

#### **MEMORANDUM**

To:

Jared Jerome

Town of Yucca Valley

From:

Trevor Briggs, P.E. Pranesh Tarikere, P.E.

Date:

June 2, 2020

Subject:

Yucca Valley Dominos Traffic Circulation Study

This traffic circulation study has been prepared to evaluate the project-related traffic impacts associated with the proposed Dominos restaurant project, which would be located within the northwest quadrant of the Twentynine Palms Highway (State Route 62) and Balsa Avenue in the Town of Yucca Valley.

### PROJECT OVERVIEW

The project proposes to construct a Dominos restaurant and other fast-food restaurant uses, totaling approximately 5,000 square feet. The project site is located within the northwest quadrant of the Twentynine Palms Highway (State Route 62) and Balsa Avenue intersection as a stand-alone building within an existing shopping center. Regional vehicular access to the site is provided by the State Route 62 (SR-62). The communities of Joshua Tree and Morongo Valley are located east and west of the project site. A project vicinity map is provided on **Figure 1**. Access to the site would be provided via an existing driveway located approximately 500 feet west of Balsa Avenue (Project Driveway). The project driveway does not allow left-turnout movements. A project site plan is provided on **Figure 2**.

### ANALYSIS SCENARIOS AND METHODOLOGY

#### Analysis Scenarios

This traffic analysis will provide an evaluation of typical weekday morning and evening peak hour operations for the following scenarios:

- Existing Conditions
- Existing Plus Project
- Near-Term (2021) (Project Opening Year) Without Project
- Near-Term (2021) With Project

The following study intersection is evaluated in this analysis:

1. Twentynine Palms Highway at Project Driveway

Lane configuration for the study intersection is included in Figure 1 (previously mentioned).



#### **Analysis Methodology**

Intersection operation is evaluated using the Highway Capacity Manual (HCM) 6<sup>th</sup> Edition delay methodology. The procedure for intersection analysis determines the average total delay, expressed in seconds of delay per vehicle. Synchro 10 software was used to determine delay for the worst-case movement at the study intersection.

The following chart identifies each Level of Service category, and the corresponding intersection delay values for unsignalized intersections.

Level of	Service and Delay Ranges
Level of Service	Delay (average seconds / vehicle)
(LOS)	Unsignalized Intersections
A	< 10.0
В	> 10.0 to < 15.0
С	> 15.0 to < 25.0
D	> 25.0 to < 35.0
Е	> 35.0 to < 50.0
F	> 50.0

Twentynine Palms Highway is a Caltrans facility. The Caltrans *Guide for the Preparation of Traffic Impact Studies* (December 2002), states that "Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" (see Appendix "C-3") on State highway facilities".

### **Trip Generation**

The trip generation rates for "Fast-Food Restaurant without Drive-Thru" was based on the Institute of Transportation Engineers (ITE) <u>Trip Generation Manual, 10<sup>th</sup> Edition (2017)</u>. Conservatively, pass-by reductions were not applied to the project trip generation. Trip generation rates and the resulting project trips are summarized on **Table 1**. Review of this table indicates that the proposed project is forecasted to generate 1,558 daily trips and 113 morning peak hour trips and 128 evening peak hour trips on a typical weekday.

### **Analysis Volumes**

Average Daily Traffic (ADT) counts on the segment of Twentynine Palms Highway between Joshua Lane and Airway Avenue were used to develop existing peak hour traffic volumes along Twentynine Palms Highway at the study intersection. Existing Driveway volumes were estimated by calculating the approximate square footage of the existing shopping center adjacent to the project and using ITE trip generation rates to determine peak hour volumes entering and exiting the shopping center. It was assumed that 15% of shopping center traffic uses the Project Driveway.



A growth rate of 2% per year was applied to Existing Conditions traffic volumes to develop Near-Term (2021) volumes. Existing and Near-Term (2021) Base volumes are shown in Figure 3.

### **Trip Distribution and Assignment**

Trip distribution assumptions for the project were developed based on current traffic patterns observed at the study intersections. For the purposes of this analysis, 30% of the Project trips were assumed to use the existing Project Driveway. Trip distribution assumptions are shown on **Figure 4**. Existing Plus Project and Near-Term (2021) Plus Project traffic volumes are shown in **Figure 5**.

#### **Intersection Level of Service**

Intersection Level of Service analysis results are shown on **Table 2.** Below is a summary of the results.

### #1 - Twentynine Palms Highway (SR-62) at Project Driveway

 The intersection would operate at an acceptable LOS (LOS D or better) during weekday AM and PM peak hours under all project scenarios.

Synchro reports are included as an attachment to this memorandum.

#### Site Access and Circulation

Access to the proposed project site would be provided via any one of six existing driveways that serve the adjacent shopping center. The Project Driveway allows eastbound left-turn-in access and restricts egress movement to right-turn-out only.

#### CONCLUSION/RECOMMENDATION

The study intersection is projected to operate acceptably under all study conditions and under existing lane configuration.



#### **Attachments:**

Figure 1 - Project Location Map and Study Intersection Lane Configuration

Figure 2 - Project Site Plan

Figure 3 - Existing and Near-Term (2021) Base Traffic Volumes

Figure 4 - Project Trip Distribution and Project Trip Assignment

Figure 5 - Existing Plus Project and Near-Term (2021) Plus Project Traffic Volumes

Table 1 - Project Trip Generation

Table 2 - Intersection Level of Service Summary

Synchro 10 Reports

Figure 1 - Project Location Map and Study Intersection Lane Configuration



Figure 2 - Project Site Plan

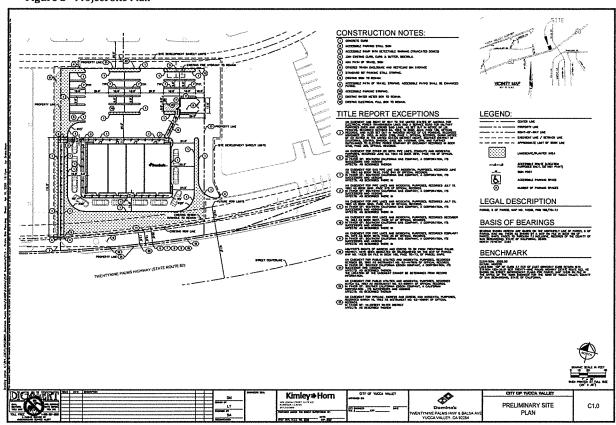
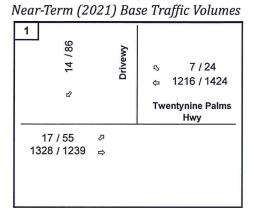


Figure 3 - Existing and Near-Term (2021) Base Traffic Volumes

### 



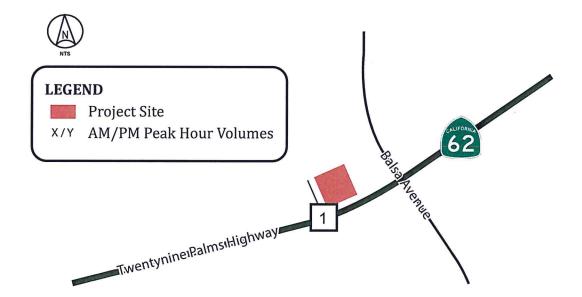
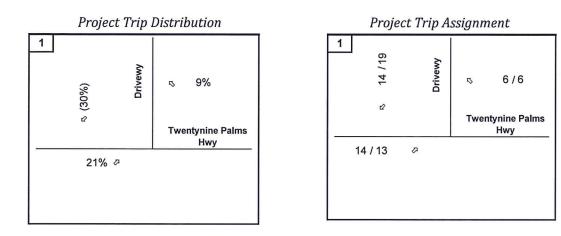


Figure 4 - Project Trip Distribution and Project Trip Assignment



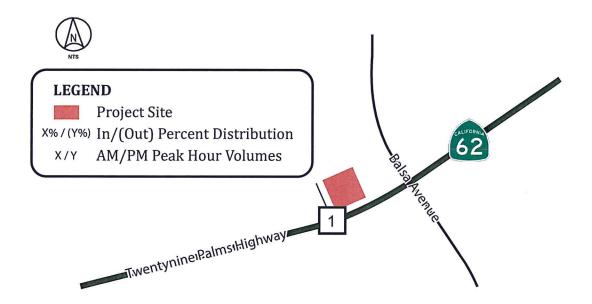
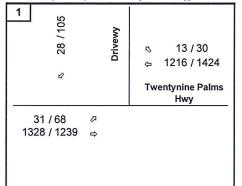
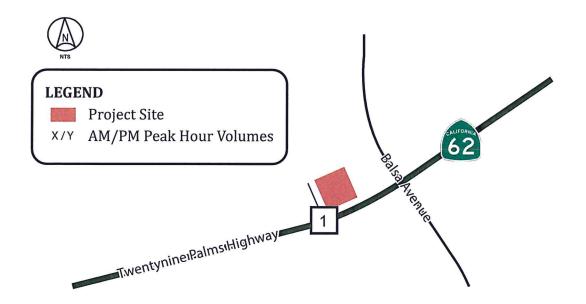


Figure 5 - Existing Plus Project and Near-Term (2021) Plus Project Traffic Volumes

# Existing Plus Project Traffic Volumes

### Near-Term (2021) Plus Project Traffic Volumes





# TABLE 1 SUMMARY OF PROJECT TRIP GENERATION YUCCA VALLEY DOMINOS TRAFFIC CIRCULATION STUDY

					Trip Ge	neration F	Rates 1		
	ITE			А	M Peak Ho	ur	PI	M Peak Ho	ur
Land Use	Code	Unit	Daily	In	Out	Total	ln	Out	Total
Fast-Food Restaurant w/o Drive-thru	933	KSF	346.230	15.060	10.040	25.10	14.170	14.170	28.34

			Trip Generation Estimates									
				А	M Peak Ho	ur	PM Peak Hour					
Land Use	Quantity	Unit	Daily	In	Out	Total	In	Out	Total			
Fast-Food Restaurant w/o Drive-thru	5.000	KSF	1,731	75	50	125	71	71	142			
Internal Capture w/ Existing Shopping Center (10%)			-173	-8	-5	-13	-7	-7	-14			
Total Project Trips			1,558	68	45	113	64	64	128			

 $<sup>^{1}</sup>$  Source: Institute of Transportation Engineers (ITE)  $\underline{\text{Trip Generation Manual}}$ , 10th Edition

# TABLE 2 SUMMARY OF INTERSECTION OPERATION YUCCA VALLEY DOMINOS TRAFFIC CIRCULATION STUDY

Int.#	Intersection	Traffic	AM Pea	k Hour	PM Pea	k Hour
1116. #	intersection	Control	Delay	LOS	Delay	LOS
Exis	ting Baseline					
1	Driveway at Twentynine Palms Hwy	U	18.9	С	28.4	D
Exist	ting Plus Project				•	
1	Driveway at Twentynine Palms Hwy	U	19.8	С	31.0	D
Near	Term (Year 2021) Baseline					
1	Driveway at Twentynine Palms Hwy	U	19.3	С	29.6	D
Near	Term (Year 2021) Plus Project					
1	Driveway at Twentynine Palms Hwy	U	20.4	С	32.6	D

#### Notes

- Delay values are based on the methodology outlined in the Highway Capacity Manual, 6th Edition.
- Delay refers to the worst-case movement for the entire intersection, measured in seconds per vehicle.
- U = Unsignalized

Lane Configurations Traffic Vol, veh/h Traffic Vol, veh/h Future Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control Free RT Channelized RT Cha	EBT W 1302 11
Lane Configurations Traffic Vol, veh/h Traffic Vol, veh/h Future Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr O Sign Control Free RT Channelized Storage Length Veh in Median Storage, # - O Grade, % - O Peak Hour Factor Heavy Vehicles, % 2 2 Mvmt Flow RT Conflicting Flow All Stage 1 - Stage 2 - Critical Hdwy Stage 1 - Critical Hdwy Stage 1 - Critical Hdwy Stage 1 - Stage 2 - Critical Hdwy Stage 1 - Stage 2 - Critical Hdwy Stage 1 - Stage 1 - Stage 2 - Critical Hdwy Stage 1 - Stage 2 - Stage 1 - Stage 1 - Stage 1 - Stage 1 - Stage 2 - Stage 1 - Stage 2 - Stage 2 - Stage 1 - Stage 2 - Stage 2 - Stage 1 - Stage 2 - Stage 2 - Stage 1 - Stage 2 -	<b>↑↑ ↑1</b> 1302 11
Lane Configurations Traffic Vol, veh/h Traffic Vol, veh/h Future Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control Free RT Channelized RT Channelized Free RT Channelized R	<b>↑↑ ↑1</b> 1302 11
Traffic Vol, veh/h         17         1302           Future Vol, veh/h         17         1302           Conflicting Peds, #/hr         0         0           Sign Control         Free         Free           RT Channelized         - None           Storage Length         150         -           Veh in Median Storage, # - 0         0         -           Grade, % - 0         - 0         92         92           Heavy Vehicles, % 2 2         2         Mvmt Flow         18         1415         1415           Major/Minor         Major1         Ma         Major1         Ma         Na         1415	1302 11
Future Vol, veh/h Conflicting Peds, #/hr Sign Control Free RT Channelized Storage Length Veh in Median Storage, # - 0 Grade, % - 0 Peak Hour Factor Heavy Vehicles, % 2 2 Mvmt Flow RT Conflicting Flow All Stage 1 - Stage 2 - Critical Hdwy Sty 2 - Stage 1 - Stage 1 - Stage 2 - Stage 1 - Stage 2 - Stage 2 - Stage 2 - Stage 1 - Stage 2 - Stage 1 - Stage 2 - Stage 1 - Stage 2 - Stage 1 - Stage 2 - Stage 1 - Stage 2 - Stage 1 - Stage 2 - Stage 2 - Stage 2 - Stage 2 - Stage 1 - Stage 2 - Stage 3 - Stage 2 - Stage 3 - Stage 4 - Stage 2 - Stage 4 - Stage 5 - Stage 5 - Stage 6 - Stage 6 - Stage 7 - Stage 8 - Stage 9 -	
Conflicting Peds, #/hr         0         0           Sign Control         Free         Free           RT Channelized         - None           Storage Length         150         -           Veh in Median Storage, # - 0         0         0           Grade, % - 0         - 92         92           Heavy Vehicles, % 2 2         2         Wwmt Flow           Major/Minor         Major1         Major1           Conflicting Flow All 304         0         0           Stage 1 - Stage 2 - Critical Hdwy 5t34         -         -           Critical Hdwy Stg 1 - Critical Hdwy Stg 2 - Criti	1302 11
Sign Control Free Free RT Channelized - None Storage Length 150 - Veh in Median Storage, # - 0 Grade, % - 0 Peak Hour Factor 92 92 Heavy Vehicles, % 2 2 Mvmt Flow 18 1415 1  Major/Minor Major1 Ma 1415 1  Major/Minor Major1 Major1 Major/Minor Major1 Major Maj	0
RT Channelized - None Storage Length 150 - Veh in Median Storage, # - 0 Grade, % - 0 Peak Hour Factor 92 92 Heavy Vehicles, % 2 2 Mvmt Flow 18 1415 1  Major/Minor Major1 Ma Conflicting Flow All 1304 0 Stage 1 - Stage 2 - Critical Hdwy 5.34 - Critical Hdwy Stg 1 - Critical Hdwy Stg 2 - Follow-up Hdwy 3.12 - Pot Cap-1 Maneuver 278 Stage 1 - Stage 2 - Chapter Stage 1 - Stage 2 - Chapter Stage 1 - Stage 2 - Chapter Stage 1 - Chapter Stage 2 - Chapter Stage 1 - Chapter Stage 1 - Chapter Stage 2 - Chapter Stage 2 - Chapter Stage 2 - Chapter Stage 1 - Chapter Stage 1 - Chapter Stage 2 - Chapter Stage 2 - Chapter Stage 2 - Chapter Stage 2 - Chapter Stage 3 - Chapter Stage 3 - Chapter Stage 4 - Chapter Stage 3 - C	
Storage Length	
Veh in Median Storage, # - 0         0           Grade, % - 0         - 0           Peak Hour Factor 92         92           Heavy Vehicles, % 2         2           Mymt Flow 18         1415           Major/Minor Major1 Major1         Major/Minor Major1           Conflicting Flow All 1304 0         0           Stage 1 Stage 2 Critical Hdwy 5.34 - Critical Hdwy 5.34 - Critical Hdwy Stg 1 - Critical Hdwy Stg 2 - Critical Hdwy	
Grade, %         -         0           Peak Hour Factor         92         92           Heavy Vehicles, %         2         2           Mvmt Flow         18         1415         1           Major/Minor         Major1         Ma           Conflicting Flow All         1304         0           Stage 1         -         -           Stage 2         -         -           Critical Hdwy         5.34         -           Critical Hdwy Stg 1         -         -           Critical Hdwy Stg 2         -         -           Follow-up Hdwy         3.12         -           Pot Cap-1 Maneuver         278         -           Stage 1         -         -           Stage 2         -         -           Platoon blocked, %         -         -           Mov Cap-1 Maneuver         278         -           Mov Cap-2 Maneuver         -         -           Stage 1         -         -           Stage 2         -         -    Approach  EB  HCM Control Delay, s  0.2  HCM LOS	
Peak Hour Factor         92         92           Heavy Vehicles, %         2         2           Mvmt Flow         18         1415         1           Major/Minor         Major1         Ma           Conflicting Flow All         1304         0           Stage 1         -         -           Stage 2         -         -           Critical Hdwy         5.34         -           Critical Hdwy Stg 1         -         -           Critical Hdwy Stg 2         -         -           Follow-up Hdwy         3.12         -           Pot Cap-1 Maneuver         278         -           Stage 1         -         -           Stage 2         -         -           Platoon blocked, %         -         -           Mov Cap-1 Maneuver         278         -           Mov Cap-2 Maneuver         -         -           Stage 1         -         -           Stage 2         -         -           Approach         EB           HCM Control Delay, s         0.2           HCM LOS	
Major/Minor	
Moment Flow         18         1415         1415           Major/Minor         Major1         Major1         Major1           Conflicting Flow All         1304         0           Stage 1         -         -           Stage 2         -         -           Critical Hdwy         5.34         -           Critical Hdwy Stg 1         -         -           Critical Hdwy Stg 2         -         -           Follow-up Hdwy         3.12         -           Pot Cap-1 Maneuver         278         -           Stage 1         -         -           Mov Cap-1 Maneuver         278         -           Mov Cap-2 Maneuver         -         -           Stage 1         -         -           Stage 2         -         -           Approach         EB           HCM Control Delay, s         0.2           HCM LOS	
Major/Minor Major1 Ma Conflicting Flow All 1304 0 Stage 1 Stage 2 Critical Hdwy 5.34 - Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy 3.12 - Pot Cap-1 Maneuver 278 - Stage 1 Stage 2 Platoon blocked, % - Mov Cap-1 Maneuver 278 - Mov Cap-2 Maneuver - Stage 1 Stage 1 Stage 2 Approach EB HCM Control Delay, s 0.2 HCM LOS	
Conflicting Flow All 1304 0	1415 12
Conflicting Flow All 1304 0	
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Stage 1 Stage 2	
Stage 2	
Critical Hdwy 5.34 - Critical Hdwy Stg 1 - Critical Hdwy Stg 2 - Follow-up Hdwy 3.12 - Pot Cap-1 Maneuver 278 - Stage 1 - Stage 2 - Platoon blocked, % - Mov Cap-1 Maneuver 278 - Mov Cap-2 Maneuver - Stage 1 - Stage 2 - Approach EB HCM Control Delay, s 0.2 HCM LOS	
Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy 3.12 - Pot Cap-1 Maneuver 278 - Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver 278 - Mov Cap-2 Maneuver - Stage 1 Stage 2 Stage 2 Approach EB HCM Control Delay, s 0.2 HCM LOS	
Critical Hdwy Stg 2 Follow-up Hdwy 3.12 - Pot Cap-1 Maneuver 278 - Stage 1 Stage 2 Platoon blocked, % - Mov Cap-1 Maneuver 278 - Mov Cap-2 Maneuver Stage 1 Stage 2 Stage 2 Approach EB HCM Control Delay, s 0.2 HCM LOS	
Follow-up Hdwy 3.12 - Pot Cap-1 Maneuver 278 - Stage 1 - Stage 2 - Platoon blocked, % - Mov Cap-1 Maneuver 278 - Mov Cap-2 Maneuver - Stage 1 - Stage 2 - Approach EB HCM Control Delay, s 0.2 HCM LOS	_
Pot Cap-1 Maneuver 278 - Stage 1 - Stage 2 Platoon blocked, % - Mov Cap-1 Maneuver 278 - Mov Cap-2 Maneuver - Stage 1 - Stage 2 Approach EB HCM Control Delay, s 0.2 HCM LOS	1/2/2 <b>-</b> /3/2
Stage 1 Stage 2 Platoon blocked, %	-
Stage 2 Platoon blocked, %	<u>-</u>
Platoon blocked, % - Mov Cap-1 Maneuver 278 - Mov Cap-2 Maneuver - Stage 1 - Stage 2 -  Approach EB HCM Control Delay, \$ 0.2 HCM LOS	-
Mov Cap-1 Maneuver 278 -  Mov Cap-2 Maneuver -  Stage 1 -  Stage 2 -  Approach EB  HCM Control Delay, s 0.2  HCM LOS	The Atlant
Mov Cap-2 Maneuver Stage 1 Stage 2	-
Mov Cap-2 Maneuver Stage 1 Stage 2	
Stage 1 Stage 2  Approach EB  HCM Control Delay, s 0.2  HCM LOS	-
Stage 2  Approach EB  HCM Control Delay, s 0.2  HCM LOS	-10
Approach EB HCM Control Delay, s 0.2 HCM LOS	-
HCM Control Delay, s 0.2 HCM LOS	
HCM Control Delay, s 0.2 HCM LOS	
HCM LOS	V
Minor Lane/Major Mymt ERI	
Minor Lane/Major Mymt ERI	
	EBL E
the state of the s	CONTRACTOR OF THE PERSON
	278
	278 0.066
	278 0.066 18.9
HCM 95th %tile Q(veh) 0.2	278 0.066 18.9 C

### 1: Twentynine Palms Hwy & Driveway

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	ħ	-	<b>11</b>			7
Traffic Vol, veh/h	54	1215	1396	24	0	84
Future Vol, veh/h	54	1215	1396	24	0	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized				None		Description of the last of the
Storage Length	150	-	-	-	-	0
Veh in Median Storage		0	0		0	
Grade, %	-	0	0	_	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	1321	1517	26	0	91
A STATE OF THE PARTY OF THE PAR						
N4 : 04:			4			
	Major1		Major2		Minor2	
Conflicting Flow All	1543	0	_	0	_	772
Stage 1	-	-		-	-	-
Stage 2	_	_	_	-	_	-
Critical Hdwy	5.34	-	-	-	- 1	7.14
Critical Hdwy Stg 1	-	-	-	_	_	-
Critical Hdwy Stg 2	-	-	-	P =	-	
Follow-up Hdwy	3.12	-	-	-	-	3.92
Pot Cap-1 Maneuver	212			-	0	294
Stage 1	-	-	-	-	0	-
Stage 2		Marin -	P-1	-	0	
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	212	-		-	-	294
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-			-		
Stage 2	-	_	-	-	-	-
Annroach	FD		MD		OD.	
Approach	EB		WB		SB	
HCM Control Delay, s	1.2		0		22.7	
HCM LOS					С	
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WBR S	SBLn1
Capacity (veh/h)		212				294
HCM Lane V/C Ratio		0.277				0.311
HCM Control Delay (s)		28.4		i e de la companya de		22.7
HCM Lane LOS		D	-	-		C
HCM 95th %tile Q(veh)		1.1				1.3
Julio de veli						1.0

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	'n		<b>**</b>	TIDIT	ODL	TT.
Traffic Vol, veh/h	31		1192	13	0	28
Future Vol, veh/h	31	1302	1192	13	0	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	1100	Law and the	-	None
Storage Length	150	-		-	-	0
Veh in Median Storage,		0	0		0	_
Grade, %	<i>"</i> -	0	0		0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	34	1415	1296	14	0	30
INIVITIE I IOW	J <del>-1</del>	1410	1230	14	U	30
Major/Minor M	lajor1		Major2	ı	Minor2	
	1310	0	-	0	-	655
Stage 1	-			E at a		-
Stage 2	-	_	_	-	-	-
Critical Hdwy	5.34		- L		_	7.14
Critical Hdwy Stg 1	_	-	-	-	-	_
Critical Hdwy Stg 2						
Follow-up Hdwy	3.12	-	_	-	-	3.92
Pot Cap-1 Maneuver	277				0	350
Stage 1	-	-	-	_	0	-
Stage 2	- Con-			_	0	
Platoon blocked, %		_		_		
Mov Cap-1 Maneuver	277				5155	350
Mov Cap-2 Maneuver					_	-
Stage 1						
Stage 2	_				_	_
Olago 2						
	ROW Es	DHE DIE				A STATE OF
Approach	EB	V	WB		SB	
HCM Control Delay, s	0.5		0		16.3	
HCM LOS					С	
Min and an all Main and		EDI	CDT	MOT	MDD	DI - 4
Minor Lane/Major Mvmt		EBL	EBT	WBT	WBR S	
Capacity (veh/h)		277			- 1	350
HCM Lane V/C Ratio		0.122	-	_		0.087
HCM Control Delay (s)		19.8	-	-		16.3
		^				
HCM Lane LOS HCM 95th %tile Q(veh)		0.4	-	_		0.3

Intersection						
Int Delay, s/veh	1.6			personal de la		ankeent 18
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	7	A	<b>↑</b> ↑	VVDI	ODL	700
Traffic Vol, veh/h	67	<b>TT</b> 1215	1396	30	0	103
Future Vol, veh/h	67	1215	1396	30	0	103
	0					
Conflicting Peds, #/hr		0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	450	None	-		-	None
Storage Length	150	-	-	-	_	0
Veh in Median Storage	,# -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	1321	1517	33	0	112
			4 . 0	Joseph Dillow		
	Major1		Major2		Minor2	
Conflicting Flow All	1550	0	-	0	-	775
Stage 1				-	-	-
Stage 2	-	-	_	-	-	-
Critical Hdwy	5.34					7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2		447.2				ant put
Follow-up Hdwy	3.12	_		_	_	3.92
Pot Cap-1 Maneuver	210		(United and		0	292
Stage 1	-		-	S45000000	0	-
Stage 2					0	
	The second				U	
Platoon blocked, %	040		-	_		000
Mov Cap-1 Maneuver	210	-			-	292
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-		-	-	-	-
Stage 2	:	-	-	_		-
Approach	EB		WB		SB	
HCM Control Delay, s	1.6	No. 10	0	a distribution	24.8	
HCM LOS	1.0				C	
				14/5-	\ A (F) =	<b>.</b>
Minor Lane/Major Mvm	t	EBL	EBT	WBT	WBR S	
Capacity (veh/h)		210			-	292
HCM Lane V/C Ratio		0.347	-	-	-	0.383
HCM Control Delay (s)		31	-			24.8
HCM Lane LOS		D	_	-		С
HCM 95th %tile Q(veh)		1.5	-			1.7

### 1: Twentynine Palms Hwy & Driveway

Intersection		19268				
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	ኘ		<b>^^</b>			7"
Traffic Vol, veh/h	17	1328	1216	7	0	14
Future Vol, veh/h	17	1328	1216	7	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None		None		None
Storage Length	150	-	-	-	-	0
Veh in Median Storage, #	# -	0	0	-	0	
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	1443	1322	8	0	15
Major/Minor M	nio-1	Vite and V	Majora	A	Ainer?	
	ajor1		Major2		Minor2	005
	1330	0	-	0	-	665
Stage 1	-	-	•	-		M 2547
Stage 2	-	-	_	_	-	-
THE PROPERTY OF STREET STREET, WHICH SHE WAS A STREET STREET, THE PROPERTY OF STREET, THE PROPERTY OF STREET,	5.34	-	1 <sub>2</sub> -	-	-	7.14
Critical Hdwy Stg 1	-	_	-	-	_	-
Critical Hdwy Stg 2	-		1	-	-	-
	3.12	-	-		-	3.92
Pot Cap-1 Maneuver	270	-	-	-	0	345
Stage 1	_	_	-	_	0	-
Stage 2	- I	-		-	0	-
Platoon blocked, %		_	·-·	-		
Mov Cap-1 Maneuver	270		-	1 - 1	-	345
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	- 19	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		SB	
HCM Control Delay, s	0.2	y ignati	0	SHEWEN.	15.9	ME EN
HCM LOS	U.Z		U		C	
TIOW LOO						
				14/5-	14/55	on.
Minor Lane/Major Mvmt		EBL	EBT	WBT	WBR S	
Capacity (veh/h)		270	-			345
		0.00	-	-	_	0.044
HCM Lane V/C Ratio		0.068	_			
HCM Lane V/C Ratio HCM Control Delay (s)		19.3	- 	-		15.9
HCM Lane V/C Ratio						

### 1: Twentynine Palms Hwy & Driveway

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	MPD	SBL	SBR
	The second second second second	The state of the state of	21-27-1289-127-1-	WBR	OBL	
Lane Configurations	ሻ		<b>**</b>	04	0	7
Traffic Vol, veh/h	55	1239	1424	24	0	86
Future Vol, veh/h	55	1239	1424	24	0	86
Conflicting Peds, #/hr		_ 0	_ 0	_ 0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		None	-	None	-	
Storage Length	150	-	-	-	-	0
Veh in Median Storag	e,# -	0	0		0	
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	1347	1548	26	0	93
			10012011001	Will be the second	Decima Dang Chair	of the Name of Street,
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1574	0	-	0	-	787
Stage 1	-		- N			<b>Pall</b> - 1
Stage 2	-	-	-	-	-	-
Critical Hdwy	5.34					7.14
Critical Hdwy Stg 1	-	-	-	-	_	-
Critical Hdwy Stg 2						
Follow-up Hdwy	3.12	_	-	_	_	3.92
Pot Cap-1 Maneuver	205				0	287
Stage 1	-	_	-	_	0	-
Stage 2					0	
Platoon blocked, %	- T T T T T T T T		-		U	THE STATE OF
Mov Cap-1 Maneuver	205		25E9E			287
Mov Cap-1 Maneuver		796.2	S DES			201
		-		STORES	transfer of	-
Stage 1	T.			-	-	
Stage 2		-	-		-	e and an order
Approach	EB	g British	WB	1000	SB	
HCM Control Delay, s			0	TO AND ADDRESS OF THE PARTY OF	23.5	
HCM LOS	1.0		•		C	
TIOWI LOO						
Minor Lane/Major Mvr	nt	EBL	EBT	WBT	WBR S	SBLn1
Capacity (veh/h)		205				287
HCM Lane V/C Ratio		0.292	-	-	-	0.326
HCM Control Delay (s	)	29.6	-	_		23.5
HCM Lane LOS		D	-	_	-	C
HCM 95th %tile Q(veh	1	1.2				1.4
TOWN JOHN JOHNE CALACTER	1	1.2	ASSESSED FOR			1.4

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	ħ		<b>^^</b>			7
Traffic Vol, veh/h	31	1328	1216	13	0	28
Future Vol, veh/h	31	1328	1216	13	0	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized				None		None
Storage Length	150	-	-	-	_	0
Veh in Median Storage,		0	0		0	
Grade, %		0	0	-	0	
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	34	1443	1322	14	0	30
WATER TOWN	UT	טדרו	IULL	17	U	00
Major/Minor N	/lajor1		Major2	ı	Minor2	
Conflicting Flow All	1336	0	,-,	0	-	668
Stage 1		Walter Land				
Stage 2	-	-	-	-	_	_
Critical Hdwy	5.34					7.14
Critical Hdwy Stg 1	-	-	-	_		_
Critical Hdwy Stg 2	918715	Appendig				
Follow-up Hdwy	3.12			_	_	3.92
Pot Cap-1 Maneuver	268				0	344
Stage 1	200			_	0	-
Stage 2	A Washington				0	
			5		U	
Platoon blocked, %	200	-	_			244
Mov Cap-1 Maneuver	268	-	-	-	-	344
Mov Cap-2 Maneuver		-		-	-	-
Stage 1		- L	-	-	-	
Stage 2	-	-	-	-	-	-
Approach	EB		WB		SB	
HCM Control Delay, s	0.5		0	A LESSO	16.5	
HCM LOS	0.0		U		C	
TOWN EOO					J	
		EDI		MOT	MDE.	)DI (
Minor Lane/Major Mvmt		EBL	EBT	WBT	WBR S	
Capacity (veh/h)		268		-	-	344
HCM Lane V/C Ratio		0.126	-	-	-	0.088
HCM Control Delay (s)		20.4				
HCM Lane LOS		С	-	-	-	С
HCM 95th %tile Q(veh)		0.4				0.3

Intersection				ALC: N		
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	7	and the second second	<b>^^^</b>	TIDIT	ODL	T <sup>e</sup>
Traffic Vol, veh/h	68	1239	1424	30	0	105
Future Vol, veh/h	68	1239	1424	30	0	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	1100	None	-		-	None
Storage Length	150	-		-	-	0
Veh in Median Storage		0	0	176 - 11	0	
Grade, %	_	0	0		0	
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	74	1347	1548	33	0	114
WWW.CT IOW		1011	1010	00	0	my Carry
		none down or other			THE STREET STREET	The state of the s
	Major1		Major2		Minor2	
Conflicting Flow All	1581	0	-	0	-	791
Stage 1		-		-	-	-
Stage 2	1-0	-	-	-	-	-
Critical Hdwy	5.34			-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	- 1	153				
Follow-up Hdwy	3.12	-	-	-	-	3.92
Pot Cap-1 Maneuver	203	- u u -		-	0	285
Stage 1	-	-	-	-	0	-
Stage 2	windy -	-		w ( - )	0	
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	203		74 34	-		285
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1		-			-	
Stage 2	-	-	-	-	-	-
Approach	EB		WB	LE GERMAN	SB	
	1.7		0		25.8	
HCM Control Delay, s HCM LOS	1.7		U		23.6 D	
HCIVI LOS					U	
Minor Lane/Major Mvm	ıt	EBL	EBT	WBT	WBR S	SBLn1
Capacity (veh/h)		203				285
HCM Lane V/C Ratio		0.364	-	-	-	0.4
HCM Control Delay (s)		32.6				25.8
HCM Lane LOS		D	-	-	-	D
HCM 95th %tile Q(veh)		1.6		-		1.8
The state of the s						