237TH
E 2238TH
E 2239TH
E 2240TH
E 2241ST
E 2242ND
E 2243RD
E 2244TH
E 2245TH
E 2246TH
E 2247TH
E 2248TH
E 2249TH
E 2250TH
E 2251ST
E 2252ND
E 2253RD
E 2254TH
E 2255TH
E 2256TH
E 2257TH
E 2258TH
E 2259TH
E 2260TH
E 2261ST
E 2262ND
E 2263RD
E 2264TH
E 2265TH
E 2266TH
E 2267TH
E 2268TH
E 2269TH
E 2270TH
E 2271ST
E 2272ND
E 2273RD
E 2274TH
E 2275TH
E 2276TH
E 2277TH
E 2278TH
E 2279TH
E 2280TH
E 2281ST
E 2282ND
E 2283RD
E 2284TH
E 2285TH
E 2286TH
E 2287TH
E 2288TH
E 2289TH
E 2290TH
E 2291ST
E 2292ND
E 2293RD
E 2294TH
E 2295TH
E 2296TH
E 2297TH
E 2298TH
E 2299TH
E 2300TH
E 2301ST
E 2302ND
E 2303RD
E 2304TH
E 2305TH
E 2306TH
E 2307TH
E 2308TH
E 2309TH
E 2310TH
E 2311TH
E 2312TH
E 2313TH
E 2314TH
E 2315TH
E 2316TH
E 2317TH
E 2318TH
E 2319TH
E 2320TH
E 2321ST
E 2322ND
E 2323RD
E 2324TH
E 2325TH
E 2326TH
E 2327TH
E 2328TH
E 2329TH
E 2330TH
E 2331ST
E 2332ND
E 2333RD
E 2334TH
E 2335TH
E 2336TH
E 2337TH
E 2338TH
E 2339TH
E 2340TH
E 2341ST
E 2342ND
E 2343RD
E 2344TH
E 2345TH
E 2346TH
E 2347TH
E 2348TH
E 2349TH
E 2350TH
E 2351ST
E 2352ND
E 2353RD
E 2354TH
E 2355TH
E 2356TH
E 2357TH
E 2358TH
E 2359TH
E 2360TH
E 2361ST
E 2362ND
E 2363RD
E 2364TH
E 2365TH
E 2366TH
E 2367TH
E 2368TH
E 2369TH
E 2370TH
E 2371ST
E 2372ND
E 2373RD
E 2374TH
E 2375TH
E 2376TH
E 2377TH
E 2378TH
E 2379TH
E 2380TH
E 2381ST
E 2382ND
E 2383RD
E 2384TH
E 2385TH
E 2386TH
E 2387TH
E 2388TH
E 2389TH
E 2390TH
E 2391ST
E 2392ND
E 2393RD
E 2394TH
E 2395TH
E 2396TH
E 2397TH
E 2398TH
E 2399TH
E 2400TH
E 2401ST
E 2402ND
E 2403RD
E 2404TH
E 2405TH
E 2406T

SBTAM 2035
Burrtec Project Area
AM Peak Flow



SBTAM 2035
Burrtec Project Area
PM Peak Flow



APPENDIX E

Explanation and Calculation of Intersection Delay

EXPLANATION AND CALCULATION OF INTERSECTION LEVEL OF SERVICE USING DELAY METHODOLOGY

The levels of service at the unsignalized and signalized intersections are calculated using the delay methodology in the Highway Capacity Manual. This methodology views an intersection as consisting of several lane groups. A lane group is a set of lanes serving a movement. If there are two northbound left turn lanes, then the lane group serving the northbound left turn movement has two lanes. Similarly, there may be three lanes in the lane group serving the northbound through movement, one lane in the lane group serving the northbound right turn movement, and so forth. It is also possible for one lane to serve two lane groups. A shared lane might result in there being 1.5 lanes in the northbound left turn lane group and 2.5 lanes in the northbound through lane group.

For each lane group, there is a capacity. That capacity is calculated by multiplying the number of lanes in the lane group times a theoretical maximum lane capacity per lane time's 12 adjustment factors.

Each of the 12 adjustment factors has a value of approximately 1.00. A value less than 1.00 is generally assigned when a less than desirable condition occurs.

The 12 adjustment factors are as follows:

1. Peak hour factor (to account for peaking within the peak hour)
2. Lane utilization factor (to account for not all lanes loading equally)
3. Lane width
4. Percent of heavy trucks
5. Approach grade
6. Parking
7. Bus stops at intersections
8. Area type (CBD or other)
9. Right turns
10. Left turns

11. Pedestrian activity

12. Signal progression

The maximum theoretical lane capacity and the 12 adjustment factors for it are all unknowns for which approximate estimates have been recommended in the Highway Capacity Manual. For the most part, the recommended values are not based on statistical analysis but rather on educated estimates. However, it is possible to use the delay method and get reasonable results as will be discussed below.

Once the lane group volume is known and the lane group capacity is known, a volume to capacity ratio can be calculated for the lane group.

With a volume to capacity ratio calculated, average delay per vehicle in a lane group can be estimated. The average delay per vehicle in a lane group is calculated using a complex formula provided by the Highway Capacity Manual, which can be simplified and described as follows:

Delay per vehicle in a lane group is a function of the following:

1. Cycle length

2. Amount of red time faced by a lane group

3. Amount of yellow time for that lane group

4. The volume to capacity ratio of the lane group

The average delay per vehicle for each lane group is calculated, and eventually an overall average delay for all vehicles entering the intersection is calculated. This average delay per vehicle is then used to judge Level of Service. The Level of Services are defined in the table that follows this discussion.

Experience has shown that when a maximum lane capacity of 1,900 vehicles per hour is used (as recommended in the Highway Capacity Manual), little or no yellow time penalty is used, and none of the 12 penalty factors are applied, calculated delay is realistic. The delay calculation for instance assumes that yellow time is totally unused. Yet experience shows that most of the yellow time is used.

An idiosyncrasy of the delay methodology is that it is possible to add traffic to an intersection and reduce the average total delay per vehicle. If the average total delay is 30 seconds per vehicle for all vehicles traveling through an intersection, and traffic is added to a movement that has an average total delay of 15 seconds per vehicle, then the overall average total delay is reduced.

The delay calculation for a lane group is based on a concept that the delay is a function of the amount of unused capacity available. As the volume approaches capacity and there is no more unused capacity available, then the delay rapidly increases. Delay is not proportional to volume, but rather increases rapidly as the unused capacity approaches zero.

Because delay is not linearly related to volumes, the delay does not reflect how close an intersection is to overloading. If an intersection is operating at Level of Service C and has an average total delay of 18 seconds per vehicle, you know very little as to what percent the traffic can increase before Level of Service E is reached.

LEVEL OF SERVICE DESCRIPTION[1]

Level Of Service	Description	Average Total Delay Per Vehicle (Seconds)	
		Signalized	Unsignalized
A	Level of Service A occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	0 to 10.00	0 to 10.00
B	Level of Service B generally occurs with good progression and/or short cycle lengths. More vehicles stop than for Level of Service A, causing higher levels of average total delay.	10.01 to 20.00	10.01 to 15.00
C	Level of Service C generally results when there is fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.	20.01 to 35.00	15.01 to 25.00
D	Level of Service D generally results in noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	35.01 to 55.00	25.01 to 35.00
E	Level of Service E is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume to capacity ratios. Individual cycle failures are frequent occurrences.	55.01 to 80.00	35.01 to 50.00
F	Level of Service F is considered to be unacceptable to most drivers. This condition often occurs with oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume to capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	80.01 and up	50.01 and up

[1] Source: Highway Capacity Manual Special Report 209, Transportation Research Board, National Research Council, Washington, D.C., 2000.

Existing

Yucca Valley Hauling Yard and Transfer Station
Existing
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Avalon Avenue (NS) at Twentynine Palms Highway (EW) - #1

Cycle (sec):	110	Critical Vol./Cap.(X):	0.256
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	21.3
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Street Name:	Avalon Avenue						Twentynine Palms Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	10	31	31	10	31	31
Lanes:	2 0 1	0	1	1 0	1	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	66	11	42	22	22	17	7	479	78	42	623	17
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:	66	11	42	22	22	17	7	479	78	42	623	17
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	73	12	47	24	24	19	8	532	87	47	692	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	12	47	24	24	19	8	532	87	47	692	19
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
FinalVolume:	73	12	47	24	24	19	8	532	87	47	692	19
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	1800	1800	1700	1800	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.03	0.01	0.01	0.01	0.00	0.15	0.05	0.03	0.19	0.01
Crit Moves:			****	****			****				****	
Green/Cycle:	0.09	0.24	0.24	0.09	0.24	0.24	0.09	0.45	0.45	0.15	0.51	0.51
Volume/Cap:	0.25	0.03	0.11	0.16	0.06	0.04	0.05	0.33	0.11	0.19	0.38	0.02
Delay/Veh:	47.0	32.3	33.0	46.6	32.6	32.5	45.8	19.4	17.3	41.6	16.5	13.4
User DelAdj:	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:	47.0	32.3	33.0	46.6	32.6	32.5	45.8	19.4	17.3	41.6	16.5	13.4
LOS by Move:	D	C	C	D	C	C	D	B	B	D	B	B
HCM2kAvgQ:	2	0	1	1	1	0	0	6	2	2	7	0

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Existing
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #1 Avalon Avenue (NS) at Twentynine Palms Highway (EW) - #1

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.346
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 23.2
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Avalon Avenue						Twentynine Palms Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	10	31	31	10	31	31
Lanes:	2 0 1	0	1	1 0	1	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	142	34	37	18	23	19	24	739	126	57	771	31
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:	142	34	37	18	23	19	24	739	126	57	771	31
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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	153	37	40	19	25	20	26	795	135	61	829	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	37	40	19	25	20	26	795	135	61	829	33
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
FinalVolume:	153	37	40	19	25	20	26	795	135	61	829	33
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	1800	1800	1700	1800	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.02	0.01	0.01	0.01	0.02	0.22	0.08	0.04	0.23	0.02
Crit Moves:	****				****			****			****	
Green/Cycle:	0.10	0.26	0.26	0.10	0.26	0.26	0.14	0.46	0.46	0.10	0.42	0.42
Volume/Cap:	0.48	0.08	0.09	0.11	0.05	0.04	0.11	0.48	0.16	0.36	0.54	0.04
Delay/Veh:	43.7	28.0	28.1	41.3	27.8	27.7	38.1	18.9	15.9	43.3	22.0	17.0
User DelAdj:	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:	43.7	28.0	28.1	41.3	27.8	27.7	38.1	18.9	15.9	43.3	22.0	17.0
LOS by Move:	D	C	C	D	C	C	D	B	B	D	C	B
HCM2kAvgQ:	3	1	1	1	1	0	1	9	2	2	10	1

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Existing
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Indio Avenue (NS) at Yucca Traill (EW) - #5

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[10.5]

Street Name:	Indio Avenue						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 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	5	0	11	26	204	0	0	191	6
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	0	0	5	0	11	26	204	0	0	191	6
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:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	0	0	0	6	0	13	31	246	0	0	230	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	6	0	13	31	246	0	0	230	7
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	542	542	234	237	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	505	450	810	1342	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	496	439	810	1342	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	0.02	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	676	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.5	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.5			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Existing
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Indio Avenue (NS) at Yucca Traill (EW) - #5

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[10.7]

Street Name:	Indio Avenue						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	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	16	0	37	25	228	0	0	219	7
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	0	0	16	0	37	25	228	0	0	219	7
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	17	0	39	26	240	0	0	231	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	17	0	39	26	240	0	0	231	7
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	527	527	234	238	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	515	459	810	1341	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	507	450	810	1341	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	0.00	0.05	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	686	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.7	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.7			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Existing
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #9 Yucca Messa Road/La Contenta Road (NS) at Twentynine Palms Highw

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.294
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.0
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name: Yucca Messa Road/La Contenta Road Twentynine Palms Highway

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	19	19	19	19	19	19
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	30	20	31	59	34	106	37	507	23	25	550	40
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:	30	20	31	59	34	106	37	507	23	25	550	40
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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	32	21	33	63	36	113	39	539	24	27	585	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	21	33	63	36	113	39	539	24	27	585	43
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
FinalVolume:	32	21	33	63	36	113	39	539	24	27	585	43
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.39	0.61	1.00	0.24	0.76	1.00	1.91	0.09	1.00	1.86	0.14
Final Sat.:	1700	706	1094	1700	437	1363	1700	3444	156	1700	3356	244
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.04	0.08	0.08	0.02	0.16	0.16	0.02	0.17	0.17
Crit Moves:	****				****						****	
Green/Cycle:	0.11	0.27	0.27	0.11	0.27	0.27	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.18	0.11	0.11	0.35	0.30	0.30	0.04	0.28	0.28	0.03	0.31	0.31
Delay/Veh:	39.2	25.9	25.9	40.7	27.7	27.7	9.5	11.1	11.1	9.4	11.3	11.3
User DelAdj:	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:	39.2	25.9	25.9	40.7	27.7	27.7	9.5	11.1	11.1	9.4	11.3	11.3
LOS by Move:	D	C	C	D	C	C	A	B	B	A	B	B
HCM2kAvgQ:	1	1	1	2	4	4	1	4	4	0	5	5

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Existing
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Yucca Messa Road/La Contenta Road (NS) at Twentynine Palms Highw

Cycle (sec):	130	Critical Vol./Cap.(X):	0.342
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	12.7
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Yucca Messa Road/La Contenta Road						Twentynine Palms Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	19	19	19	19	19	19
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	12	29	13	35	21	74	117	643	28	19	791	74
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:	12	29	13	35	21	74	117	643	28	19	791	74
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	13	32	14	38	23	80	127	699	30	21	860	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	32	14	38	23	80	127	699	30	21	860	80
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
FinalVolume:	13	32	14	38	23	80	127	699	30	21	860	80
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.69	0.31	1.00	0.22	0.78	1.00	1.92	0.08	1.00	1.83	0.17
Final Sat.:	1700	1243	557	1700	398	1402	1700	3450	150	1700	3292	308
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.02	0.06	0.06	0.07	0.20	0.20	0.01	0.26	0.26
Crit Moves:	****				****						****	
Green/Cycle:	0.08	0.20	0.20	0.08	0.20	0.20	0.68	0.68	0.68	0.68	0.68	0.68
Volume/Cap:	0.10	0.13	0.13	0.29	0.29	0.29	0.11	0.30	0.30	0.02	0.39	0.39
Delay/Veh:	56.1	42.8	42.8	57.9	44.6	44.6	7.4	8.6	8.6	6.9	9.3	9.3
User DelAdj:	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:	56.1	42.8	42.8	57.9	44.6	44.6	7.4	8.6	8.6	6.9	9.3	9.3
LOS by Move:	E	D	D	E	D	D	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	2	4	4	2	6	6	0	8	8

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Existing
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #10 La Contenta Road (NS) at Sunnyslope Drive (EW) - #10

****

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: A[9.1]

****

Street Name:	La Contenta Road						Sunnyslope Drive					
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 1	0	0 0	0	0 0	1 0	0 0	1! 0	0	0	0 0	0 0
Volume Module:												
Base Vol:	6	59	0	0	51	5	6	0	4	0	0	0
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:	6	59	0	0	51	5	6	0	4	0	0	0
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:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	8	76	0	0	65	6	8	0	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	76	0	0	65	6	8	0	5	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	72	xxxx	xxxxx	xxxx	xxxx	xxxxx	160	160	69	xxxx	xxxx	xxxxx
Potent Cap.:	1541	xxxx	xxxxx	xxxx	xxxx	xxxxx	836	736	1000	xxxx	xxxx	xxxxx
Move Cap.:	1541	xxxx	xxxxx	xxxx	xxxx	xxxxx	833	733	1000	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	893	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.1	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.1			xxxxxx		
ApproachLOS:	*			*			A			*		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Existing
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 La Contenta Road (NS) at Sunnyslope Drive (EW) - #10

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: A[9.0]

Street Name:	La Contenta Road						Sunnyslope Drive					
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 1 0	0	0	0 0 0	1	0	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	1	43	0	0	53	3	4	0	1	0	0	0
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:	1	43	0	0	53	3	4	0	1	0	0	0
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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	1	51	0	0	63	4	5	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	51	0	0	63	4	5	0	1	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	67	xxxx	xxxxx	xxxx	xxxx	xxxxx	118	118	65	xxxx	xxxx	xxxxx
Potent Cap.:	1548	xxxx	xxxxx	xxxx	xxxx	xxxxx	882	776	1005	xxxx	xxxx	xxxxx
Move Cap.:	1548	xxxx	xxxxx	xxxx	xxxx	xxxxx	882	775	1005	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	904	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.0	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.0			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Existing
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #11 La Contenta Road (NS) at Yucca Trail/Alta Loma Road (EW) - #11

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: A[10.0]

Street Name:	La Contenta Road									Yucca Trail/Alta Loma Road					
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	0	0	1	0	0	0	1	0	1	0	0	0	0	0	1	0
Volume Module:																			
Base Vol:	0	0	0	10	0	43	55	148	0	0	155	17							
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	0	0	10	0	43	55	148	0	0	155	17							
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85							
PHF Volume:	0	0	0	12	0	51	65	174	0	0	182	20							
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0							
FinalVolume:	0	0	0	12	0	51	65	174	0	0	182	20							
Critical Gap Module:																			
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							
Capacity Module:																			
Cnflict Vol:	xxxx	xxxx	xxxxx	496	xxxx	192	202	xxxx	xxxxx	xxxx	xxxx	xxxxx							
Potent Cap.:	xxxx	xxxx	xxxxx	537	xxxx	854	1382	xxxx	xxxxx	xxxx	xxxx	xxxxx							
Move Cap.:	xxxx	xxxx	xxxxx	517	xxxx	854	1382	xxxx	xxxxx	xxxx	xxxx	xxxxx							
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	0.06	0.05	xxxx	xxxx	xxxx	xxxx	xxxx							
Level Of Service Module:																			
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	0.2	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx							
Control Del:	xxxxx	xxxx	xxxxx	12.1	xxxx	9.5	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx							
LOS by Move:	*	*	*	B	*	A	A	*	*	*	*	*							
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT							
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx							
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*							
ApproachDel:	xxxxxx			10.0			xxxxxx			xxxxxx									
ApproachLOS:	*			A			*			*									

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Existing
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #11 La Contenta Road (NS) at Yucca Trail/Alta Loma Road (EW) - #11

****

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[10.6]

****

Street Name:	La Contenta Road								Yucca Trail/Alta Loma Road							
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	0 0	1	0	0	0 1	0	1	0	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0	0	0		28	0	29		23	211	0		0	186	13	
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	0	0		28	0	29		23	211	0		0	186	13	
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:	0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99	
PHF Volume:	0	0	0		28	0	29		23	213	0		0	188	13	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		28	0	29		23	213	0		0	188	13	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	xxxx	6.2		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	xxxx	3.3		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		454	xxxx	194		201	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		568	xxxx	852		1383	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		560	xxxx	852		1383	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.05	xxxx	0.03		0.02	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.2	xxxx	0.1		0.1	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		11.8	xxxx	9.4		7.6	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		B	*	A		A	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.6	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		A	*	*		*	*	*	
ApproachDel:	xxxxxx				10.6				xxxxxx				xxxxxx			
ApproachLOS:	*				B				*				*			

****

Note: Queue reported is the number of cars per lane.

****

Existing Plus Project

Yucca Valley Hauling Yard and Transfer Station
Existing Plus Project (411 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Avalon Avenue (NS) at Twentynine Palms Highway (EW) - #1

Cycle (sec):	110	Critical Vol./Cap.(X):	0.259
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	21.3
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Street Name:	Avalon Avenue						Twentynine Palms Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	10	31	31	10	31	31
Lanes:	2 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	66	11	42	22	22	17	7	479	78	42	623	17
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:	66	11	42	22	22	17	7	479	78	42	623	17
Added Vol:	0	0	0	0	0	0	0	22	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	11	42	22	22	17	7	501	78	42	634	17
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	73	12	47	24	24	19	8	557	87	47	704	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	12	47	24	24	19	8	557	87	47	704	19
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
FinalVolume:	73	12	47	24	24	19	8	557	87	47	704	19
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	1800	1800	1700	1800	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.03	0.01	0.01	0.01	0.00	0.15	0.05	0.03	0.20	0.01
Crit Moves:			****	****			****				****	
Green/Cycle:	0.09	0.24	0.24	0.09	0.24	0.24	0.09	0.45	0.45	0.15	0.51	0.51
Volume/Cap:	0.25	0.03	0.11	0.16	0.06	0.04	0.05	0.34	0.11	0.19	0.38	0.02
Delay/Veh:	47.0	32.3	33.0	46.6	32.6	32.5	45.8	19.5	17.3	41.6	16.6	13.4
User DelAdj:	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:	47.0	32.3	33.0	46.6	32.6	32.5	45.8	19.5	17.3	41.6	16.6	13.4
LOS by Move:	D	C	C	D	C	C	D	B	B	D	B	B
HCM2kAvgQ:	2	0	1	1	1	0	0	6	2	2	7	0

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Existing Plus Project (411 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Avalon Avenue (NS) at Twentynine Palms Highway (EW) - #1

Cycle (sec): 100 Critical Vol./Cap.(X): 0.340
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 23.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Avalon Avenue						Twentynine Palms Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	10	31	31	10	31	31
Lanes:	2 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	142	34	37	18	23	19	24	739	126	57	771	31
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:	142	34	37	18	23	19	24	739	126	57	771	31
Added Vol:	0	0	0	0	0	0	0	10	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	34	37	18	23	19	24	749	126	57	791	31
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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	153	37	40	19	25	20	26	805	135	61	851	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	37	40	19	25	20	26	805	135	61	851	33
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
FinalVolume:	153	37	40	19	25	20	26	805	135	61	851	33
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	1800	1800	1700	1800	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.02	0.01	0.01	0.01	0.02	0.22	0.08	0.04	0.24	0.02
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.26	0.26	0.10	0.26	0.26	0.10	0.42	0.42	0.14	0.46	0.46
Volume/Cap:	0.48	0.08	0.09	0.11	0.05	0.04	0.15	0.53	0.18	0.26	0.51	0.04
Delay/Veh:	43.7	28.0	28.1	41.3	27.8	27.7	41.5	21.8	18.1	39.3	19.4	14.9
User DelAdj:	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:	43.7	28.0	28.1	41.3	27.8	27.7	41.5	21.8	18.1	39.3	19.4	14.9
LOS by Move:	D	C	C	D	C	C	D	C	B	D	B	B
HCM2kAvgQ:	3	1	1	1	1	0	1	9	3	2	9	1

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Existing Plus Project (411 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 Indio Avenue (NS) at Sunnyslope Drive (EW) - #2

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: A[8.4]

Street Name:	Indio Avenue						Sunnyslope Drive					
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 1!	0 0		0 0 0	0 0		0 0 0	1 0		0 1 0	0 0	
Volume Module:												
Base Vol:	1	0	1	0	0	0	0	1	1	1	1	0
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:	1	0	1	0	0	0	0	1	1	1	1	0
Added Vol:	0	0	1	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	2	0	0	0	0	1	1	1	1	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	0	2	0	0	0	0	1	1	1	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	2	0	0	0	0	1	1	1	1	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	5	5	2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2	xxxx	xxxxx
Potent Cap.:	1022	895	1089	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1633	xxxx	xxxxx
Move Cap.:	1022	894	1089	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1633	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	1065	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		8.4			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Existing Plus Project (411 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #2 Indio Avenue (NS) at Sunnyslope Drive (EW) - #2

****

Average Delay (sec/veh): 5.8 Worst Case Level Of Service: A[8.4]

****

Street Name:	Indio Avenue						Sunnyslope Drive					
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 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	1	0	1	0	0	0	0	1	1	1	1	0
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:	1	0	1	0	0	0	0	1	1	1	1	0
Added Vol:	0	0	1	0	0	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	2	0	0	0	0	1	1	7	1	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	0	2	0	0	0	0	1	1	7	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	2	0	0	0	0	1	1	7	1	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	17	17	2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2	xxxx	xxxxx
Potent Cap.:	1006	881	1089	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1633	xxxx	xxxxx
Move Cap.:	1002	877	1089	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1633	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	1058	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		8.4		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Existing Plus Project (411 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Indio Avenue (NS) at Project North Access (EW) - #3

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Indio Avenue						Project North Access					
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 0 1 0			0 0 1 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	1	0	0	1	0	0	0	0	0	0	0
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	1	0	0	1	0	0	0	0	0	0	0
Added Vol:	0	1	6	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2	6	0	1	0	0	0	0	0	0	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	2	6	0	1	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	2	6	0	1	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	5
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1084
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1084
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Existing Plus Project (411 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #3 Indio Avenue (NS) at Project North Access (EW) - #3

****

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

****

Street Name:	Indio Avenue						Project North Access					
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 0	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0	1	0	0	1	0	0	0	0	0	0	0
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	1	0	0	1	0	0	0	0	0	0	0
Added Vol:	0	1	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2	0	0	7	0	0	0	0	0	0	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	2	0	0	7	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	2	0	0	7	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	2
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1088
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1088
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Existing Plus Project (411 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #4 Indio Avenue (NS) at Project South Access (EW) - #4

****

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[8.6]

****

Street Name:	Indio Avenue						Project South Access					
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 0	0	0	1 0 0	0	0
Volume Module:												
Base Vol:	0	1	0	0	1	0	0	0	0	0	0	0
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	1	0	0	1	0	0	0	0	0	0	0
Added Vol:	0	7	0	0	0	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	8	0	0	1	0	0	0	0	3	0	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	8	0	0	1	0	0	0	0	3	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	8	0	0	1	0	0	0	0	3	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	9	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1016	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1016	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.6		
ApproachLOS:	*			*			*			A		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Existing Plus Project (411 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Indio Avenue (NS) at Project South Access (EW) - #4

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: A[8.6]

Street Name:	Indio Avenue						Project South Access					
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 0	0	0	1 0 0	0	0
Volume Module:												
Base Vol:	0	1	0	0	1	0	0	0	0	0	0	0
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	1	0	0	1	0	0	0	0	0	0	0
Added Vol:	0	1	0	0	6	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2	0	0	7	0	0	0	0	2	0	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	2	0	0	7	0	0	0	0	2	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	2	0	0	7	0	0	0	0	2	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	9	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1016	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1016	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.6		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Existing Plus Project (411 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Indio Avenue (NS) at Yucca Traill (EW) - #5

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[10.6]

Street Name:	Indio Avenue						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 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	5	0	11	26	204	0	0	191	6
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	0	0	5	0	11	26	204	0	0	191	6
Added Vol:	0	0	0	1	0	1	4	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	6	0	12	30	204	0	0	191	9
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:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	0	0	0	7	0	14	36	246	0	0	230	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	7	0	14	36	246	0	0	230	11
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	554	554	236	241	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	497	443	808	1337	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	487	431	808	1337	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	0.02	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	662	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.6	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.6			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Existing Plus Project (411 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #5 Indio Avenue (NS) at Yucca Traill (EW) - #5

****

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[10.9]

****

Street Name:	Indio Avenue						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 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	16	0	37	25	228	0	0	219	7
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	0	0	16	0	37	25	228	0	0	219	7
Added Vol:	0	0	0	4	0	4	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	41	26	228	0	0	219	7
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	21	0	43	27	240	0	0	231	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	21	0	43	27	240	0	0	231	7
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	529	529	234	238	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	514	458	810	1341	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	506	449	810	1341	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	0.00	0.05	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	676	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.9	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.9			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Existing Plus Project (411 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Project West Access (NS) at Sunnyslope Drive (EW) - #6

Average Delay (sec/veh): 6.4 Worst Case Level Of Service: A[7.2]

Street Name:	Project West Access						Sunnyslope Drive					
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 1!	0	0	0 0 0	0	0	0 0 1	0	0	0 1 0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1	0	0	1	0
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	0	0	0	0	0	0	1	0	0	1	0
Added Vol:	0	0	0	0	0	0	0	1	0	24	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	2	0	24	1	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	2	0	25	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	2	0	25	1	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	54	54	2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2	xxxx	xxxxx
Potent Cap.:	960	841	1088	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1633	xxxx	xxxxx
Move Cap.:	948	828	1088	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1633	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Existing Plus Project (411 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Project West Access (NS) at Sunnyslope Drive (EW) - #6

Average Delay (sec/veh): 7.7 Worst Case Level Of Service: A[8.5]

Street Name:	Project West Access						Sunnyslope Drive					
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 1! 0 0			0 0 0 0 0			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1	0	0	1	0
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	0	0	0	0	0	0	1	0	0	1	0
Added Vol:	6	0	24	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	0	24	0	0	0	0	2	0	0	1	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	6	0	25	0	0	0	0	2	0	0	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	25	0	0	0	0	2	0	0	1	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	3	3	2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1024	896	1088	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1024	896	1088	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	1075	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	*	*	*
ApproachDel:		8.5			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Existing Plus Project (411 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #7 Project Central Access (NS) at Sunnyslope Drive (EW) - #7

****

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: A[8.4]

****

Street Name:	Project Central Access						Sunnyslope Drive					
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 0 1			0 0 0 0 0			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1	0	0	1	0
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	0	0	0	0	0	0	1	0	0	1	0
Added Vol:	0	0	26	0	0	0	0	1	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	26	0	0	0	0	2	0	0	25	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	27	0	0	0	0	2	0	0	26	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	27	0	0	0	0	2	0	0	26	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1088	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1088	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	8.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Existing Plus Project (411 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #7 Project Central Access (NS) at Sunnyslope Drive (EW) - #7

****

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: A[8.5]

****

Street Name:	Project Central Access						Sunnyslope Drive					
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 0	1	0 0	0 0	0	0 0	1 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1	0	0	1	0
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	0	0	0	0	0	0	1	0	0	1	0
Added Vol:	0	0	22	0	0	0	0	25	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	22	0	0	0	0	26	0	0	1	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	23	0	0	0	0	27	0	0	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	23	0	0	0	0	27	0	0	1	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	27	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1054	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1054	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	8.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Existing Plus Project (411 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Project East Access (NS) at Sunnyslope Drive (EW) - #8

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: A[7.3]

Street Name:	Project East Access						Sunnyslope Drive					
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 0 0			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1	0	0	1	0
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	0	0	0	0	0	0	1	0	0	1	0
Added Vol:	0	0	0	0	0	0	0	26	1	28	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	27	1	28	25	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	28	1	29	26	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	28	1	29	26	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	29	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1597	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1597	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Existing Plus Project (411 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #8 Project East Access (NS) at Sunnyslope Drive (EW) - #8

****

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: A[7.3]

****

Street Name:	Project East Access						Sunnyslope Drive					
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 0 0			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1	0	0	1	0
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	0	0	0	0	0	0	1	0	0	1	0
Added Vol:	0	0	0	0	0	0	0	46	1	23	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	47	1	23	1	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	49	1	24	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	49	1	24	1	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	51	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1569	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1569	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Existing Plus Project (411 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #9 Yucca Messa Road/La Contenta Road (NS) at Twentynine Palms Highw

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.309
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.3
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Yucca Messa Road/La Contenta Road						Twentynine Palms Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	19	19	19	19	19	19
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	30	20	31	59	34	106	37	507	23	25	550	40
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:	30	20	31	59	34	106	37	507	23	25	550	40
Added Vol:	11	4	11	0	9	0	0	0	22	20	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	24	42	59	43	106	37	507	45	45	550	40
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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	44	26	45	63	46	113	39	539	48	48	585	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	26	45	63	46	113	39	539	48	48	585	43
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
FinalVolume:	44	26	45	63	46	113	39	539	48	48	585	43
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.36	0.64	1.00	0.29	0.71	1.00	1.84	0.16	1.00	1.86	0.14
Final Sat.:	1700	655	1145	1700	519	1281	1700	3307	293	1700	3356	244
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.04	0.09	0.09	0.02	0.16	0.16	0.03	0.17	0.17
Crit Moves:	****				****						****	
Green/Cycle:	0.11	0.29	0.29	0.11	0.29	0.29	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	0.23	0.14	0.14	0.33	0.30	0.30	0.04	0.31	0.31	0.05	0.33	0.33
Delay/Veh:	37.1	23.8	23.8	38.0	25.3	25.3	10.1	11.8	11.8	10.1	12.0	12.0
User DelAdj:	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:	37.1	23.8	23.8	38.0	25.3	25.3	10.1	11.8	11.8	10.1	12.0	12.0
LOS by Move:	D	C	C	D	C	C	B	B	B	B	B	B
HCM2kAvgQ:	1	1	1	2	4	4	1	5	5	1	5	5

****

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Existing Plus Project (411 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Yucca Messa Road/La Contenta Road (NS) at Twentynine Palms Highw

Cycle (sec): 125 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 13.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Yucca Messa Road/La Contenta Road						Twentynine Palms Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	19	19	19	19	19	19
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	12	29	13	35	21	74	117	643	28	19	791	74
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:	12	29	13	35	21	74	117	643	28	19	791	74
Added Vol:	20	8	18	0	3	0	0	0	10	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	37	31	35	24	74	117	643	38	28	791	74
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	35	40	34	38	26	80	127	699	41	30	860	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	40	34	38	26	80	127	699	41	30	860	80
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
FinalVolume:	35	40	34	38	26	80	127	699	41	30	860	80
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.54	0.46	1.00	0.24	0.76	1.00	1.89	0.11	1.00	1.83	0.17
Final Sat.:	1700	979	821	1700	441	1359	1700	3399	201	1700	3292	308
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.02	0.06	0.06	0.07	0.21	0.21	0.02	0.26	0.26
Crit Moves:	****				****						****	
Green/Cycle:	0.08	0.21	0.21	0.08	0.21	0.21	0.66	0.66	0.66	0.66	0.66	0.66
Volume/Cap:	0.26	0.20	0.20	0.28	0.28	0.28	0.11	0.31	0.31	0.03	0.39	0.39
Delay/Veh:	55.0	41.1	41.1	55.2	42.1	42.1	7.7	9.0	9.0	7.2	9.7	9.7
User DelAdj:	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:	55.0	41.1	41.1	55.2	42.1	42.1	7.7	9.0	9.0	7.2	9.7	9.7
LOS by Move:	E	D	D	E	D	D	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	2	4	4	2	6	6	0	8	8

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Existing Plus Project (411 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 La Contenta Road (NS) at Sunnyslope Drive (EW) - #10

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: A[9.7]

Street Name:	La Contenta Road						Sunnyslope Drive					
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 1 0	0 0		0 0 0	1 0		0 0 1!	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	6	59	0	0	51	5	6	0	4	0	0	0
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:	6	59	0	0	51	5	6	0	4	0	0	0
Added Vol:	1	0	0	0	0	50	26	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	59	0	0	51	55	32	0	4	0	0	0
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:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	9	76	0	0	65	71	41	0	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	76	0	0	65	71	41	0	5	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	136	xxxx	xxxxx	xxxx	xxxx	xxxxx	194	194	101	xxxx	xxxx	xxxxx
Potent Cap.:	1461	xxxx	xxxxx	xxxx	xxxx	xxxxx	799	705	960	xxxx	xxxx	xxxxx
Move Cap.:	1461	xxxx	xxxxx	xxxx	xxxx	xxxxx	795	700	960	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	811	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.7	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.7			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Existing Plus Project (411 Tons Per Day)
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #10 La Contenta Road (NS) at Sunnyslope Drive (EW) - #10

****

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: A[9.5]

****

Street Name:	La Contenta Road								Sunnyslope Drive							
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:	1	0	1	0 0	0	0	1	0 1	0	0	1!	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	6	59	0		0	51	5		6	0	4		0	0	0	
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:	6	59	0		0	51	5		6	0	4		0	0	0	
Added Vol:	1	0	0		0	0	50		26	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	7	59	0		0	51	55		32	0	4		0	0	0	
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:	0.78	0.78	0.78		0.78	0.78	0.78		0.78	0.78	0.78		0.78	0.78	0.78	
PHF Volume:	9	76	0		0	65	71		41	0	5		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	9	76	0		0	65	71		41	0	5		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.4	6.5		6.2	xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	4.0		3.3	xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	136	xxxx	xxxxx	xxxx	xxxx	xxxxx			159	159		65	xxxx	xxxx	xxxxx	
Potent Cap.:	1461	xxxx	xxxxx	xxxx	xxxx	xxxxx			837	737		1004	xxxx	xxxx	xxxxx	
Move Cap.:	1461	xxxx	xxxxx	xxxx	xxxx	xxxxx			833	732		1004	xxxx	xxxx	xxxxx	
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx			0.05	0.00		0.01	xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	849	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.5	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	A	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx				9.5			xxxxxx					
ApproachLOS:	*			*				A			*					

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Existing Plus Project (411 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 La Contenta Road (NS) at Sunnyslope Drive (EW) - #10

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: A[9.5]

Street Name:	La Contenta Road						Sunnyslope Drive					
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 1 0	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	1	43	0	0	53	3	4	0	1	0	0	0
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:	1	43	0	0	53	3	4	0	1	0	0	0
Added Vol:	1	0	0	0	0	22	46	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	43	0	0	53	25	50	0	1	0	0	0
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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	2	51	0	0	63	30	60	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	51	0	0	63	30	60	0	1	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	93	xxxx	xxxxx	xxxx	xxxx	xxxxx	134	134	78	xxxx	xxxx	xxxxx
Potent Cap.:	1514	xxxx	xxxxx	xxxx	xxxx	xxxxx	865	761	988	xxxx	xxxx	xxxxx
Move Cap.:	1514	xxxx	xxxxx	xxxx	xxxx	xxxxx	864	759	988	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	866	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.5	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.5			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Existing Plus Project (411 Tons Per Day)
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #10 La Contenta Road (NS) at Sunnyslope Drive (EW) - #10

****

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: A[9.4]

****

Street Name:	La Contenta Road						Sunnyslope Drive					
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:	1 0 1	0 0		0 0 1	0 1		0 0 1!	0 0		0 0	0 0	0
Volume Module:												
Base Vol:	1	43	0	0	53	3	4	0	1	0	0	0
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:	1	43	0	0	53	3	4	0	1	0	0	0
Added Vol:	1	0	0	0	0	22	46	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	43	0	0	53	25	50	0	1	0	0	0
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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	2	51	0	0	63	30	60	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	51	0	0	63	30	60	0	1	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	93	xxxx	xxxxx	xxxx	xxxx	xxxxx	119	119	63	xxxx	xxxx	xxxxx
Potent Cap.:	1514	xxxx	xxxxx	xxxx	xxxx	xxxxx	881	775	1007	xxxx	xxxx	xxxxx
Move Cap.:	1514	xxxx	xxxxx	xxxx	xxxx	xxxxx	880	774	1007	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	883	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.4	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.4			xxxxxx		
ApproachLOS:	*			*			A			*		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Existing Plus Project (411 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 La Contenta Road (NS) at Yucca Trail/Alta Loma Road (EW) - #11

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[10.0]

Street Name:	La Contenta Road									Yucca Trail/Alta Loma Road									
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	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0	0	0			10	0	43			55	148	0			0	155	17		
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	0	0			10	0	43			55	148	0			0	155	17		
Added Vol:	0	0	0			0	0	0			0	1	0			0	3	1		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	0			10	0	43			55	149	0			0	158	18		
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:	0.85	0.85	0.85			0.85	0.85	0.85			0.85	0.85	0.85			0.85	0.85	0.85		
PHF Volume:	0	0	0			12	0	51			65	175	0			0	186	21		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	0			12	0	51			65	175	0			0	186	21		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx			6.4	xxxx	6.2			4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx			3.5	xxxx	3.3			2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx			501	xxxx	196			207	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx			533	xxxx	850			1376	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx			513	xxxx	850			1376	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx			0.02	xxxx	0.06			0.05	xxxx	xxxx		xxxx	xxxx	xxxx			
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			0.1	xxxx	0.2			0.1	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx			12.2	xxxx	9.5			7.7	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*			B	*	A			A	*	*		*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			0.1	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.7	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			A	*	*			*	*	*		
ApproachDel:	xxxxxx					10.0					xxxxxx					xxxxxx				
ApproachLOS:	*					B					*					*				

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Existing Plus Project (411 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #11 La Contenta Road (NS) at Yucca Trail/Alta Loma Road (EW) - #11

****

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[10.6]

****

Street Name:	La Contenta Road						Yucca Trail/Alta Loma Road					
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 0 0			1 0 0 0 1			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	28	0	29	23	211	0	0	186	13
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	0	0	28	0	29	23	211	0	0	186	13
Added Vol:	0	0	0	0	0	0	0	4	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	28	0	29	23	215	0	0	186	14
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:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	0	0	0	28	0	29	23	217	0	0	188	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	28	0	29	23	217	0	0	188	14
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	459	xxxx	195	202	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	564	xxxx	852	1382	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	557	xxxx	852	1382	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	0.03	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	0.1	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	11.8	xxxx	9.4	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.6			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Opening Year (2016) Without Project

Yucca Valley Hauling Yard and Transfer Station
Opening Year (2016) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Avalon Avenue (NS) at Twentynine Palms Highway (EW) - #1

Cycle (sec): 110 Critical Vol./Cap.(X): 0.260
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Avalon Avenue						Twentynine Palms Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	10	31	31	10	31	31
Lanes:	2 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	67	13	44	23	23	17	8	487	78	44	626	19
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:	67	13	44	23	23	17	8	487	78	44	626	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	13	44	23	23	17	8	487	78	44	626	19
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	74	14	49	26	26	19	9	541	87	49	696	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	14	49	26	26	19	9	541	87	49	696	21
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
FinalVolume:	74	14	49	26	26	19	9	541	87	49	696	21
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	1800	1800	1700	1800	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.03	0.02	0.01	0.01	0.01	0.15	0.05	0.03	0.19	0.01
Crit Moves:			****	****			****				****	
Green/Cycle:	0.09	0.24	0.24	0.09	0.24	0.24	0.09	0.45	0.45	0.15	0.51	0.51
Volume/Cap:	0.26	0.03	0.11	0.17	0.06	0.04	0.06	0.33	0.11	0.20	0.38	0.02
Delay/Veh:	47.0	32.4	33.1	46.7	32.6	32.5	45.8	19.4	17.3	41.7	16.6	13.4
User DelAdj:	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:	47.0	32.4	33.1	46.7	32.6	32.5	45.8	19.4	17.3	41.7	16.6	13.4
LOS by Move:	D	C	C	D	C	C	D	B	B	D	B	B
HCM2kAvgQ:	2	0	1	1	1	0	0	6	2	2	7	0

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Opening Year (2016) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Avalon Avenue (NS) at Twentynine Palms Highway (EW) - #1

Cycle (sec): 100 Critical Vol./Cap.(X): 0.356
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 23.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Avalon Avenue						Twentynine Palms Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	10	31	31	10	31	31
Lanes:	2 0 1	0	1	1 0 1	0	1	1 0 2	0	1	1 0 2	0	1
Volume Module:												
Base Vol:	147	36	39	19	23	19	25	762	129	58	781	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:	147	36	39	19	23	19	25	762	129	58	781	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	36	39	19	23	19	25	762	129	58	781	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	158	39	42	20	25	20	27	819	139	62	840	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	39	42	20	25	20	27	819	139	62	840	34
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
FinalVolume:	158	39	42	20	25	20	27	819	139	62	840	34
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	1800	1800	1700	1800	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.02	0.01	0.01	0.01	0.02	0.23	0.08	0.04	0.23	0.02
Crit Moves:	****				****			****			****	
Green/Cycle:	0.10	0.26	0.26	0.10	0.26	0.26	0.14	0.46	0.46	0.10	0.42	0.42
Volume/Cap:	0.49	0.08	0.09	0.12	0.05	0.04	0.12	0.49	0.17	0.37	0.55	0.05
Delay/Veh:	43.8	28.1	28.1	41.3	27.8	27.7	38.1	19.1	15.9	43.4	22.1	17.0
User DelAdj:	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:	43.8	28.1	28.1	41.3	27.8	27.7	38.1	19.1	15.9	43.4	22.1	17.0
LOS by Move:	D	C	C	D	C	C	D	B	B	D	C	B
HCM2kAvgQ:	3	1	1	1	1	0	1	9	2	2	10	1

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Opening Year (2016) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Indio Avenue (NS) at Yucca Traill (EW) - #5

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[10.7]

Street Name:	Indio Avenue									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 0 0	0	0	1! 0 0	0	1	0 0 0	0	0	0 1 0			
Volume Module:															
Base Vol:	0	0	0	7	0	13	27	211	0	0	197	6			
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	0	0	7	0	13	27	211	0	0	197	6			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	0	0	7	0	13	27	211	0	0	197	6			
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:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83			
PHF Volume:	0	0	0	8	0	16	33	254	0	0	237	7			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	0	0	8	0	16	33	254	0	0	237	7			
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Capacity Module:															
Cnflict Vol:	xxxx	xxxx	xxxxx	560	560	241	245	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx	493	440	803	1333	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx	483	429	803	1333	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx	0.02	0.00	0.02	0.02	xxxx	xxxx	xxxx	xxxx	xxxx			
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*			
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT					
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	652	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.7	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*			
ApproachDel:	xxxxxx			10.7			xxxxxx			xxxxxx					
ApproachLOS:	*			B			*			*					

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Opening Year (2016) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #5 Indio Avenue (NS) at Yucca Traill (EW) - #5

****

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[10.8]

****

Street Name:	Indio Avenue						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 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	17	0	39	26	235	0	0	224	8
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	0	0	17	0	39	26	235	0	0	224	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	17	0	39	26	235	0	0	224	8
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	18	0	41	27	247	0	0	236	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	18	0	41	27	247	0	0	236	8
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	542	542	240	244	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	505	450	804	1334	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	497	441	804	1334	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	0.00	0.05	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	677	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.8	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.8			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Opening Year (2016) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #9 Yucca Messa Road/La Contenta Road (NS) at Twentynine Palms Highw

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.299
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.0
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Yucca Messa Road/La Contenta Road						Twentynine Palms Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	19	19	19	19	19	19
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	31	20	32	60	36	107	38	519	24	26	554	41
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:	31	20	32	60	36	107	38	519	24	26	554	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	20	32	60	36	107	38	519	24	26	554	41
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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	33	21	34	64	38	114	40	552	26	28	589	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	21	34	64	38	114	40	552	26	28	589	44
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
FinalVolume:	33	21	34	64	38	114	40	552	26	28	589	44
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.38	0.62	1.00	0.25	0.75	1.00	1.91	0.09	1.00	1.86	0.14
Final Sat.:	1700	692	1108	1700	453	1347	1700	3441	159	1700	3352	248
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.04	0.08	0.08	0.02	0.16	0.16	0.02	0.18	0.18
Crit Moves:	****				****						****	
Green/Cycle:	0.11	0.27	0.27	0.11	0.27	0.27	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.18	0.11	0.11	0.36	0.31	0.31	0.04	0.29	0.29	0.03	0.32	0.32
Delay/Veh:	39.3	26.0	26.0	40.7	27.7	27.7	9.5	11.1	11.1	9.5	11.4	11.4
User DelAdj:	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:	39.3	26.0	26.0	40.7	27.7	27.7	9.5	11.1	11.1	9.5	11.4	11.4
LOS by Move:	D	C	C	D	C	C	A	B	B	A	B	B
HCM2kAvgQ:	1	1	1	2	4	4	1	4	4	0	5	5

****

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Opening Year (2016) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Yucca Messa Road/La Contenta Road (NS) at Twentynine Palms Highw

Cycle (sec): 130 Critical Vol./Cap.(X): 0.348
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 12.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Yucca Messa Road/La Contenta Road						Twentynine Palms Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	19	19	19	19	19	19
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	13	30	14	37	21	75	120	644	29	19	803	77
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:	13	30	14	37	21	75	120	644	29	19	803	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	30	14	37	21	75	120	644	29	19	803	77
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	14	33	15	40	23	82	130	700	32	21	873	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	33	15	40	23	82	130	700	32	21	873	84
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
FinalVolume:	14	33	15	40	23	82	130	700	32	21	873	84
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.68	0.32	1.00	0.22	0.78	1.00	1.91	0.09	1.00	1.83	0.17
Final Sat.:	1700	1227	573	1700	394	1406	1700	3445	155	1700	3285	315
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.02	0.06	0.06	0.08	0.20	0.20	0.01	0.27	0.27
Crit Moves:	****				****						****	
Green/Cycle:	0.08	0.20	0.20	0.08	0.20	0.20	0.68	0.68	0.68	0.68	0.68	0.68
Volume/Cap:	0.11	0.13	0.13	0.31	0.29	0.29	0.11	0.30	0.30	0.02	0.39	0.39
Delay/Veh:	56.2	42.9	42.9	58.1	44.6	44.6	7.4	8.6	8.6	6.9	9.3	9.3
User DelAdj:	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:	56.2	42.9	42.9	58.1	44.6	44.6	7.4	8.6	8.6	6.9	9.3	9.3
LOS by Move:	E	D	D	E	D	D	A	A	A	A	A	A
HCM2kAvgQ:	1	2	2	2	4	4	2	6	6	0	8	8

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Opening Year (2016) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #10 La Contenta Road (NS) at Sunnyslope Drive (EW) - #10

****

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: A[9.2]

****

Street Name:	La Contenta Road						Sunnyslope Drive					
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 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	7	64	0	0	56	6	7	0	4	0	0	0
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:	7	64	0	0	56	6	7	0	4	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	64	0	0	56	6	7	0	4	0	0	0
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:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	9	82	0	0	72	8	9	0	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	82	0	0	72	8	9	0	5	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	79	xxxx	xxxxx	xxxx	xxxx	xxxxx	176	176	76	xxxx	xxxx	xxxxx
Potent Cap.:	1531	xxxx	xxxxx	xxxx	xxxx	xxxxx	819	721	991	xxxx	xxxx	xxxxx
Move Cap.:	1531	xxxx	xxxxx	xxxx	xxxx	xxxxx	815	717	991	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	871	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.2			xxxxxx		
ApproachLOS:	*			*			A			*		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Opening Year (2016) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 La Contenta Road (NS) at Sunnyslope Drive (EW) - #10

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: A[9.2]

Street Name:	La Contenta Road									Sunnyslope Drive					
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	1	0	0	0	0	0	0	1	0	0	0	1!	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	1	49	0			0	59	4			11	0	2			0	0	0		
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:	1	49	0			0	59	4			11	0	2			0	0	0		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	1	49	0			0	59	4			11	0	2			0	0	0		
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:	0.84	0.84	0.84			0.84	0.84	0.84			0.84	0.84	0.84			0.84	0.84	0.84		
PHF Volume:	1	58	0			0	70	5			13	0	2			0	0	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	1	58	0			0	70	5			13	0	2			0	0	0		
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.4	6.5	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5	4.0	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																				
Cnflict Vol:	75	xxxx	xxxxx	xxxx	xxxx	xxxxx					133	133	73	xxxx	xxxx	xxxxx				
Potent Cap.:	1537	xxxx	xxxxx	xxxx	xxxx	xxxxx					865	761	995	xxxx	xxxx	xxxxx				
Move Cap.:	1537	xxxx	xxxxx	xxxx	xxxx	xxxxx					865	761	995	xxxx	xxxx	xxxxx				
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx					0.02	0.00	0.00	xxxx	xxxx	xxxx				
Level Of Service Module:																				
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
LOS by Move:	A	*	*	*	*	*	*	*	*		*	*	*							
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	883	xxxxx		xxxx	xxxx	xxxxx							
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx		xxxxx	xxxx	xxxxx							
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.2	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	A	*	*	*	*	*	*	A	*		*	*	*							
ApproachDel:	xxxxxx			xxxxxx			9.2			xxxxxx										
ApproachLOS:	*			*			A			*										

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Opening Year (2016) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #11 La Contenta Road (NS) at Yucca Trail/Alta Loma Road (EW) - #11

****

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: A[10.0]

****

Street Name:	La Contenta Road						Yucca Trail/Alta Loma Road					
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	0 0		1 0 0	0 1		0 1 0	0 0		0 0 0	1 0	
Volume Module:												
Base Vol:	0	0	0	10	0	43	55	148	0	0	155	17
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	0	0	10	0	43	55	148	0	0	155	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	10	0	43	55	148	0	0	155	17
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	0	0	0	12	0	51	65	174	0	0	182	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	12	0	51	65	174	0	0	182	20
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	496	xxxx	192	202	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	537	xxxx	854	1382	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	517	xxxx	854	1382	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	0.06	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	0.2	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	12.1	xxxx	9.5	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	A	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.0			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Opening Year (2016) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 La Contenta Road (NS) at Yucca Trail/Alta Loma Road (EW) - #11

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[10.6]

Street Name:	La Contenta Road								Yucca Trail/Alta Loma Road							
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	0 0	1	0	0	0 1	0	1	0	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0	0	0		28	0	29		23	211	0		0	186	13	
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	0	0		28	0	29		23	211	0		0	186	13	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		28	0	29		23	211	0		0	186	13	
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:	0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99	
PHF Volume:	0	0	0		28	0	29		23	213	0		0	188	13	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		28	0	29		23	213	0		0	188	13	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	xxxx	6.2		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	xxxx	3.3		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		454	xxxx	194		201	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		568	xxxx	852		1383	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		560	xxxx	852		1383	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.05	xxxx	0.03		0.02	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.2	xxxx	0.1		0.1	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		11.8	xxxx	9.4		7.6	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		B	*	A		A	*	*		*	*	*	
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.6	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		A	*	*		*	*	*	
ApproachDel:	xxxxxx				10.6				xxxxxx				xxxxxx			
ApproachLOS:	*				B				*				*			

Note: Queue reported is the number of cars per lane.

Opening Year (2016) With Project

Yucca Valley Hauling Yard and Transfer Station
Opening Year (2016) With Project (231 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Avalon Avenue (NS) at Twentynine Palms Highway (EW) - #1

Cycle (sec): 110 Critical Vol./Cap.(X): 0.261
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Avalon Avenue						Twentynine Palms Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	10	31	31	10	31	31
Lanes:	2 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	67	13	44	23	23	17	8	487	78	44	626	19
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:	67	13	44	23	23	17	8	487	78	44	626	19
Added Vol:	0	0	0	0	0	0	0	12	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	13	44	23	23	17	8	499	78	44	630	19
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	74	14	49	26	26	19	9	554	87	49	700	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	14	49	26	26	19	9	554	87	49	700	21
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
FinalVolume:	74	14	49	26	26	19	9	554	87	49	700	21
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	1800	1800	1700	1800	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.03	0.02	0.01	0.01	0.01	0.15	0.05	0.03	0.19	0.01
Crit Moves:			****	****			****				****	
Green/Cycle:	0.09	0.24	0.24	0.09	0.24	0.24	0.09	0.45	0.45	0.15	0.51	0.51
Volume/Cap:	0.26	0.03	0.11	0.17	0.06	0.04	0.06	0.34	0.11	0.20	0.38	0.02
Delay/Veh:	47.0	32.4	33.1	46.7	32.6	32.5	45.8	19.5	17.3	41.7	16.6	13.4
User DelAdj:	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:	47.0	32.4	33.1	46.7	32.6	32.5	45.8	19.5	17.3	41.7	16.6	13.4
LOS by Move:	D	C	C	D	C	C	D	B	B	D	B	B
HCM2kAvgQ:	2	0	1	1	1	0	0	6	2	2	7	0

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Opening Year (2016) With Project (231 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Avalon Avenue (NS) at Twentynine Palms Highway (EW) - #1

Cycle (sec):	100	Critical Vol./Cap.(X):	0.357
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	23.4
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Street Name:	Avalon Avenue						Twentynine Palms Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	10	31	31	10	31	31
Lanes:	2 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	147	36	39	19	23	19	25	762	129	58	781	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:	147	36	39	19	23	19	25	762	129	58	781	32
Added Vol:	0	0	0	0	0	0	0	4	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	36	39	19	23	19	25	766	129	58	793	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	158	39	42	20	25	20	27	824	139	62	853	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	39	42	20	25	20	27	824	139	62	853	34
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
FinalVolume:	158	39	42	20	25	20	27	824	139	62	853	34
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	1800	1800	1700	1800	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.02	0.01	0.01	0.01	0.02	0.23	0.08	0.04	0.24	0.02
Crit Moves:	****				****			****			****	
Green/Cycle:	0.10	0.26	0.26	0.10	0.26	0.26	0.14	0.46	0.46	0.10	0.42	0.42
Volume/Cap:	0.49	0.08	0.09	0.12	0.05	0.04	0.12	0.50	0.17	0.37	0.56	0.05
Delay/Veh:	43.8	28.1	28.1	41.3	27.8	27.7	38.1	19.1	15.9	43.4	22.3	17.0
User DelAdj:	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:	43.8	28.1	28.1	41.3	27.8	27.7	38.1	19.1	15.9	43.4	22.3	17.0
LOS by Move:	D	C	C	D	C	C	D	B	B	D	C	B
HCM2kAvgQ:	3	1	1	1	1	0	1	9	2	2	10	1

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Opening Year (2016) With Project (231 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #2 Indio Avenue (NS) at Sunnyslope Drive (EW) - #2

****

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: A[8.4]

****

Street Name:	Indio Avenue						Sunnyslope Drive					
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 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	1	0	1	0	0	0	0	1	1	1	1	0
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:	1	0	1	0	0	0	0	1	1	1	1	0
Added Vol:	0	0	1	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	2	0	0	0	0	1	1	1	1	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	0	2	0	0	0	0	1	1	1	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	2	0	0	0	0	1	1	1	1	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	5	5	2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2	xxxx	xxxxx
Potent Cap.:	1022	895	1089	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1633	xxxx	xxxxx
Move Cap.:	1022	894	1089	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1633	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	1065	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		8.4		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Opening Year (2016) With Project (231 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 Indio Avenue (NS) at Sunnyslope Drive (EW) - #2

Average Delay (sec/veh): 5.5 Worst Case Level Of Service: A[8.5]

Street Name:	Indio Avenue						Sunnyslope Drive					
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 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	1	0	1	0	0	0	0	1	1	1	1	0
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:	1	0	1	0	0	0	0	1	1	1	1	0
Added Vol:	0	0	0	0	0	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	1	0	0	0	0	1	1	6	1	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	0	1	0	0	0	0	1	1	6	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	1	0	0	0	0	1	1	6	1	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	15	15	2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2	xxxx	xxxxx
Potent Cap.:	1008	883	1089	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1633	xxxx	xxxxx
Move Cap.:	1005	880	1089	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1633	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	1045	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		8.5			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Opening Year (2016) With Project (231 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Indio Avenue (NS) at Project North Access (EW) - #3

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Indio Avenue						Project North Access					
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 0 1 0			0 0 1 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	1	0	0	1	0	0	0	0	0	0	0
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	1	0	0	1	0	0	0	0	0	0	0
Added Vol:	0	1	5	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2	5	0	1	0	0	0	0	0	0	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	2	5	0	1	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	2	5	0	1	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	5
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1084
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1084
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Opening Year (2016) With Project (231 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Indio Avenue (NS) at Project North Access (EW) - #3

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Indio Avenue						Project North Access					
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 0	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0	1	0	0	1	0	0	0	0	0	0	0
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	1	0	0	1	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	0	0	6	0	0	0	0	0	0	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1	0	0	6	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1	0	0	6	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1089
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1089
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Opening Year (2016) With Project (231 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #4 Indio Avenue (NS) at Project South Access (EW) - #4

****

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: A[8.5]

****

Street Name:	Indio Avenue						Project South Access					
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 0 0 0			1 0 0 0 0		
Volume Module:												
Base Vol:	0	1	0	0	1	0	0	0	0	0	0	0
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	1	0	0	1	0	0	0	0	0	0	0
Added Vol:	0	5	0	0	0	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	6	0	0	1	0	0	0	0	1	0	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	6	0	0	1	0	0	0	0	1	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	6	0	0	1	0	0	0	0	1	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	7	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1019	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1019	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.5		
ApproachLOS:	*			*			*			A		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Opening Year (2016) With Project (231 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #4 Indio Avenue (NS) at Project South Access (EW) - #4

****

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: A[8.5]

****

Street Name:	Indio Avenue						Project South Access					
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 0	0	0	1 0 0	0	0
Volume Module:												
Base Vol:	0	1	0	0	1	0	0	0	0	0	0	0
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	1	0	0	1	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	5	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	0	0	6	0	0	0	0	1	0	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1	0	0	6	0	0	0	0	1	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1	0	0	6	0	0	0	0	1	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	7	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1019	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1019	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.5		
ApproachLOS:	*			*			*			A		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Opening Year (2016) With Project (231 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Indio Avenue (NS) at Yucca Traill (EW) - #5

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[10.7]

Street Name:	Indio Avenue						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	0 0		0 0 1!	0 0		0 1	0 0 0		0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	7	0	13	27	211	0	0	197	6
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	0	0	7	0	13	27	211	0	0	197	6
Added Vol:	0	0	0	0	0	1	3	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	7	0	14	30	211	0	0	197	8
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:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	0	0	0	8	0	17	36	254	0	0	237	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	8	0	17	36	254	0	0	237	10
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	569	569	242	247	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	487	435	802	1331	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	477	423	802	1331	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	0.00	0.02	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	653	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.7	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.7			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Opening Year (2016) With Project (231 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Indio Avenue (NS) at Yucca Traill (EW) - #5

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[11.0]

Street Name:	Indio Avenue						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	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	17	0	39	26	235	0	0	224	8
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	0	0	17	0	39	26	235	0	0	224	8
Added Vol:	0	0	0	3	0	3	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	42	26	235	0	0	224	8
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	21	0	44	27	247	0	0	236	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	21	0	44	27	247	0	0	236	8
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	542	542	240	244	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	505	450	804	1334	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	497	441	804	1334	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	0.00	0.05	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	670	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.0	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			11.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Opening Year (2016) With Project (231 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #6 Project West Access (NS) at Sunnyslope Drive (EW) - #6

****

Average Delay (sec/veh): 6.2 Worst Case Level Of Service: A[7.2]

****

Street Name:	Project West Access						Sunnyslope Drive					
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 1! 0 0			0 0 0 0 0			0 0 1 0 0			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1	0	0	1	0
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	0	0	0	0	0	0	1	0	0	1	0
Added Vol:	0	0	0	0	0	0	0	1	0	18	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	2	0	18	1	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	2	0	19	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	2	0	19	1	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	41	41	2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2	xxxx	xxxxx
Potent Cap.:	975	855	1088	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1633	xxxx	xxxxx
Move Cap.:	967	845	1088	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1633	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Opening Year (2016) With Project (231 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #6 Project West Access (NS) at Sunnyslope Drive (EW) - #6

****

Average Delay (sec/veh): 7.8 Worst Case Level Of Service: A[8.4]

****

Street Name:	Project West Access						Sunnyslope Drive					
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 1! 0 0			0 0 0 0 0			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1	0	0	1	0
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	0	0	0	0	0	0	1	0	0	1	0
Added Vol:	5	0	18	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	18	0	0	0	0	1	0	0	1	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	5	0	19	0	0	0	0	1	0	0	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	0	19	0	0	0	0	1	0	0	1	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2	2	1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1026	898	1089	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1026	898	1089	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	1075	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	*	*	*
ApproachDel:		8.4		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Opening Year (2016) With Project (231 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Project Central Access (NS) at Sunnyslope Drive (EW) - #7

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: A[8.3]

Street Name:	Project Central Access						Sunnyslope Drive					
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 0 1			0 0 0 0 0			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1	0	0	1	0
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	0	0	0	0	0	0	1	0	0	1	0
Added Vol:	0	0	9	0	0	0	0	1	0	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	9	0	0	0	0	2	0	0	19	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	9	0	0	0	0	2	0	0	20	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	9	0	0	0	0	2	0	0	20	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1088	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1088	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	8.3			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Opening Year (2016) With Project (231 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Project Central Access (NS) at Sunnyslope Drive (EW) - #7

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: A[8.4]

Street Name:	Project Central Access						Sunnyslope Drive					
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 0 1			0 0 0 0 0			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1	0	0	1	0
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	0	0	0	0	0	0	1	0	0	1	0
Added Vol:	0	0	8	0	0	0	0	19	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	8	0	0	0	0	20	0	0	1	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	8	0	0	0	0	21	0	0	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	8	0	0	0	0	21	0	0	1	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	21	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1062	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1062	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	8.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Opening Year (2016) With Project (231 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Project East Access (NS) at Sunnyslope Drive (EW) - #8

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: A[7.2]

Street Name:	Project East Access						Sunnyslope Drive					
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	0 0	0	0 0 0	0 0	0	0 0 0	1 0	0	0 1 0	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1	0	0	1	0
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	0	0	0	0	0	0	1	0	0	1	0
Added Vol:	0	0	0	0	0	0	0	9	1	9	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	10	1	9	19	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	11	1	9	20	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	11	1	9	20	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	12	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1621	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1621	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Opening Year (2016) With Project (231 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #8 Project East Access (NS) at Sunnyslope Drive (EW) - #8

****

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: A[7.3]

****

Street Name:	Project East Access						Sunnyslope Drive					
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 0 0			0 0 0 0 0			0 0 1 0 0			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1	0	0	1	0
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	0	0	0	0	0	0	1	0	0	1	0
Added Vol:	0	0	0	0	0	0	0	27	0	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	28	0	9	1	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	29	0	9	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	29	0	9	1	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	29	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1597	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1597	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Opening Year (2016) With Project (231 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Yucca Messa Road/La Contenta Road (NS) at Twentynine Palms Highw

Cycle (sec):	100	Critical Vol./Cap.(X):	0.303
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	15.8
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Street Name:	Yucca Messa Road/La Contenta Road						Twentynine Palms Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	19	19	19	19	19	19
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	31	20	32	60	36	107	38	519	24	26	554	41
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:	31	20	32	60	36	107	38	519	24	26	554	41
Added Vol:	4	1	4	0	5	0	0	0	12	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	21	36	60	41	107	38	519	36	36	554	41
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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	37	22	38	64	44	114	40	552	38	38	589	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	22	38	64	44	114	40	552	38	38	589	44
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
FinalVolume:	37	22	38	64	44	114	40	552	38	38	589	44
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.37	0.63	1.00	0.28	0.72	1.00	1.87	0.13	1.00	1.86	0.14
Final Sat.:	1700	663	1137	1700	499	1301	1700	3366	234	1700	3352	248
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.04	0.09	0.09	0.02	0.16	0.16	0.02	0.18	0.18
Crit Moves:	****				****						****	
Green/Cycle:	0.10	0.27	0.27	0.11	0.28	0.28	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.22	0.12	0.12	0.36	0.31	0.31	0.04	0.29	0.29	0.04	0.31	0.31
Delay/Veh:	42.1	27.4	27.4	42.8	28.8	28.8	9.9	11.6	11.6	9.9	11.8	11.8
User DelAdj:	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:	42.1	27.4	27.4	42.8	28.8	28.8	9.9	11.6	11.6	9.9	11.8	11.8
LOS by Move:	D	C	C	D	C	C	A	B	B	A	B	B
HCM2kAvgQ:	1	1	1	2	4	4	1	5	5	1	5	5

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Opening Year (2016) With Project (231 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Yucca Messa Road/La Contenta Road (NS) at Twentynine Palms Highw

Cycle (sec): 100 Critical Vol./Cap.(X): 0.362
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 14.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Yucca Messa Road/La Contenta Road						Twentynine Palms Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	19	19	19	19	19	19
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	13	30	14	37	21	75	120	644	29	19	803	77
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:	13	30	14	37	21	75	120	644	29	19	803	77
Added Vol:	12	5	10	0	1	0	0	0	4	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	35	24	37	22	75	120	644	33	22	803	77
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	27	38	26	40	24	82	130	700	36	24	873	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	38	26	40	24	82	130	700	36	24	873	84
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
FinalVolume:	27	38	26	40	24	82	130	700	36	24	873	84
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.59	0.41	1.00	0.23	0.77	1.00	1.90	0.10	1.00	1.83	0.17
Final Sat.:	1700	1068	732	1700	408	1392	1700	3425	175	1700	3285	315
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.02	0.06	0.06	0.08	0.20	0.20	0.01	0.27	0.27
Crit Moves:	****				****						****	
Green/Cycle:	0.10	0.26	0.26	0.10	0.26	0.26	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.16	0.14	0.14	0.24	0.23	0.23	0.13	0.35	0.35	0.02	0.46	0.46
Delay/Veh:	41.6	28.5	28.5	42.2	29.3	29.3	9.6	11.2	11.2	9.0	12.2	12.2
User DelAdj:	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:	41.6	28.5	28.5	42.2	29.3	29.3	9.6	11.2	11.2	9.0	12.2	12.2
LOS by Move:	D	C	C	D	C	C	A	B	B	A	B	B
HCM2kAvgQ:	1	2	2	1	3	3	2	6	6	0	8	8

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Opening Year (2016) With Project (231 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 La Contenta Road (NS) at Sunnyslope Drive (EW) - #10

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: A[9.5]

Street Name:	La Contenta Road						Sunnyslope Drive					
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 1 0	0	0	0 0 0	1	0	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	7	64	0	0	56	6	7	0	4	0	0	0
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:	7	64	0	0	56	6	7	0	4	0	0	0
Added Vol:	1	0	0	0	0	27	9	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	64	0	0	56	33	16	0	4	0	0	0
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:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	10	82	0	0	72	42	21	0	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	82	0	0	72	42	21	0	5	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	114	xxxx	xxxxx	xxxx	xxxx	xxxxx	196	196	93	xxxx	xxxx	xxxxx
Potent Cap.:	1488	xxxx	xxxxx	xxxx	xxxx	xxxxx	798	703	970	xxxx	xxxx	xxxxx
Move Cap.:	1488	xxxx	xxxxx	xxxx	xxxx	xxxxx	794	699	970	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	824	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.5	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.5			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Opening Year (2016) With Project (231 Tons Per Day)
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 La Contenta Road (NS) at Sunnyslope Drive (EW) - #10

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: A[9.4]

Street Name:	La Contenta Road						Sunnyslope Drive					
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:	1 0 1	0	0	0 0 1	0	1	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	7	64	0	0	56	6	7	0	4	0	0	0
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:	7	64	0	0	56	6	7	0	4	0	0	0
Added Vol:	1	0	0	0	0	27	9	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	64	0	0	56	33	16	0	4	0	0	0
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:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	10	82	0	0	72	42	21	0	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	82	0	0	72	42	21	0	5	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	114	xxxx	xxxxx	xxxx	xxxx	xxxxx	174	174	72	xxxx	xxxx	xxxxx
Potent Cap.:	1488	xxxx	xxxxx	xxxx	xxxx	xxxxx	820	723	996	xxxx	xxxx	xxxxx
Move Cap.:	1488	xxxx	xxxxx	xxxx	xxxx	xxxxx	816	718	996	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	846	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.4	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.4			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Opening Year (2016) With Project (231 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 La Contenta Road (NS) at Sunnyslope Drive (EW) - #10

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: A[9.4]

Street Name:	La Contenta Road								Sunnyslope Drive							
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	1	0	0 0	0	0	0	1 0	0	0	1!	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	1	49	0		0	59	4		11	0	2		0	0	0	
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:	1	49	0		0	59	4		11	0	2		0	0	0	
Added Vol:	0	0	0		0	0	8		27	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1	49	0		0	59	12		38	0	2		0	0	0	
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:	0.84	0.84	0.84		0.84	0.84	0.84		0.84	0.84	0.84		0.84	0.84	0.84	
PHF Volume:	1	58	0		0	70	14		45	0	2		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	1	58	0		0	70	14		45	0	2		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx xxxx xxxxx					6.4	6.5	6.2	xxxxx xxxx xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx xxxx xxxxx					3.5	4.0	3.3	xxxxx xxxx xxxxx				
Capacity Module:																
Cnflict Vol:	85	xxxx	xxxxx	xxxx xxxx xxxxx					138	138	77	xxxx xxxx xxxxx				
Potent Cap.:	1525	xxxx	xxxxx	xxxx xxxx xxxxx					860	757	989	xxxx xxxx xxxxx				
Move Cap.:	1525	xxxx	xxxxx	xxxx xxxx xxxxx					859	756	989	xxxx xxxx xxxxx				
Volume/Cap:	0.00	xxxx	xxxx	xxxx xxxx xxxx					0.05	0.00	0.00	xxxx xxxx xxxx				
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx xxxx xxxxx					xxxx	xxxx	xxxxx	xxxx xxxx xxxxx				
Control Del:	7.4	xxxx	xxxxx	xxxxx xxxx xxxxx					xxxxx	xxxx	xxxxx	xxxxx xxxx xxxxx				
LOS by Move:	A	*	*	* * *					*	*	*	* * *				
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx xxxx xxxxx					xxxx	865	xxxxx	xxxx xxxx xxxxx				
SharedQueue:	0.0	xxxx	xxxxx	xxxxx xxxx xxxxx					xxxxx	0.2	xxxxx	xxxxx xxxx xxxxx				
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx xxxx xxxxx					xxxxx	9.4	xxxxx	xxxxx xxxx xxxxx				
Shared LOS:	A	*	*	* * *					*	A	*	* * *				
ApproachDel:	xxxxxx			xxxxxx					9.4			xxxxxx				
ApproachLOS:	*			*					A			*				

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Opening Year (2016) With Project (231 Tons Per Day)
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 La Contenta Road (NS) at Sunnyslope Drive (EW) - #10

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: A[9.4]

Street Name:	La Contenta Road								Sunnyslope Drive					
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:	1 0	1 0	0	0 0	1 0	1	0 0	1! 0	0	0 0	0 0	0		
Volume Module:														
Base Vol:	1	49	0	0	59	4	11	0	2	0	0	0		
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:	1	49	0	0	59	4	11	0	2	0	0	0		
Added Vol:	0	0	0	0	0	8	27	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	1	49	0	0	59	12	38	0	2	0	0	0		
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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84		
PHF Volume:	1	58	0	0	70	14	45	0	2	0	0	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
FinalVolume:	1	58	0	0	70	14	45	0	2	0	0	0		
Critical Gap Module:														
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx		
Capacity Module:														
Cnflict Vol:	85	xxxx	xxxxx	xxxx	xxxx	xxxxx	131	131	70	xxxx	xxxx	xxxxx		
Potent Cap.:	1525	xxxx	xxxxx	xxxx	xxxx	xxxxx	868	763	998	xxxx	xxxx	xxxxx		
Move Cap.:	1525	xxxx	xxxxx	xxxx	xxxx	xxxxx	867	763	998	xxxx	xxxx	xxxxx		
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.00	xxxx	xxxx	xxxx		
Level Of Service Module:														
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*		
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	873	xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.4	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*	*	*	*	*	A	*	*	*	*		
ApproachDel:	xxxxxx			xxxxxx			9.4			xxxxxx				
ApproachLOS:	*			*			A			*				

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Opening Year (2016) With Project (231 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #11 La Contenta Road (NS) at Yucca Trail/Alta Loma Road (EW) - #11

****

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: A[10.0]

****

Street Name:	La Contenta Road									Yucca Trail/Alta Loma Road									
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	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0	0	0			10	0	43			55	148	0			0	155	17		
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	0	0			10	0	43			55	148	0			0	155	17		
Added Vol:	0	0	0			0	0	0			0	0	0			0	2	1		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	0			10	0	43			55	148	0			0	157	18		
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:	0.85	0.85	0.85			0.85	0.85	0.85			0.85	0.85	0.85			0.85	0.85	0.85		
PHF Volume:	0	0	0			12	0	51			65	174	0			0	185	21		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	0			12	0	51			65	174	0			0	185	21		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx			6.4	xxxx	6.2			4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx			3.5	xxxx	3.3			2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx			499	xxxx	195			206	xxxx	xxxxx		xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx			535	xxxx	851			1377	xxxx	xxxxx		xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx			515	xxxx	851			1377	xxxx	xxxxx		xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx			0.02	xxxx	0.06			0.05	xxxx	xxxx		xxxx	xxxx				
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			0.1	xxxx	0.2			0.1	xxxx	xxxxx		xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx			12.2	xxxx	9.5			7.7	xxxx	xxxxx		xxxxx	xxxxx				
LOS by Move:	*	*	*			B	*	A			A	*	*		*	*				
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			0.1	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.7	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			A	*	*			*	*	*		
ApproachDel:	xxxxxx					10.0					xxxxxx					xxxxxx				
ApproachLOS:	*					A					*					*				

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Opening Year (2016) With Project (231 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #11 La Contenta Road (NS) at Yucca Trail/Alta Loma Road (EW) - #11

****

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[10.6]

****

Street Name:	La Contenta Road									Yucca Trail/Alta Loma Road									
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	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0	0	0	28	0	29	23	211	0	0	186	13								
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	0	0	28	0	29	23	211	0	0	186	13								
Added Vol:	0	0	0	0	0	0	0	3	0	0	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	0	28	0	29	23	214	0	0	186	13								
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:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99								
PHF Volume:	0	0	0	28	0	29	23	216	0	0	188	13								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	0	28	0	29	23	216	0	0	188	13								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	457	xxxx	194	201	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	565	xxxx	852	1383	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	558	xxxx	852	1383	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	0.03	0.02	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	0.1	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	11.8	xxxx	9.4	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	*	B	*	A	A	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*								
ApproachDel:	xxxxxx			10.6			xxxxxx			xxxxxx										
ApproachLOS:	*			B			*			*										

****

Note: Queue reported is the number of cars per lane.

****

Interim Year (2026) Without Project

Yucca Valley Hauling Yard and Transfer Station
Interim Year (2026) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Avalon Avenue (NS) at Twentynine Palms Highway (EW) - #1

Cycle (sec): 110 Critical Vol./Cap.(X): 0.264
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 21.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Avalon Avenue						Twentynine Palms Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	10	31	31	10	31	31
Lanes:	2 0 1	0	1	1 0 1	0	1	1 0 2	0	1	1 0 2	0	1
Volume Module:												
Base Vol:	74	13	52	22	22	18	8	545	89	49	650	19
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:	74	13	52	22	22	18	8	545	89	49	650	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	13	52	22	22	18	8	545	89	49	650	19
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	82	14	58	24	24	20	9	606	99	54	722	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	14	58	24	24	20	9	606	99	54	722	21
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
FinalVolume:	82	14	58	24	24	20	9	606	99	54	722	21
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	1800	1800	1700	1800	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.03	0.01	0.01	0.01	0.01	0.17	0.05	0.03	0.20	0.01
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.24	0.24	0.09	0.24	0.24	0.09	0.45	0.45	0.15	0.51	0.51
Volume/Cap:	0.28	0.03	0.14	0.16	0.06	0.05	0.06	0.37	0.12	0.22	0.39	0.02
Delay/Veh:	47.2	32.4	33.3	46.6	32.6	32.5	45.8	19.9	17.4	41.9	16.7	13.4
User DelAdj:	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:	47.2	32.4	33.3	46.6	32.6	32.5	45.8	19.9	17.4	41.9	16.7	13.4
LOS by Move:	D	C	C	D	C	C	D	B	B	D	B	B
HCM2kAvgQ:	2	0	2	1	1	1	0	7	2	2	7	0

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Interim Year (2026) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Avalon Avenue (NS) at Twentynine Palms Highway (EW) - #1

Cycle (sec): 100 Critical Vol./Cap.(X): 0.361
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 23.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Avalon Avenue						Twentynine Palms Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	10	31	31	10	31	31
Lanes:	2 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	151	35	42	18	24	20	25	769	136	70	841	33
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:	151	35	42	18	24	20	25	769	136	70	841	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	35	42	18	24	20	25	769	136	70	841	33
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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	162	38	45	19	26	22	27	827	146	75	904	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	38	45	19	26	22	27	827	146	75	904	35
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
FinalVolume:	162	38	45	19	26	22	27	827	146	75	904	35
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	1800	1800	1700	1800	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.03	0.01	0.01	0.01	0.02	0.23	0.08	0.04	0.25	0.02
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.26	0.26	0.10	0.26	0.26	0.10	0.42	0.42	0.14	0.46	0.46
Volume/Cap:	0.51	0.08	0.10	0.11	0.06	0.05	0.16	0.54	0.19	0.32	0.55	0.04
Delay/Veh:	44.0	28.0	28.2	41.3	27.8	27.8	41.6	22.0	18.2	39.8	19.9	14.9
User DelAdj:	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:	44.0	28.0	28.2	41.3	27.8	27.8	41.6	22.0	18.2	39.8	19.9	14.9
LOS by Move:	D	C	C	D	C	C	D	C	B	D	B	B
HCM2kAvgQ:	3	1	1	1	1	0	1	10	3	2	10	1

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Interim Year (2026) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Indio Avenue (NS) at Yucca Traill (EW) - #5

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[10.7]

Street Name:	Indio Avenue						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 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	6	0	14	27	224	0	0	206	7
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	0	0	6	0	14	27	224	0	0	206	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	6	0	14	27	224	0	0	206	7
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:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	0	0	0	7	0	17	33	270	0	0	248	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	7	0	17	33	270	0	0	248	8
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	587	587	252	257	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	475	424	791	1320	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	466	414	791	1320	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	0.00	0.02	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	654	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.7	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.7			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Interim Year (2026) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #5 Indio Avenue (NS) at Yucca Traill (EW) - #5

****

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[11.0]

****

Street Name:	Indio Avenue						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 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	17	0	42	26	240	0	0	248	8
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	0	0	17	0	42	26	240	0	0	248	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	17	0	42	26	240	0	0	248	8
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	18	0	44	27	253	0	0	261	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	18	0	44	27	253	0	0	261	8
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	573	573	265	269	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	485	433	778	1306	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	477	423	778	1306	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	0.00	0.06	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	658	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.0	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			11.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Interim Year (2026) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Yucca Messa Road/La Contenta Road (NS) at Twentynine Palms Highw

Cycle (sec): 95 Critical Vol./Cap.(X): 0.311
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Yucca Messa Road/La Contenta Road						Twentynine Palms Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	19	19	19	19	19	19
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	31	21	32	64	36	114	45	595	24	26	576	44
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:	31	21	32	64	36	114	45	595	24	26	576	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	21	32	64	36	114	45	595	24	26	576	44
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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	33	22	34	68	38	121	48	633	26	28	613	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	22	34	68	38	121	48	633	26	28	613	47
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
FinalVolume:	33	22	34	68	38	121	48	633	26	28	613	47
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.40	0.60	1.00	0.24	0.76	1.00	1.92	0.08	1.00	1.86	0.14
Final Sat.:	1700	713	1087	1700	432	1368	1700	3460	140	1700	3345	255
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.04	0.09	0.09	0.03	0.18	0.18	0.02	0.18	0.18
Crit Moves:	****				****						****	
Green/Cycle:	0.11	0.27	0.27	0.11	0.27	0.27	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.18	0.11	0.11	0.38	0.32	0.32	0.05	0.33	0.33	0.03	0.33	0.33
Delay/Veh:	39.3	26.0	26.0	41.0	27.9	27.9	9.6	11.5	11.5	9.5	11.5	11.5
User DelAdj:	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:	39.3	26.0	26.0	41.0	27.9	27.9	9.6	11.5	11.5	9.5	11.5	11.5
LOS by Move:	D	C	C	D	C	C	A	B	B	A	B	B
HCM2kAvgQ:	1	1	1	2	4	4	1	5	5	0	5	5

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Interim Year (2026) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Yucca Messa Road/La Contenta Road (NS) at Twentynine Palms Highw

Cycle (sec):	130	Critical Vol./Cap.(X):	0.375
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	12.8
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Yucca Messa Road/La Contenta Road						Twentynine Palms Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	19	19	19	19	19	19
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	13	30	14	37	22	76	124	674	30	20	883	79
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:	13	30	14	37	22	76	124	674	30	20	883	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	30	14	37	22	76	124	674	30	20	883	79
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	14	33	15	40	24	83	135	733	33	22	960	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	33	15	40	24	83	135	733	33	22	960	86
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
FinalVolume:	14	33	15	40	24	83	135	733	33	22	960	86
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.68	0.32	1.00	0.22	0.78	1.00	1.91	0.09	1.00	1.84	0.16
Final Sat.:	1700	1227	573	1700	404	1396	1700	3447	153	1700	3304	296
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.02	0.06	0.06	0.08	0.21	0.21	0.01	0.29	0.29
Crit Moves:	****				****						****	
Green/Cycle:	0.08	0.20	0.20	0.08	0.20	0.20	0.68	0.68	0.68	0.68	0.68	0.68
Volume/Cap:	0.11	0.13	0.13	0.31	0.30	0.30	0.12	0.31	0.31	0.02	0.43	0.43
Delay/Veh:	56.2	42.9	42.9	58.1	44.7	44.7	7.4	8.7	8.7	6.9	9.7	9.7
User DelAdj:	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:	56.2	42.9	42.9	58.1	44.7	44.7	7.4	8.7	8.7	6.9	9.7	9.7
LOS by Move:	E	D	D	E	D	D	A	A	A	A	A	A
HCM2kAvgQ:	1	2	2	2	4	4	2	6	6	0	9	9

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Interim Year (2026) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 La Contenta Road (NS) at Sunnyslope Drive (EW) - #10

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: A[9.2]

Street Name:	La Contenta Road								Sunnyslope Drive					
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 1	0	0 0	0	0 0	1 0	0 0	1! 0	0	0	0 0	0 0	0
Volume Module:														
Base Vol:	7	64	0	0	56	6	7	0	4	0	0	0
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:	7	64	0	0	56	6	7	0	4	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	64	0	0	56	6	7	0	4	0	0	0
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:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	9	82	0	0	72	8	9	0	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	82	0	0	72	8	9	0	5	0	0	0
Critical Gap Module:														
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:														
Cnflict Vol:	79	xxxx	xxxxx	xxxx	xxxx	xxxxx	176	176	76	xxxx	xxxx	xxxxx
Potent Cap.:	1531	xxxx	xxxxx	xxxx	xxxx	xxxxx	819	721	991	xxxx	xxxx	xxxxx
Move Cap.:	1531	xxxx	xxxxx	xxxx	xxxx	xxxxx	815	717	991	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:														
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	871	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.2			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Interim Year (2026) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 La Contenta Road (NS) at Sunnyslope Drive (EW) - #10

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: A[9.2]

Street Name:	La Contenta Road								Sunnyslope Drive							
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	1	0	0 0	0	0	0	1 0	0	0	1!	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	1	49	0		0	59	4		11	0	2		0	0	0	
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:	1	49	0		0	59	4		11	0	2		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1	49	0		0	59	4		11	0	2		0	0	0	
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:	0.84	0.84	0.84		0.84	0.84	0.84		0.84	0.84	0.84		0.84	0.84	0.84	
PHF Volume:	1	58	0		0	70	5		13	0	2		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	1	58	0		0	70	5		13	0	2		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.4	6.5	6.2	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	4.0	3.3	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	75	xxxx	xxxxx	xxxx	xxxx	xxxxx			133	133	73	xxxx	xxxx	xxxxx		
Potent Cap.:	1537	xxxx	xxxxx	xxxx	xxxx	xxxxx			865	761	995	xxxx	xxxx	xxxxx		
Move Cap.:	1537	xxxx	xxxxx	xxxx	xxxx	xxxxx			865	761	995	xxxx	xxxx	xxxxx		
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx			0.02	0.00	0.00	xxxx	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	A	*	*	*	*	*			*	*	*	*	*	*		
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	883	xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	9.2	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	A	*	*	*	*	*			*	A	*	*	*	*		
ApproachDel:	xxxxxx			xxxxxx					9.2			xxxxxx				
ApproachLOS:	*			*					A			*				

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Interim Year (2026) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #11 La Contenta Road (NS) at Yucca Trail/Alta Loma Road (EW) - #11

****

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[10.2]

****

Street Name:	La Contenta Road						Yucca Trail/Alta Loma Road					
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 0 0			1 0 0 0 1			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	11	0	45	57	161	0	0	168	18
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	0	0	11	0	45	57	161	0	0	168	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	11	0	45	57	161	0	0	168	18
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	0	0	0	13	0	53	67	189	0	0	198	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	13	0	53	67	189	0	0	198	21
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	532	xxxx	208	219	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	512	xxxx	837	1363	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	492	xxxx	837	1363	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	0.06	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	0.2	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	12.5	xxxx	9.6	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	A	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Interim Year (2026) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 La Contenta Road (NS) at Yucca Trail/Alta Loma Road (EW) - #11

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[10.8]

Street Name:	La Contenta Road									Yucca Trail/Alta Loma Road								
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	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0	0	0			32	0	30			23	218	0			0	202	17		
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	0	0			32	0	30			23	218	0			0	202	17		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	0			32	0	30			23	218	0			0	202	17		
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:	0.99	0.99	0.99			0.99	0.99	0.99			0.99	0.99	0.99			0.99	0.99	0.99		
PHF Volume:	0	0	0			32	0	30			23	220	0			0	204	17		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	0			32	0	30			23	220	0			0	204	17		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx			6.4	xxxx	6.2			4.1	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx			3.5	xxxx	3.3			2.2	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx			479	xxxx	213			221	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx			549	xxxx	833			1360	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx			542	xxxx	833			1360	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx			0.06	xxxx	0.04			0.02	xxxx	xxxx			xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			0.2	xxxx	0.1			0.1	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx			12.1	xxxx	9.5			7.7	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*			B	*	A			A	*	*			*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			0.1	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.7	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			A	*	*			*	*	*		
ApproachDel:	xxxxxx					10.8					xxxxxx					xxxxxx				
ApproachLOS:	*					B					*					*				

Note: Queue reported is the number of cars per lane.

Interim Year (2026) With Project

Yucca Valley Hauling Yard and Transfer Station
Interim Year (2026) With Project (298 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Avalon Avenue (NS) at Twentynine Palms Highway (EW) - #1

Cycle (sec):	110	Critical Vol./Cap.(X):	0.267
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	21.7
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Street Name:	Avalon Avenue						Twentynine Palms Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	10	31	31	10	31	31
Lanes:	2 0 1	0	1	1 0	1	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	74	13	52	22	22	18	8	545	89	49	650	19
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:	74	13	52	22	22	18	8	545	89	49	650	19
Added Vol:	0	0	0	0	0	0	0	16	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	13	52	22	22	18	8	561	89	49	657	19
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	82	14	58	24	24	20	9	623	99	54	730	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	14	58	24	24	20	9	623	99	54	730	21
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
FinalVolume:	82	14	58	24	24	20	9	623	99	54	730	21
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	1800	1800	1700	1800	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.03	0.01	0.01	0.01	0.01	0.17	0.05	0.03	0.20	0.01
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.24	0.24	0.09	0.24	0.24	0.09	0.45	0.45	0.15	0.51	0.51
Volume/Cap:	0.28	0.03	0.14	0.16	0.06	0.05	0.06	0.38	0.12	0.22	0.40	0.02
Delay/Veh:	47.2	32.4	33.3	46.6	32.6	32.5	45.8	20.0	17.4	41.9	16.8	13.4
User DelAdj:	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:	47.2	32.4	33.3	46.6	32.6	32.5	45.8	20.0	17.4	41.9	16.8	13.4
LOS by Move:	D	C	C	D	C	C	D	C	B	D	B	B
HCM2kAvgQ:	2	0	2	1	1	1	0	7	2	2	8	0

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Interim Year (2026) With Project (298 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Avalon Avenue (NS) at Twentynine Palms Highway (EW) - #1

Cycle (sec): 105 Critical Vol./Cap.(X): 0.364
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 23.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Avalon Avenue						Twentynine Palms Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	10	31	31	10	31	31
Lanes:	2 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	151	35	42	18	24	20	25	769	136	70	841	33
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:	151	35	42	18	24	20	25	769	136	70	841	33
Added Vol:	0	0	0	0	0	0	0	6	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	35	42	18	24	20	25	775	136	70	856	33
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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	162	38	45	19	26	22	27	833	146	75	920	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	38	45	19	26	22	27	833	146	75	920	35
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
FinalVolume:	162	38	45	19	26	22	27	833	146	75	920	35
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	1800	1800	1700	1800	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.03	0.01	0.01	0.01	0.02	0.23	0.08	0.04	0.26	0.02
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.25	0.25	0.10	0.25	0.25	0.10	0.44	0.44	0.14	0.48	0.48
Volume/Cap:	0.53	0.08	0.10	0.12	0.06	0.05	0.17	0.53	0.19	0.31	0.53	0.04
Delay/Veh:	46.9	30.4	30.5	43.8	30.2	30.1	44.2	21.9	18.1	41.2	19.0	14.2
User DelAdj:	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:	46.9	30.4	30.5	43.8	30.2	30.1	44.2	21.9	18.1	41.2	19.0	14.2
LOS by Move:	D	C	C	D	C	C	D	C	B	D	B	B
HCM2kAvgQ:	4	1	1	1	1	1	1	10	3	3	10	1

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Interim Year (2026) With Project (298 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #2 Indio Avenue (NS) at Sunnyslope Drive (EW) - #2

****

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: A[8.4]

****

Street Name:	Indio Avenue						Sunnyslope Drive					
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 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	1	0	1	0	0	0	0	1	1	1	1	0
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:	1	0	1	0	0	0	0	1	1	1	1	0
Added Vol:	0	0	1	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	2	0	0	0	0	1	1	1	1	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	0	2	0	0	0	0	1	1	1	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	2	0	0	0	0	1	1	1	1	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	5	5	2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2	xxxx	xxxxx
Potent Cap.:	1022	895	1089	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1633	xxxx	xxxxx
Move Cap.:	1022	894	1089	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1633	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	1065	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		8.4		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Interim Year (2026) With Project (298 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #2 Indio Avenue (NS) at Sunnyslope Drive (EW) - #2

****

Average Delay (sec/veh): 5.7 Worst Case Level Of Service: A[8.4]

****

Street Name:	Indio Avenue						Sunnyslope Drive					
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 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	1	0	1	0	0	0	0	1	1	1	1	0
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:	1	0	1	0	0	0	0	1	1	1	1	0
Added Vol:	0	0	1	0	0	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	2	0	0	0	0	1	1	6	1	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	0	2	0	0	0	0	1	1	6	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	2	0	0	0	0	1	1	6	1	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	15	15	2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2	xxxx	xxxxx
Potent Cap.:	1008	883	1089	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1633	xxxx	xxxxx
Move Cap.:	1005	880	1089	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1633	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	1059	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		8.4		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Interim Year (2026) With Project (298 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Indio Avenue (NS) at Project North Access (EW) - #3

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Indio Avenue						Project North Access					
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 0 1 0			0 0 1 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	1	0	0	1	0	0	0	0	0	0	0
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	1	0	0	1	0	0	0	0	0	0	0
Added Vol:	0	1	5	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2	5	0	1	0	0	0	0	0	0	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	2	5	0	1	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	2	5	0	1	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	5
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1084
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1084
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Interim Year (2026) With Project (298 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Indio Avenue (NS) at Project North Access (EW) - #3

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Indio Avenue						Project North Access					
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 0	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0	1	0	0	1	0	0	0	0	0	0	0
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	1	0	0	1	0	0	0	0	0	0	0
Added Vol:	0	1	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2	0	0	6	0	0	0	0	0	0	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	2	0	0	6	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	2	0	0	6	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	2
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1088
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1088
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Interim Year (2026) With Project (298 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Indio Avenue (NS) at Project South Access (EW) - #4

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A[8.5]

Street Name:	Indio Avenue						Project South Access					
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 0	0	0	1 0 0	0	0
Volume Module:												
Base Vol:	0	1	0	0	1	0	0	0	0	0	0	0
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	1	0	0	1	0	0	0	0	0	0	0
Added Vol:	0	6	0	0	0	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	7	0	0	1	0	0	0	0	1	0	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	7	0	0	1	0	0	0	0	1	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	7	0	0	1	0	0	0	0	1	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	8	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1017	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1017	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.5		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Interim Year (2026) With Project (298 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Indio Avenue (NS) at Project South Access (EW) - #4

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A[8.5]

Street Name:	Indio Avenue						Project South Access					
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 0	0	0	1 0 0	0	0
Volume Module:												
Base Vol:	0	1	0	0	1	0	0	0	0	0	0	0
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	1	0	0	1	0	0	0	0	0	0	0
Added Vol:	0	1	0	0	5	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2	0	0	6	0	0	0	0	1	0	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	2	0	0	6	0	0	0	0	1	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	2	0	0	6	0	0	0	0	1	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	8	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1017	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1017	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.5		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Interim Year (2026) With Project (298 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #5 Indio Avenue (NS) at Yucca Traill (EW) - #5

****

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[10.8]

****

Street Name:	Indio Avenue						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 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	6	0	14	27	224	0	0	206	7
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	0	0	6	0	14	27	224	0	0	206	7
Added Vol:	0	0	0	1	0	1	3	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	7	0	15	30	224	0	0	206	10
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:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	0	0	0	8	0	18	36	270	0	0	248	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	8	0	18	36	270	0	0	248	12
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	596	596	254	260	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	469	419	789	1316	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	459	408	789	1316	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	0.00	0.02	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	643	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.8	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.8			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Interim Year (2026) With Project (298 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #5 Indio Avenue (NS) at Yucca Traill (EW) - #5

****

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[11.2]

****

Street Name:	Indio Avenue						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 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	17	0	42	26	240	0	0	248	8
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	0	0	17	0	42	26	240	0	0	248	8
Added Vol:	0	0	0	3	0	3	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	45	27	240	0	0	248	8
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	21	0	47	28	253	0	0	261	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	21	0	47	28	253	0	0	261	8
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	575	575	265	269	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	483	431	778	1306	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	475	422	778	1306	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	0.00	0.06	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	651	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.2	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			11.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Interim Year (2026) With Project (298 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #6 Project West Access (NS) at Sunnyslope Drive (EW) - #6

****

Average Delay (sec/veh): 6.3 Worst Case Level Of Service: A[7.2]

****

Street Name:	Project West Access						Sunnyslope Drive					
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 1!	0	0	0 0 0	0	0	0 0 1	0	0	0 1 0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1	0	0	1	0
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	0	0	0	0	0	0	1	0	0	1	0
Added Vol:	0	0	0	0	0	0	0	1	0	21	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	2	0	21	1	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	2	0	22	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	2	0	22	1	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	47	47	2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2	xxxx	xxxxx
Potent Cap.:	967	848	1088	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1633	xxxx	xxxxx
Move Cap.:	957	837	1088	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1633	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR		- RT	LT - LTR		- RT	LT - LTR		- RT	LT - LTR		- RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Interim Year (2026) With Project (298 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #6 Project West Access (NS) at Sunnyslope Drive (EW) - #6

****

Average Delay (sec/veh): 7.6 Worst Case Level Of Service: A[8.4]

****

Street Name:	Project West Access						Sunnyslope Drive					
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 1! 0 0			0 0 0 0 0			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1	0	0	1	0
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	0	0	0	0	0	0	1	0	0	1	0
Added Vol:	5	0	21	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	21	0	0	0	0	2	0	0	1	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	5	0	22	0	0	0	0	2	0	0	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	0	22	0	0	0	0	2	0	0	1	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	3	3	2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1024	896	1088	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1024	896	1088	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	1075	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	*	*	*
ApproachDel:		8.4		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Interim Year (2026) With Project (298 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #7 Project Central Access (NS) at Sunnyslope Drive (EW) - #7

****

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: A[8.4]

****

Street Name:	Project Central Access						Sunnyslope Drive					
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 0 1			0 0 0 0 0			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1	0	0	1	0
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	0	0	0	0	0	0	1	0	0	1	0
Added Vol:	0	0	15	0	0	0	0	1	0	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	15	0	0	0	0	2	0	0	22	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	16	0	0	0	0	2	0	0	23	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	16	0	0	0	0	2	0	0	23	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1088	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1088	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	8.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Interim Year (2026) With Project (298 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Project Central Access (NS) at Sunnyslope Drive (EW) - #7

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: A[8.4]

Street Name:	Project Central Access						Sunnyslope Drive					
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 0 1			0 0 0 0 0			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1	0	0	1	0
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	0	0	0	0	0	0	1	0	0	1	0
Added Vol:	0	0	13	0	0	0	0	22	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	13	0	0	0	0	23	0	0	1	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	14	0	0	0	0	24	0	0	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	14	0	0	0	0	24	0	0	1	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	24	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1058	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1058	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	8.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Interim Year (2026) With Project (298 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Project East Access (NS) at Sunnyslope Drive (EW) - #8

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: A[7.3]

Street Name:	Project East Access				Sunnyslope Drive			
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 0 0		0 0 0 0 0		0 0 0 1 0		0 1 0 0 0	
Volume Module:								
Base Vol:	0 0 0		0 0 0		0 1 0		0 1 0	
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 0 0		0 0 0		0 1 0		0 1 0	
Added Vol:	0 0 0		0 0 0		0 15 1		15 21 0	
PasserByVol:	0 0 0		0 0 0		0 0 0		0 0 0	
Initial Fut:	0 0 0		0 0 0		0 16 1		15 22 0	
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:	0.95 0.95 0.95		0.95 0.95 0.95		0.95 0.95 0.95		0.95 0.95 0.95	
PHF Volume:	0 0 0		0 0 0		0 17 1		16 23 0	
Reduct Vol:	0 0 0		0 0 0		0 0 0		0 0 0	
FinalVolume:	0 0 0		0 0 0		0 17 1		16 23 0	
Critical Gap Module:								
Critical Gp:	xxxxx xxxx xxxxx		xxxxx xxxx xxxxx		xxxxx xxxx xxxxx		4.1 xxxx xxxxx	
FollowUpTim:	xxxxx xxxx xxxxx		xxxxx xxxx xxxxx		xxxxx xxxx xxxxx		2.2 xxxx xxxxx	
Capacity Module:								
Cnflict Vol:	xxxx xxxx xxxxx		xxxx xxxx xxxxx		xxxx xxxx xxxxx		18 xxxx xxxxx	
Potent Cap.:	xxxx xxxx xxxxx		xxxx xxxx xxxxx		xxxx xxxx xxxxx		1612 xxxx xxxxx	
Move Cap.:	xxxx xxxx xxxxx		xxxx xxxx xxxxx		xxxx xxxx xxxxx		1612 xxxx xxxxx	
Volume/Cap:	xxxx xxxx xxxx		xxxx xxxx xxxx		xxxx xxxx xxxx		0.01 xxxx xxxx	
Level Of Service Module:								
2Way95thQ:	xxxx xxxx xxxxx		xxxx xxxx xxxxx		xxxx xxxx xxxxx		0.0 xxxx xxxxx	
Control Del:	xxxxx xxxx xxxxx		xxxxx xxxx xxxxx		xxxxx xxxx xxxxx		7.3 xxxx xxxxx	
LOS by Move:	* * *		* * *		* * *		A * *	
Movement:	LT - LTR - RT		LT - LTR - RT		LT - LTR - RT		LT - LTR - RT	
Shared Cap.:	xxxx xxxx xxxxx		xxxx xxxx xxxxx		xxxx xxxx xxxxx		xxxx xxxx xxxxx	
SharedQueue:	xxxxx xxxx xxxxx		xxxxx xxxx xxxxx		xxxxx xxxx xxxxx		0.0 xxxx xxxxx	
Shrd ConDel:	xxxxx xxxx xxxxx		xxxxx xxxx xxxxx		xxxxx xxxx xxxxx		7.3 xxxx xxxxx	
Shared LOS:	* * *		* * *		* * *		A * *	
ApproachDel:	xxxxxx		xxxxxx		xxxxxx		xxxxxx	
ApproachLOS:	*		*		*		*	

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Interim Year (2026) With Project (298 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Project East Access (NS) at Sunnyslope Drive (EW) - #8

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: A[7.3]

Street Name:	Project East Access						Sunnyslope Drive					
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 0 0			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1	0	0	1	0
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	0	0	0	0	0	0	1	0	0	1	0
Added Vol:	0	0	0	0	0	0	0	33	1	13	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	34	1	13	1	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	36	1	14	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	36	1	14	1	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	37	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1587	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1587	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Interim Year (2026) With Project (298 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Yucca Messa Road/La Contenta Road (NS) at Twentynine Palms Highw

Cycle (sec):	105	Critical Vol./Cap.(X):	0.322
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	16.4
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Yucca Messa Road/La Contenta Road						Twentynine Palms Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	19	19	19	19	19	19
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	31	21	32	64	36	114	45	595	24	26	576	44
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:	31	21	32	64	36	114	45	595	24	26	576	44
Added Vol:	7	2	6	0	6	0	0	0	16	13	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	23	38	64	42	114	45	595	40	39	576	44
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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	40	24	40	68	45	121	48	633	43	41	613	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	24	40	68	45	121	48	633	43	41	613	47
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
FinalVolume:	40	24	40	68	45	121	48	633	43	41	613	47
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.38	0.62	1.00	0.27	0.73	1.00	1.87	0.13	1.00	1.86	0.14
Final Sat.:	1700	679	1121	1700	485	1315	1700	3373	227	1700	3345	255
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.04	0.09	0.09	0.03	0.19	0.19	0.02	0.18	0.18
Crit Moves:	****				****			****				
Green/Cycle:	0.10	0.27	0.27	0.10	0.28	0.28	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.25	0.13	0.13	0.38	0.33	0.33	0.05	0.33	0.33	0.04	0.32	0.32
Delay/Veh:	44.8	29.1	29.1	45.3	30.4	30.4	10.1	12.1	12.1	10.0	12.1	12.1
User DelAdj:	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:	44.8	29.1	29.1	45.3	30.4	30.4	10.1	12.1	12.1	10.0	12.1	12.1
LOS by Move:	D	C	C	D	C	C	B	B	B	B	B	B
HCM2kAvgQ:	1	2	2	3	4	4	1	6	6	1	6	6

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Interim Year (2026) With Project (298 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Yucca Messa Road/La Contenta Road (NS) at Twentynine Palms Highw

Cycle (sec): 100 Critical Vol./Cap.(X): 0.392
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 14.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Yucca Messa Road/La Contenta Road						Twentynine Palms Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	19	19	19	19	19	19
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	13	30	14	37	22	76	124	674	30	20	883	79
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:	13	30	14	37	22	76	124	674	30	20	883	79
Added Vol:	15	6	13	0	2	0	0	0	6	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	36	27	37	24	76	124	674	36	25	883	79
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	30	39	29	40	26	83	135	733	39	27	960	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	39	29	40	26	83	135	733	39	27	960	86
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
FinalVolume:	30	39	29	40	26	83	135	733	39	27	960	86
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.57	0.43	1.00	0.24	0.76	1.00	1.90	0.10	1.00	1.84	0.16
Final Sat.:	1700	1029	771	1700	432	1368	1700	3417	183	1700	3304	296
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.02	0.06	0.06	0.08	0.21	0.21	0.02	0.29	0.29
Crit Moves:	****				****						****	
Green/Cycle:	0.10	0.26	0.26	0.10	0.26	0.26	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.18	0.15	0.15	0.24	0.23	0.23	0.14	0.37	0.37	0.03	0.50	0.50
Delay/Veh:	41.7	28.6	28.6	42.2	29.4	29.4	9.6	11.3	11.3	9.0	12.6	12.6
User DelAdj:	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:	41.7	28.6	28.6	42.2	29.4	29.4	9.6	11.3	11.3	9.0	12.6	12.6
LOS by Move:	D	C	C	D	C	C	A	B	B	A	B	B
HCM2kAvgQ:	1	2	2	1	3	3	2	6	6	0	10	10

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Interim Year (2026) With Project (298 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 La Contenta Road (NS) at Sunnyslope Drive (EW) - #10

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: A[9.6]

Street Name:	La Contenta Road						Sunnyslope Drive					
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 1 0	0	0	0 0 0	1	0	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	7	64	0	0	56	6	7	0	4	0	0	0
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:	7	64	0	0	56	6	7	0	4	0	0	0
Added Vol:	1	0	0	0	0	35	15	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	64	0	0	56	41	22	0	4	0	0	0
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:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	10	82	0	0	72	53	28	0	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	82	0	0	72	53	28	0	5	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	124	xxxx	xxxxx	xxxx	xxxx	xxxxx	201	201	98	xxxx	xxxx	xxxxx
Potent Cap.:	1475	xxxx	xxxxx	xxxx	xxxx	xxxxx	792	699	963	xxxx	xxxx	xxxxx
Move Cap.:	1475	xxxx	xxxxx	xxxx	xxxx	xxxxx	788	694	963	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	811	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.6			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Interim Year (2026) With Project (298 Tons Per Day)
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 La Contenta Road (NS) at Sunnyslope Drive (EW) - #10

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: A[9.5]

Street Name:	La Contenta Road						Sunnyslope Drive					
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:	1 0	1 0	0	0 0	1 0	1	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	7	64	0	0	56	6	7	0	4	0	0	0
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:	7	64	0	0	56	6	7	0	4	0	0	0
Added Vol:	1	0	0	0	0	35	15	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	64	0	0	56	41	22	0	4	0	0	0
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:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	10	82	0	0	72	53	28	0	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	82	0	0	72	53	28	0	5	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	124	xxxx	xxxxx	xxxx	xxxx	xxxxx	174	174	72	xxxx	xxxx	xxxxx
Potent Cap.:	1475	xxxx	xxxxx	xxxx	xxxx	xxxxx	820	723	996	xxxx	xxxx	xxxxx
Move Cap.:	1475	xxxx	xxxxx	xxxx	xxxx	xxxxx	816	718	996	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	839	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.5	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.5			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Interim Year (2026) With Project (298 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 La Contenta Road (NS) at Sunnyslope Drive (EW) - #10

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: A[9.5]

Street Name:	La Contenta Road						Sunnyslope Drive					
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 1 0	0	0	0 0 0	1	0	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	1	49	0	0	59	4	11	0	2	0	0	0
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:	1	49	0	0	59	4	11	0	2	0	0	0
Added Vol:	1	0	0	0	0	13	33	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	49	0	0	59	17	44	0	2	0	0	0
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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	2	58	0	0	70	20	52	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	58	0	0	70	20	52	0	2	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	90	xxxx	xxxxx	xxxx	xxxx	xxxxx	143	143	80	xxxx	xxxx	xxxxx
Potent Cap.:	1517	xxxx	xxxxx	xxxx	xxxx	xxxxx	854	751	985	xxxx	xxxx	xxxxx
Move Cap.:	1517	xxxx	xxxxx	xxxx	xxxx	xxxxx	853	750	985	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	0.00	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	858	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.5	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.5			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Interim Year (2026) With Project (298 Tons Per Day)
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #10 La Contenta Road (NS) at Sunnyslope Drive (EW) - #10

****

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: A[9.4]

****

Street Name:	La Contenta Road							Sunnyslope Drive							
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:	1	0	1	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	1	49	0			0	59	4			11	0	2			0	0	0		
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:	1	49	0			0	59	4			11	0	2			0	0	0		
Added Vol:	1	0	0			0	0	13			33	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	2	49	0			0	59	17			44	0	2			0	0	0		
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:	0.84	0.84	0.84			0.84	0.84	0.84			0.84	0.84	0.84			0.84	0.84	0.84		
PHF Volume:	2	58	0			0	70	20			52	0	2			0	0	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	2	58	0			0	70	20			52	0	2			0	0	0		
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.4	6.5	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5	4.0	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																				
Cnflict Vol:	90	xxxx	xxxxx	xxxx	xxxx	xxxxx					133	133	70	xxxx	xxxx	xxxxx				
Potent Cap.:	1517	xxxx	xxxxx	xxxx	xxxx	xxxxx					865	761	998	xxxx	xxxx	xxxxx				
Move Cap.:	1517	xxxx	xxxxx	xxxx	xxxx	xxxxx					864	760	998	xxxx	xxxx	xxxxx				
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx					0.06	0.00	0.00	xxxx	xxxx	xxxx				
Level Of Service Module:																				
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	869	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.4	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	A	*	*	*	*								
ApproachDel:	xxxxxx			xxxxxx			9.4			xxxxxx										
ApproachLOS:	*			*			A			*										

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Interim Year (2026) With Project (298 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #11 La Contenta Road (NS) at Yucca Trail/Alta Loma Road (EW) - #11

****

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[10.2]

****

Street Name:	La Contenta Road						Yucca Trail/Alta Loma Road					
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 0 0			1 0 0 0 1			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	11	0	45	57	161	0	0	168	18
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	0	0	11	0	45	57	161	0	0	168	18
Added Vol:	0	0	0	0	0	0	0	1	0	0	3	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	11	0	45	57	162	0	0	171	19
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	0	0	0	13	0	53	67	191	0	0	201	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	13	0	53	67	191	0	0	201	22
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	537	xxxx	212	224	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	508	xxxx	833	1357	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	488	xxxx	833	1357	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	0.06	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	0.2	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	12.6	xxxx	9.6	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	A	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Interim Year (2026) With Project (298 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #11 La Contenta Road (NS) at Yucca Trail/Alta Loma Road (EW) - #11

****

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[10.8]

****

Street Name:	La Contenta Road						Yucca Trail/Alta Loma Road					
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 0 0			1 0 0 0 1			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	32	0	30	23	218	0	0	202	17
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	0	0	32	0	30	23	218	0	0	202	17
Added Vol:	0	0	0	0	0	0	0	3	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	32	0	30	23	221	0	0	202	18
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:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	0	0	0	32	0	30	23	223	0	0	204	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	32	0	30	23	223	0	0	204	18
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	483	xxxx	213	222	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	546	xxxx	832	1359	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	539	xxxx	832	1359	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	0.04	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	0.1	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	12.1	xxxx	9.5	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	A	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.8			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Year 2035 Without Project

Yucca Valley Hauling Yard and Transfer Station
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Avalon Avenue (NS) at Twentynine Palms Highway (EW) - #1

Cycle (sec):	85	Critical Vol./Cap.(X):	0.272
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	21.8
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Avalon Avenue						Twentynine Palms Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	10	31	31	10	31	31
Lanes:	2 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	77	17	59	28	26	18	10	604	93	51	665	24
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:	77	17	59	28	26	18	10	604	93	51	665	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	17	59	28	26	18	10	604	93	51	665	24
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	81	18	62	29	27	19	11	636	98	54	700	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	18	62	29	27	19	11	636	98	54	700	25
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
FinalVolume:	81	18	62	29	27	19	11	636	98	54	700	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	1900	1900	1793	1900	1900	1793	3800	1900	1793	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.03	0.02	0.01	0.01	0.01	0.17	0.05	0.03	0.18	0.01
Crit Moves:			****	****				****		****		
Green/Cycle:	0.12	0.31	0.31	0.12	0.31	0.31	0.12	0.36	0.36	0.12	0.36	0.36
Volume/Cap:	0.20	0.03	0.11	0.14	0.05	0.03	0.05	0.46	0.14	0.25	0.51	0.04
Delay/Veh:	35.0	20.4	21.1	35.0	20.5	20.4	33.7	20.3	17.2	37.0	20.9	16.3
User DelAdj:	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:	35.0	20.4	21.1	35.0	20.5	20.4	33.7	20.3	17.2	37.0	20.9	16.3
LOS by Move:	D	C	C	D	C	C	C	C	B	D	C	B
HCM2kAvgQ:	1	0	1	1	0	0	0	6	1	2	7	0

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #1 Avalon Avenue (NS) at Twentynine Palms Highway (EW) - #1

****

Cycle (sec): 85 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 24.3
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Avalon Avenue						Twentynine Palms Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	10	31	31	10	31	31
Lanes:	2 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	158	40	46	21	28	20	27	782	137	75	882	37
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:	158	40	46	21	28	20	27	782	137	75	882	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	40	46	21	28	20	27	782	137	75	882	37
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	166	42	48	22	29	21	28	823	144	79	928	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	42	48	22	29	21	28	823	144	79	928	39
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
FinalVolume:	166	42	48	22	29	21	28	823	144	79	928	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	1900	1900	1800	1900	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.03	0.01	0.02	0.01	0.02	0.22	0.08	0.04	0.24	0.02
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.31	0.31	0.12	0.31	0.31	0.12	0.36	0.36	0.12	0.36	0.36
Volume/Cap:	0.42	0.07	0.08	0.10	0.05	0.04	0.13	0.59	0.21	0.37	0.67	0.06
Delay/Veh:	38.0	20.8	20.9	34.5	20.6	20.4	34.9	22.2	17.9	39.6	23.7	16.4
User DelAdj:	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:	38.0	20.8	20.9	34.5	20.6	20.4	34.9	22.2	17.9	39.6	23.7	16.4
LOS by Move:	D	C	C	C	C	C	C	C	B	D	C	B
HCM2kAvgQ:	3	1	1	1	0	0	1	8	2	2	10	1

****

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Indio Avenue (NS) at Yucca Traill (EW) - #5

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[10.2]

Street Name:	Indio Avenue									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	0	0	0	0	1!	0	0	0	1	0	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0	0	0			6	0	15			26	216	0			0	195	7		
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	0	0			6	0	15			26	216	0			0	195	7		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	0			6	0	15			26	216	0			0	195	7		
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:	0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95		
PHF Volume:	0	0	0			6	0	16			27	227	0			0	205	7		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	0			6	0	16			27	227	0			0	205	7		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx			6.4	6.5	6.2			4.1	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx			3.5	4.0	3.3			2.2	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx			491	491	209			213	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx			540	481	836			1370	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx			532	471	836			1370	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx			0.01	0.00	0.02			0.02	xxxx	xxxx			xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			0.1	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.7	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*			*	*	*			A	*	*			*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx		719	xxxxx		xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx		0.1	xxxxx		0.1	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx		10.2	xxxxx		7.7	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*		B	*		A	*	*			*	*	*		
ApproachDel:	xxxxxx					10.2					xxxxxx					xxxxxx				
ApproachLOS:	*					B					*					*				

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Indio Avenue (NS) at Yucca Traill (EW) - #5

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[11.1]

Street Name:	Indio Avenue									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	0	0	0	0	1!	0	0	0	1	0	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0	0	0	18	0	55	27	242	0	0	255	8								
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	0	0	18	0	55	27	242	0	0	255	8								
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	0	18	0	55	27	242	0	0	255	8								
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95								
PHF Volume:	0	0	0	19	0	58	28	255	0	0	268	8								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	0	19	0	58	28	255	0	0	268	8								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	584	584	273	277	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	477	426	771	1298	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	469	417	771	1298	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	0.04	0.00	0.08	0.02	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	665	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.1	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*								
ApproachDel:	xxxxxx			11.1			xxxxxx			xxxxxx										
ApproachLOS:	*			B			*			*										

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Yucca Messa Road/La Contenta Road (NS) at Twentynine Palms Highw

Cycle (sec):	70	Critical Vol./Cap.(X):	0.322
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	15.4
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Yucca Messa Road/La Contenta Road						Twentynine Palms Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	19	19	19	19	19	19
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	33	22	31	66	38	114	47	663	25	28	597	43
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:	33	22	31	66	38	114	47	663	25	28	597	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	22	31	66	38	114	47	663	25	28	597	43
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	35	23	33	69	40	120	49	698	26	29	628	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	23	33	69	40	120	49	698	26	29	628	45
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
FinalVolume:	35	23	33	69	40	120	49	698	26	29	628	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.42	0.58	1.00	0.25	0.75	1.00	1.93	0.07	1.00	1.87	0.13
Final Sat.:	1793	789	1111	1793	475	1425	1793	3662	138	1793	3545	255
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.04	0.08	0.08	0.03	0.19	0.19	0.02	0.18	0.18
Crit Moves:	****				****			****				
Green/Cycle:	0.14	0.37	0.37	0.14	0.37	0.37	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.14	0.08	0.08	0.27	0.23	0.23	0.07	0.48	0.48	0.04	0.44	0.44
Delay/Veh:	27.3	13.4	13.4	29.3	14.7	14.7	11.8	15.0	15.0	11.6	14.6	14.6
User DelAdj:	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:	27.3	13.4	13.4	29.3	14.7	14.7	11.8	15.0	15.0	11.6	14.6	14.6
LOS by Move:	C	B	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	1	1	2	2	2	1	5	5	0	5	5

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Yucca Messa Road/La Contenta Road (NS) at Twentynine Palms Highw

Cycle (sec):	80	Critical Vol./Cap.(X):	0.381
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	13.7
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Yucca Messa Road/La Contenta Road						Twentynine Palms Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	19	19	19	19	19	19
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	12	32	15	39	24	85	127	693	30	20	952	77
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:	12	32	15	39	24	85	127	693	30	20	952	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	32	15	39	24	85	127	693	30	20	952	77
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	13	34	16	41	25	89	134	729	32	21	1002	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	34	16	41	25	89	134	729	32	21	1002	81
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
FinalVolume:	13	34	16	41	25	89	134	729	32	21	1002	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.68	0.32	1.00	0.22	0.78	1.00	1.92	0.08	1.00	1.85	0.15
Final Sat.:	1800	1294	606	1800	418	1482	1800	3642	158	1800	3516	284
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.02	0.06	0.06	0.07	0.20	0.20	0.01	0.29	0.29
Crit Moves:	****				****						****	
Green/Cycle:	0.13	0.33	0.33	0.13	0.33	0.33	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.06	0.08	0.08	0.18	0.19	0.19	0.16	0.42	0.42	0.02	0.60	0.60
Delay/Veh:	31.3	18.3	18.3	33.1	19.4	19.4	10.0	11.8	11.8	9.0	13.9	13.9
User DelAdj:	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:	31.3	18.3	18.3	33.1	19.4	19.4	10.0	11.8	11.8	9.0	13.9	13.9
LOS by Move:	C	B	B	C	B	B	A	B	B	A	B	B
HCM2kAvgQ:	0	1	1	1	2	2	1	5	5	0	9	9

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 La Contenta Road (NS) at Sunnyslope Drive (EW) - #10

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: A[9.1]

Street Name:	La Contenta Road									Sunnyslope Drive								
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	1	0	0	0	0	0	0	1	0	0	0	1!	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	7	71	0	0	58	7	9	0	5	0	0	0								
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:	7	71	0	0	58	7	9	0	5	0	0	0								
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	7	71	0	0	58	7	9	0	5	0	0	0								
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95								
PHF Volume:	7	75	0	0	61	7	9	0	5	0	0	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	7	75	0	0	61	7	9	0	5	0	0	0								
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx								
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	68	xxxx	xxxxx	xxxx	xxxx	xxxxx	154	154	65	xxxx	xxxx	xxxxx								
Potent Cap.:	1546	xxxx	xxxxx	xxxx	xxxx	xxxxx	842	741	1005	xxxx	xxxx	xxxxx								
Move Cap.:	1546	xxxx	xxxxx	xxxx	xxxx	xxxxx	839	738	1005	xxxx	xxxx	xxxxx								
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.01	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	892	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.1	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*								
ApproachDel:	xxxxxx			xxxxxx			9.1			xxxxxx										
ApproachLOS:	*			*			A			*										

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 La Contenta Road (NS) at Sunnyslope Drive (EW) - #10

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A[9.0]

Street Name:	La Contenta Road						Sunnyslope Drive					
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 1	0	0 0	0	0 0	1 0	0	0 1!	0 0	0	0 0	0 0 0
Volume Module:												
Base Vol:	1	48	0	0	59	4	10	0	2	0	0	0
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:	1	48	0	0	59	4	10	0	2	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	48	0	0	59	4	10	0	2	0	0	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	51	0	0	62	4	11	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	51	0	0	62	4	11	0	2	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	66	xxxx	xxxxx	xxxx	xxxx	xxxxx	117	117	64	xxxx	xxxx	xxxxx
Potent Cap.:	1548	xxxx	xxxxx	xxxx	xxxx	xxxxx	884	777	1006	xxxx	xxxx	xxxxx
Move Cap.:	1548	xxxx	xxxxx	xxxx	xxxx	xxxxx	884	777	1006	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	902	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.0	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.0			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #11 La Contenta Road (NS) at Yucca Trail/Alta Loma Road (EW) - #11

****

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: A[10.0]

****

Street Name:	La Contenta Road								Yucca Trail/Alta Loma Road							
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	0 0	1	0	0	0 1	0	1	0	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0	0	0		13	0	48		59	167	0		0	162	21	
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	0	0		13	0	48		59	167	0		0	162	21	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		13	0	48		59	167	0		0	162	21	
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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	0	0		14	0	51		62	176	0		0	171	22	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		14	0	51		62	176	0		0	171	22	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	xxxx	6.2		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	xxxx	3.3		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		482	xxxx	182		193	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		547	xxxx	866		1393	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		528	xxxx	866		1393	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.03	xxxx	0.06		0.04	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.1	xxxx	0.2		0.1	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		12.0	xxxx	9.4		7.7	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		B	*	A		A	*	*		*	*	*	
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.7	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		A	*	*		*	*	*	
ApproachDel:	xxxxxx				10.0				xxxxxx				xxxxxx			
ApproachLOS:	*				A				*				*			

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #11 La Contenta Road (NS) at Yucca Trail/Alta Loma Road (EW) - #11

****

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[11.3]

****

Street Name:	La Contenta Road						Yucca Trail/Alta Loma Road					
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	0 0		1 0	0 0	1	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	40	0	30	26	220	0	0	210	18
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	0	0	40	0	30	26	220	0	0	210	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	40	0	30	26	220	0	0	210	18
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	42	0	32	27	232	0	0	221	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	42	0	32	27	232	0	0	221	19
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	517	xxxx	231	240	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	522	xxxx	814	1339	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	514	xxxx	814	1339	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	0.04	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	0.1	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	12.6	xxxx	9.6	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			11.3			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Year 2035 With Project

Yucca Valley Hauling Yard and Transfer Station
Year 2035 With Project (411 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #1 Avalon Avenue (NS) at Twentynine Palms Highway (EW) - #1

****

Cycle (sec):	80	Critical Vol./Cap.(X):	0.267
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	21.9
Optimal Cycle: OPTIMIZED		Level Of Service:	C

****

Street Name:	Avalon Avenue						Twentynine Palms Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	10	31	31	10	31	31
Lanes:	2 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	77	17	59	28	26	18	10	604	93	51	665	24
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:	77	17	59	28	26	18	10	604	93	51	665	24
Added Vol:	0	0	0	0	0	0	0	22	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	17	59	28	26	18	10	626	93	51	676	24
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	81	18	62	29	27	19	11	659	98	54	712	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	18	62	29	27	19	11	659	98	54	712	25
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
FinalVolume:	81	18	62	29	27	19	11	659	98	54	712	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	1900	1900	1793	1900	1900	1793	3800	1900	1793	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.03	0.02	0.01	0.01	0.01	0.17	0.05	0.03	0.19	0.01
Crit Moves:			****	****			****				****	
Green/Cycle:	0.12	0.31	0.31	0.12	0.31	0.31	0.12	0.36	0.36	0.12	0.36	0.36
Volume/Cap:	0.20	0.03	0.11	0.14	0.05	0.03	0.05	0.48	0.14	0.25	0.51	0.04
Delay/Veh:	35.0	20.4	21.1	35.0	20.5	20.4	33.7	20.5	17.2	37.0	21.0	16.3
User DelAdj:	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:	35.0	20.4	21.1	35.0	20.5	20.4	33.7	20.5	17.2	37.0	21.0	16.3
LOS by Move:	D	C	C	D	C	C	C	C	B	D	C	B
HCM2kAvgQ:	1	0	1	1	0	0	0	6	1	2	7	0

****

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Year 2035 With Project (411 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Avalon Avenue (NS) at Twentynine Palms Highway (EW) - #1

Cycle (sec):	80	Critical Vol./Cap.(X):	0.364
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	24.5
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Avalon Avenue						Twentynine Palms Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	10	31	31	10	31	31
Lanes:	2 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	158	40	46	21	28	20	27	782	137	75	882	37
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:	158	40	46	21	28	20	27	782	137	75	882	37
Added Vol:	0	0	0	0	0	0	0	10	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	40	46	21	28	20	27	792	137	75	902	37
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	166	42	48	22	29	21	28	834	144	79	949	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	42	48	22	29	21	28	834	144	79	949	39
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
FinalVolume:	166	42	48	22	29	21	28	834	144	79	949	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	1900	1900	1800	1900	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.03	0.01	0.02	0.01	0.02	0.22	0.08	0.04	0.25	0.02
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.31	0.31	0.12	0.31	0.31	0.12	0.36	0.36	0.12	0.36	0.36
Volume/Cap:	0.42	0.07	0.08	0.10	0.05	0.04	0.13	0.60	0.21	0.37	0.69	0.06
Delay/Veh:	38.0	20.8	20.9	34.5	20.6	20.4	34.9	22.4	17.9	39.6	24.0	16.4
User DelAdj:	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:	38.0	20.8	20.9	34.5	20.6	20.4	34.9	22.4	17.9	39.6	24.0	16.4
LOS by Move:	D	C	C	C	C	C	C	C	B	D	C	B
HCM2kAvgQ:	3	1	1	1	0	0	1	9	2	2	11	1

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Year 2035 With Project (411 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 Indio Avenue (NS) at Sunnyslope Drive (EW) - #2

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: A[8.4]

Street Name:	Indio Avenue						Sunnyslope Drive					
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 1!	0	0	0 0	0	0	0 0	0	1 0	0 1	0	0 0
Volume Module:												
Base Vol:	1	0	1	0	0	0	0	1	1	1	1	0
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:	1	0	1	0	0	0	0	1	1	1	1	0
Added Vol:	0	0	1	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	2	0	0	0	0	1	1	1	1	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	0	2	0	0	0	0	1	1	1	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	2	0	0	0	0	1	1	1	1	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	5	5	2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2	xxxx	xxxxx
Potent Cap.:	1022	895	1089	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1633	xxxx	xxxxx
Move Cap.:	1022	894	1089	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1633	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	1065	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		8.4		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Year 2035 With Project (411 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #2 Indio Avenue (NS) at Sunnyslope Drive (EW) - #2

****

Average Delay (sec/veh): 5.8 Worst Case Level Of Service: A[8.4]

****

Street Name:	Indio Avenue						Sunnyslope Drive					
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 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	1	0	1	0	0	0	0	1	1	1	1	0
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:	1	0	1	0	0	0	0	1	1	1	1	0
Added Vol:	0	0	1	0	0	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	2	0	0	0	0	1	1	7	1	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	0	2	0	0	0	0	1	1	7	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	2	0	0	0	0	1	1	7	1	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	17	17	2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2	xxxx	xxxxx
Potent Cap.:	1006	881	1089	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1633	xxxx	xxxxx
Move Cap.:	1002	877	1089	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1633	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	1058	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		8.4		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Year 2035 With Project (411 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #3 Indio Avenue (NS) at Project North Access (EW) - #3

****

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

****

Street Name:	Indio Avenue						Project North Access					
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 0 1 0			0 0 1 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	1	0	0	1	0	0	0	0	0	0	0
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	1	0	0	1	0	0	0	0	0	0	0
Added Vol:	0	1	6	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2	6	0	1	0	0	0	0	0	0	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	2	6	0	1	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	2	6	0	1	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	5
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1084
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1084
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Year 2035 With Project (411 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #3 Indio Avenue (NS) at Project North Access (EW) - #3

****

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

****

Street Name:	Indio Avenue						Project North Access					
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 0	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0	1	0	0	1	0	0	0	0	0	0	0
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	1	0	0	1	0	0	0	0	0	0	0
Added Vol:	0	1	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2	0	0	7	0	0	0	0	0	0	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	2	0	0	7	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	2	0	0	7	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	2
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1088
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1088
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Year 2035 With Project (411 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #4 Indio Avenue (NS) at Project South Access (EW) - #4

****

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[8.6]

****

Street Name:	Indio Avenue						Project South Access					
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 0	0	0	1 0 0	0	0
Volume Module:												
Base Vol:	0	1	0	0	1	0	0	0	0	0	0	0
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	1	0	0	1	0	0	0	0	0	0	0
Added Vol:	0	7	0	0	0	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	8	0	0	1	0	0	0	0	3	0	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	8	0	0	1	0	0	0	0	3	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	8	0	0	1	0	0	0	0	3	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	9	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1016	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1016	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.6		
ApproachLOS:	*			*			*			A		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Year 2035 With Project (411 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #4 Indio Avenue (NS) at Project South Access (EW) - #4

****

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: A[8.6]

****

Street Name:	Indio Avenue						Project South Access					
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 0	0	0	1 0 0	0	0
Volume Module:												
Base Vol:	0	1	0	0	1	0	0	0	0	0	0	0
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	1	0	0	1	0	0	0	0	0	0	0
Added Vol:	0	1	0	0	6	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2	0	0	7	0	0	0	0	2	0	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	2	0	0	7	0	0	0	0	2	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	2	0	0	7	0	0	0	0	2	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	9	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1016	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1016	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.6		
ApproachLOS:	*			*			*			A		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Year 2035 With Project (411 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #5 Indio Avenue (NS) at Yucca Traill (EW) - #5

****

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[10.3]

****

Street Name:	Indio Avenue						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	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	6	0	15	26	216	0	0	195	7
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	0	0	6	0	15	26	216	0	0	195	7
Added Vol:	0	0	0	1	0	1	4	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	7	0	16	30	216	0	0	195	10
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	7	0	17	32	227	0	0	205	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	7	0	17	32	227	0	0	205	11
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	501	501	211	216	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	533	475	835	1366	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	524	464	835	1366	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	0.02	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	707	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.3	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.3			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Year 2035 With Project (411 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #5 Indio Avenue (NS) at Yucca Traill (EW) - #5

****

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[11.3]

****

Street Name:	Indio Avenue						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 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	18	0	55	27	242	0	0	255	8
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	0	0	18	0	55	27	242	0	0	255	8
Added Vol:	0	0	0	4	0	4	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	22	0	59	28	242	0	0	255	8
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	23	0	62	29	255	0	0	268	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	23	0	62	29	255	0	0	268	8
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	586	586	273	277	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	476	425	771	1298	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	467	415	771	1298	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.05	0.00	0.08	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	655	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.3	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			11.3			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Year 2035 With Project (411 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #6 Project West Access (NS) at Sunnyslope Drive (EW) - #6

****

Average Delay (sec/veh): 6.4 Worst Case Level Of Service: A[7.2]

****

Street Name:	Project West Access						Sunnyslope Drive					
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 1! 0 0			0 0 0 0 0			0 0 1 0 0			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1	0	0	1	0
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	0	0	0	0	0	0	1	0	0	1	0
Added Vol:	0	0	0	0	0	0	0	1	0	24	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	2	0	24	1	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	2	0	25	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	2	0	25	1	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	54	54	2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2	xxxx	xxxxx
Potent Cap.:	960	841	1088	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1633	xxxx	xxxxx
Move Cap.:	948	828	1088	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1633	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Year 2035 With Project (411 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #6 Project West Access (NS) at Sunnyslope Drive (EW) - #6

****

Average Delay (sec/veh): 7.7 Worst Case Level Of Service: A[8.5]

****

Street Name:	Project West Access						Sunnyslope Drive					
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 1!	0	0	0 0 0	0	0	0 0 1	0	0	0 0 1	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1	0	0	1	0
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	0	0	0	0	0	0	1	0	0	1	0
Added Vol:	6	0	24	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	0	24	0	0	0	0	2	0	0	1	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	6	0	25	0	0	0	0	2	0	0	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	25	0	0	0	0	2	0	0	1	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	3	3	2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1024	896	1088	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1024	896	1088	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	1075	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	*	*	*
ApproachDel:		8.5		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Year 2035 With Project (411 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Project Central Access (NS) at Sunnyslope Drive (EW) - #7

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: A[8.4]

Street Name:	Project Central Access						Sunnyslope Drive					
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 0 1			0 0 0 0 0			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1	0	0	1	0
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	0	0	0	0	0	0	1	0	0	1	0
Added Vol:	0	0	26	0	0	0	0	1	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	26	0	0	0	0	2	0	0	25	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	27	0	0	0	0	2	0	0	26	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	27	0	0	0	0	2	0	0	26	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1088	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1088	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		8.4			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Year 2035 With Project (411 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Project Central Access (NS) at Sunnyslope Drive (EW) - #7

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: A[8.5]

Street Name:	Project Central Access						Sunnyslope Drive					
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 0 1			0 0 0 0 0			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1	0	0	1	0
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	0	0	0	0	0	0	1	0	0	1	0
Added Vol:	0	0	22	0	0	0	0	25	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	22	0	0	0	0	26	0	0	1	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	23	0	0	0	0	27	0	0	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	23	0	0	0	0	27	0	0	1	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	27	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1054	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1054	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	8.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Year 2035 With Project (411 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Project East Access (NS) at Sunnyslope Drive (EW) - #8

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: A[7.3]

Street Name:	Project East Access						Sunnyslope Drive					
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	0 0	0	0 0 0	0 0	0	0 0 0	1 0	0	0	1 0	0 0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1	0	0	1	0
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	0	0	0	0	0	0	1	0	0	1	0
Added Vol:	0	0	0	0	0	0	0	26	1	28	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	27	1	28	25	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	28	1	29	26	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	28	1	29	26	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	29	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1597	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1597	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Year 2035 With Project (411 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Project East Access (NS) at Sunnyslope Drive (EW) - #8

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: A[7.3]

Street Name:	Project East Access						Sunnyslope Drive					
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	0	0	0 0 0	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1	0	0	1	0
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	0	0	0	0	0	0	1	0	0	1	0
Added Vol:	0	0	0	0	0	0	0	46	1	23	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	47	1	23	1	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	49	1	24	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	49	1	24	1	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	51	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1569	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1569	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Year 2035 With Project (411 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Yucca Messa Road/La Contenta Road (NS) at Twentynine Palms Highw

Cycle (sec):	65	Critical Vol./Cap.(X):	0.343
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	16.9
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Yucca Messa Road/La Contenta Road						Twentynine Palms Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	19	19	19	19	19	19
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	33	22	31	66	38	114	47	663	25	28	597	43
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:	33	22	31	66	38	114	47	663	25	28	597	43
Added Vol:	11	4	11	0	9	0	0	0	22	20	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	26	42	66	47	114	47	663	47	48	597	43
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	46	27	44	69	49	120	49	698	49	51	628	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	27	44	69	49	120	49	698	49	51	628	45
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
FinalVolume:	46	27	44	69	49	120	49	698	49	51	628	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.38	0.62	1.00	0.29	0.71	1.00	1.87	0.13	1.00	1.87	0.13
Final Sat.:	1793	726	1174	1793	555	1345	1793	3548	252	1793	3545	255
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.04	0.09	0.09	0.03	0.20	0.20	0.03	0.18	0.18
Crit Moves:	****				****			****				
Green/Cycle:	0.15	0.40	0.40	0.15	0.40	0.40	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.17	0.09	0.09	0.25	0.22	0.22	0.08	0.56	0.56	0.08	0.50	0.50
Delay/Veh:	25.2	11.1	11.1	26.4	12.2	12.2	13.4	17.5	17.5	13.4	16.8	16.8
User DelAdj:	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:	25.2	11.1	11.1	26.4	12.2	12.2	13.4	17.5	17.5	13.4	16.8	16.8
LOS by Move:	C	B	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	1	1	1	2	2	1	6	6	1	5	5

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Year 2035 With Project (411 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Yucca Messa Road/La Contenta Road (NS) at Twentynine Palms Highw

Cycle (sec):	75	Critical Vol./Cap.(X):	0.398
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	15.3
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Yucca Messa Road/La Contenta Road						Twentynine Palms Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	19	19	19	19	19	19
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	12	32	15	39	24	85	127	693	30	20	952	77
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:	12	32	15	39	24	85	127	693	30	20	952	77
Added Vol:	20	8	18	0	3	0	0	0	10	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	40	33	39	27	85	127	693	40	29	952	77
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	34	42	35	41	28	89	134	729	42	31	1002	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	42	35	41	28	89	134	729	42	31	1002	81
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
FinalVolume:	34	42	35	41	28	89	134	729	42	31	1002	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.55	0.45	1.00	0.24	0.76	1.00	1.89	0.11	1.00	1.85	0.15
Final Sat.:	1800	1041	859	1800	458	1442	1800	3593	207	1800	3516	284
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.02	0.06	0.06	0.07	0.20	0.20	0.02	0.29	0.29
Crit Moves:	****				****						****	
Green/Cycle:	0.13	0.35	0.35	0.13	0.35	0.35	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.14	0.12	0.12	0.17	0.18	0.18	0.17	0.46	0.46	0.04	0.65	0.65
Delay/Veh:	29.9	16.2	16.2	30.4	16.7	16.7	11.2	13.4	13.4	10.2	15.9	15.9
User DelAdj:	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:	29.9	16.2	16.2	30.4	16.7	16.7	11.2	13.4	13.4	10.2	15.9	15.9
LOS by Move:	C	B	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	1	1	1	2	2	2	5	5	0	9	9

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Year 2035 With Project (411 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #10 La Contenta Road (NS) at Sunnyslope Drive (EW) - #10

****

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: A[9.6]

****

Street Name:	La Contenta Road						Sunnyslope Drive					
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 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	7	71	0	0	58	7	9	0	5	0	0	0
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:	7	71	0	0	58	7	9	0	5	0	0	0
Added Vol:	1	0	0	0	0	50	26	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	71	0	0	58	57	35	0	5	0	0	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	8	75	0	0	61	60	37	0	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	75	0	0	61	60	37	0	5	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	121	xxxx	xxxxx	xxxx	xxxx	xxxxx	183	183	91	xxxx	xxxx	xxxxx
Potent Cap.:	1479	xxxx	xxxxx	xxxx	xxxx	xxxxx	811	715	972	xxxx	xxxx	xxxxx
Move Cap.:	1479	xxxx	xxxxx	xxxx	xxxx	xxxxx	808	711	972	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	825	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.6			xxxxxx		
ApproachLOS:	*			*			A			*		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Year 2035 With Project (411 Tons Per Day)
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #10 La Contenta Road (NS) at Sunnyslope Drive (EW) - #10

****

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: A[9.4]

****

Street Name:	La Contenta Road						Sunnyslope Drive					
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:	1 0	1 0	0	0 0	1 0	1	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	7	71	0	0	58	7	9	0	5	0	0	0
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:	7	71	0	0	58	7	9	0	5	0	0	0
Added Vol:	1	0	0	0	0	50	26	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	71	0	0	58	57	35	0	5	0	0	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	8	75	0	0	61	60	37	0	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	75	0	0	61	60	37	0	5	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	121	xxxx	xxxxx	xxxx	xxxx	xxxxx	153	153	61	xxxx	xxxx	xxxxx
Potent Cap.:	1479	xxxx	xxxxx	xxxx	xxxx	xxxxx	844	743	1010	xxxx	xxxx	xxxxx
Move Cap.:	1479	xxxx	xxxxx	xxxx	xxxx	xxxxx	840	739	1010	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	858	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.4	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.4			xxxxxx		
ApproachLOS:	*			*			A			*		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Year 2035 With Project (411 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 La Contenta Road (NS) at Sunnyslope Drive (EW) - #10

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: A[9.4]

Street Name:	La Contenta Road						Sunnyslope Drive					
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 1 0	0 0		0 0 0	1 0		0 0 1!	0 0		0 0	0 0 0	
Volume Module:												
Base Vol:	1	48	0	0	59	4	10	0	2	0	0	0
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:	1	48	0	0	59	4	10	0	2	0	0	0
Added Vol:	1	0	0	0	0	22	46	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	48	0	0	59	26	56	0	2	0	0	0
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	2	51	0	0	62	27	59	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	51	0	0	62	27	59	0	2	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	89	xxxx	xxxxx	xxxx	xxxx	xxxxx	131	131	76	xxxx	xxxx	xxxxx
Potent Cap.:	1519	xxxx	xxxxx	xxxx	xxxx	xxxxx	868	764	991	xxxx	xxxx	xxxxx
Move Cap.:	1519	xxxx	xxxxx	xxxx	xxxx	xxxxx	867	763	991	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	871	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.4	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.4			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

Yucca Valley Hauling Yard and Transfer Station
Year 2035 With Project (411 Tons Per Day)
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #10 La Contenta Road (NS) at Sunnyslope Drive (EW) - #10

****

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: A[9.4]

****

Street Name:	La Contenta Road								Sunnyslope Drive							
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:	1	0	1	0	0	0	0	1	0	1	0	0	1!	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	1	48		0		0	59		4		10		0		2	0		0		0
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:	1	48		0		0	59		4		10		0		2	0		0		0
Added Vol:	1	0		0		0	0		22		46		0		0	0		0		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	2	48		0		0	59		26		56		0		2	0		0		0
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:	0.95	0.95		0.95		0.95	0.95		0.95		0.95		0.95		0.95	0.95		0.95		0.95
PHF Volume:	2	51		0		0	62		27		59		0		2	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	2	51		0		0	62		27		59		0		2	0		0		0
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.4	6.5		6.2	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5	4.0		3.3	xxxxx	xxxx	xxxxx			
Capacity Module:																				
Cnflict Vol:	89	xxxx	xxxxx	xxxx	xxxx	xxxxx					117	117		62	xxxx	xxxx	xxxxx			
Potent Cap.:	1519	xxxx	xxxxx	xxxx	xxxx	xxxxx					884	777		1008	xxxx	xxxx	xxxxx			
Move Cap.:	1519	xxxx	xxxxx	xxxx	xxxx	xxxxx					883	776		1008	xxxx	xxxx	xxxxx			
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx					0.07	0.00		0.00	xxxx	xxxx	xxxx			
Level Of Service Module:																				
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
LOS by Move:	A	*		*		*	*		*		*		*							
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	887	xxxxx		xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx		xxxxx	xxxx	xxxxx							
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.4	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	*	*		*		*	*	A		*		*		*						
ApproachDel:	xxxxxx			xxxxxx			9.4			xxxxxx										
ApproachLOS:	*			*			A			*										

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Year 2035 With Project (411 Tons Per Day)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #11 La Contenta Road (NS) at Yucca Trail/Alta Loma Road (EW) - #11

****

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: A[10.0]

****

Street Name:	La Contenta Road						Yucca Trail/Alta Loma Road					
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	0 0		1 0	0 0	1	0	1 0	0 0	0	0 0	1 0
Volume Module:												
Base Vol:	0	0	0	13	0	48	59	167	0	0	162	21
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	0	0	13	0	48	59	167	0	0	162	21
Added Vol:	0	0	0	0	0	0	0	1	0	0	3	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	13	0	48	59	168	0	0	165	22
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	14	0	51	62	177	0	0	174	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	14	0	51	62	177	0	0	174	23
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	486	xxxx	185	197	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	544	xxxx	862	1388	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	524	xxxx	862	1388	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	0.06	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	0.2	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	12.0	xxxx	9.4	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.0			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Yucca Valley Hauling Yard and Transfer Station
Year 2035 With Project (411 Tons Per Day)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 La Contenta Road (NS) at Yucca Trail/Alta Loma Road (EW) - #11

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[11.4]

Street Name:	La Contenta Road									Yucca Trail/Alta Loma Road								
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	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0	0	0			40	0	30			26	220	0			0	210	18		
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	0	0			40	0	30			26	220	0			0	210	18		
Added Vol:	0	0	0			0	0	0			0	4	0			0	0	1		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	0			40	0	30			26	224	0			0	210	19		
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:	0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95		
PHF Volume:	0	0	0			42	0	32			27	236	0			0	221	20		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	0			42	0	32			27	236	0			0	221	20		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx			6.4	xxxx	6.2			4.1	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx			3.5	xxxx	3.3			2.2	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx			522	xxxx	231			241	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx			519	xxxx	813			1337	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx			511	xxxx	813			1337	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx			0.08	xxxx	0.04			0.02	xxxx	xxxx			xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			0.3	xxxx	0.1			0.1	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx			12.7	xxxx	9.6			7.7	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*			B	*	A			A	*	*			*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			0.1	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.7	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			A	*	*			*	*	*		
ApproachDel:	xxxxxx					11.4					xxxxxx					xxxxxx				
ApproachLOS:	*					B					*					*				

Note: Queue reported is the number of cars per lane.

Kunzman Associates, Inc.

OVER 35 YEARS OF EXCELLENT SERVICE

1111 Town & Country Road, Suite 34
Orange, California 92868
(714) 973-8383

www.traffic-engineer.com