

Appendices

- A. TRAFFIC COUNT DATA
 - B. HCM 2000 METHODOLOGY AND WORKSHEETS
 - C. TRAFFIC SIGNAL WARRANT WORKSHEETS
 - D. LIST OF ACRONYMS AND GLOSSARY
 - E. RELEVANT GENERAL PLAN GOALS, POLICIES
AND ACTIONS
-

Appendix A

TRAFFIC COUNT DATA

1. 24-Hour Machine Count Data
 2. Peak Hour Turning Movement Count Data
-

Counts Unlimited, Inc.

City of Palm Springs
 Indian Canyon Drive
 S/ Andreas Road
 24 Hour Directional Volume Counts

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email.counts@countsunlimited.com

PLS001
 Site Code: 009-15442

Start Time	19-Aug-15 Wed	Northbound		Hour Totals		Hour Totals		Combined Totals		Morning	Afternoon
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon		
12:00		32	239			0	0				
12:15		28	216			0	0				
12:30		20	199			0	0				
12:45		16	224	96	878	0	0	0	0	96	878
01:00		18	205			0	0				
01:15		18	209			0	0				
01:30		14	224			0	0				
01:45		16	212	66	850	0	0	0	0	66	850
02:00		15	193			0	0				
02:15		10	200			0	0				
02:30		12	171			0	0				
02:45		17	187	54	751	0	0	0	0	54	751
03:00		10	215			0	0				
03:15		12	204			0	0				
03:30		6	209			0	0				
03:45		3	200	31	828	0	0	0	0	31	828
04:00		15	180			0	0				
04:15		11	163			0	0				
04:30		20	194			0	0				
04:45		20	178	66	715	0	0	0	0	66	715
05:00		21	185			0	0				
05:15		29	181			0	0				
05:30		34	161			0	0				
05:45		46	142	130	669	0	0	0	0	130	669
06:00		35	137			0	0				
06:15		44	154			0	0				
06:30		61	145			0	0				
06:45		73	138	213	574	0	0	0	0	213	574
07:00		77	116			0	0				
07:15		81	139			0	0				
07:30		119	125			0	0				
07:45		143	103	420	483	0	0	0	0	420	483
08:00		130	131			0	0				
08:15		148	121			0	0				
08:30		119	135			0	0				
08:45		175	98	572	485	0	0	0	0	572	485
09:00		151	86			0	0				
09:15		178	98			0	0				
09:30		173	103			0	0				
09:45		190	88	692	375	0	0	0	0	692	375
10:00		166	73			0	0				
10:15		217	69			0	0				
10:30		196	73			0	0				
10:45		185	73	764	288	0	0	0	0	764	288
11:00		192	47			0	0				
11:15		179	48			0	0				
11:30		207	64			0	0				
11:45		215	36	793	195	0	0	0	0	793	195
Total		3897	7091	3897	7091	0	0	0	0	3897	7091
Combined Total		10988		10988		0		0		10988	
AM Peak	-	11:00	-	-	-	-	-	-	-	-	-
Vol.	-	793	-	-	-	-	-	-	-	-	-
P.H.F.		0.922									
PM Peak	-	-	12:00	-	-	-	-	-	-	-	-
Vol.	-	-	878	-	-	-	-	-	-	-	-
P.H.F.			0.918								
Percentage		35.5%	64.5%			0.0%	0.0%				

Counts Unlimited, Inc.

City of Palm Springs
 Indian Canyon Drive
 S/ Andreas Road
 24 Hour Directional Volume Counts

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email.counts@countsunlimited.com

PLS001
 Site Code: 009-15442

Start Time	20-Aug-15 Thu	Northbound		Hour Totals		Hour Totals		Combined Totals		Morning	Afternoon
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon		
12:00		30	185			0	0				
12:15		31	220			0	0				
12:30		23	211			0	0				
12:45		23	212	107	828	0	0	0	0	107	828
01:00		23	232			0	0				
01:15		22	210			0	0				
01:30		15	201			0	0				
01:45		15	207	75	850	0	0	0	0	75	850
02:00		17	226			0	0				
02:15		14	186			0	0				
02:30		10	209			0	0				
02:45		11	180	52	801	0	0	0	0	52	801
03:00		10	210			0	0				
03:15		7	190			0	0				
03:30		7	212			0	0				
03:45		12	190	36	802	0	0	0	0	36	802
04:00		9	206			0	0				
04:15		17	157			0	0				
04:30		11	180			0	0				
04:45		19	191	56	734	0	0	0	0	56	734
05:00		19	210			0	0				
05:15		32	176			0	0				
05:30		37	177			0	0				
05:45		28	202	116	765	0	0	0	0	116	765
06:00		48	176			0	0				
06:15		58	163			0	0				
06:30		53	166			0	0				
06:45		75	166	234	671	0	0	0	0	234	671
07:00		62	161			0	0				
07:15		99	172			0	0				
07:30		109	152			0	0				
07:45		104	192	374	677	0	0	0	0	374	677
08:00		128	166			0	0				
08:15		142	165			0	0				
08:30		146	129			0	0				
08:45		173	130	589	590	0	0	0	0	589	590
09:00		157	134			0	0				
09:15		177	133			0	0				
09:30		159	137			0	0				
09:45		203	118	696	522	0	0	0	0	696	522
10:00		180	111			0	0				
10:15		199	138			0	0				
10:30		174	128			0	0				
10:45		236	98	789	475	0	0	0	0	789	475
11:00		191	90			0	0				
11:15		225	70			0	0				
11:30		191	67			0	0				
11:45		212	44	819	271	0	0	0	0	819	271
Total		3943	7986	3943	7986	0	0	0	0	3943	7986
Combined Total		11929		11929		0		0		11929	
AM Peak	-	10:45	-	-	-	-	-	-	-	-	-
Vol.	-	843	-	-	-	-	-	-	-	-	-
P.H.F.		0.893									
PM Peak	-	-	00:15	-	-	-	-	-	-	-	-
Vol.	-	-	875	-	-	-	-	-	-	-	-
P.H.F.			0.943								
Percentage		33.1%	66.9%			0.0%	0.0%				

Counts Unlimited, Inc.

City of Palm Springs
 Indian Canyon Drive
 S/ Andreas Road
 24 Hour Directional Volume Counts

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email.counts@countsunlimited.com

PLS001
 Site Code: 009-15442

Start Time	21-Aug-15 Fri	Northbound		Hour Totals		Hour Totals		Combined Totals		Morning	Afternoon
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon		
12:00		37	221			0	0				
12:15		43	221			0	0				
12:30		36	236			0	0				
12:45		37	225	153	903	0	0	0	0	153	903
01:00		32	234			0	0				
01:15		30	226			0	0				
01:30		24	192			0	0				
01:45		31	217	117	869	0	0	0	0	117	869
02:00		27	266			0	0				
02:15		22	210			0	0				
02:30		13	212			0	0				
02:45		13	220	75	908	0	0	0	0	75	908
03:00		16	247			0	0				
03:15		21	203			0	0				
03:30		7	194			0	0				
03:45		12	194	56	838	0	0	0	0	56	838
04:00		12	210			0	0				
04:15		17	199			0	0				
04:30		12	195			0	0				
04:45		27	207	68	811	0	0	0	0	68	811
05:00		24	214			0	0				
05:15		17	189			0	0				
05:30		41	185			0	0				
05:45		19	169	101	757	0	0	0	0	101	757
06:00		43	174			0	0				
06:15		50	160			0	0				
06:30		54	168			0	0				
06:45		61	161	208	663	0	0	0	0	208	663
07:00		87	169			0	0				
07:15		94	165			0	0				
07:30		100	139			0	0				
07:45		136	150	417	623	0	0	0	0	417	623
08:00		144	189			0	0				
08:15		129	164			0	0				
08:30		141	140			0	0				
08:45		152	143	566	636	0	0	0	0	566	636
09:00		170	158			0	0				
09:15		152	147			0	0				
09:30		205	153			0	0				
09:45		198	158	725	616	0	0	0	0	725	616
10:00		208	120			0	0				
10:15		205	141			0	0				
10:30		220	132			0	0				
10:45		190	114	823	507	0	0	0	0	823	507
11:00		196	124			0	0				
11:15		205	106			0	0				
11:30		210	113			0	0				
11:45		219	123	830	466	0	0	0	0	830	466
Total		4139	8597	4139	8597	0	0	0	0	4139	8597
Combined Total		12736		12736		0		0		12736	
AM Peak	-	09:45	-	-	-	-	-	-	-	-	-
Vol.	-	831	-	-	-	-	-	-	-	-	-
P.H.F.		0.944									
PM Peak	-	-	00:30	-	-	-	-	-	-	-	-
Vol.	-	-	921	-	-	-	-	-	-	-	-
P.H.F.			0.976								
Percentage		32.5%	67.5%			0.0%	0.0%				

Counts Unlimited, Inc.

City of Palm Springs
 Palm Canyon Drive
 S/ Andreas Road
 24 Hour Directional Volume Counts

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email.counts@countsunlimited.com

PLS002
 Site Code: 009-15442

Start Time	19-Aug-15 Wed	Southbound		Hour Totals		Hour Totals		Combined Totals		Morning	Afternoon
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon		
12:00		24	165			0	0				
12:15		28	27			0	0				
12:30		23	133			0	0				
12:45		15	162	90	487	0	0	0	0	90	487
01:00		24	179			0	0				
01:15		23	156			0	0				
01:30		9	165			0	0				
01:45		13	157	69	657	0	0	0	0	69	657
02:00		16	146			0	0				
02:15		14	152			0	0				
02:30		14	159			0	0				
02:45		9	147	53	604	0	0	0	0	53	604
03:00		7	168			0	0				
03:15		12	152			0	0				
03:30		9	133			0	0				
03:45		6	156	34	609	0	0	0	0	34	609
04:00		10	160			0	0				
04:15		10	138			0	0				
04:30		10	139			0	0				
04:45		11	119	41	556	0	0	0	0	41	556
05:00		15	132			0	0				
05:15		13	121			0	0				
05:30		23	158			0	0				
05:45		27	125	78	536	0	0	0	0	78	536
06:00		38	114			0	0				
06:15		36	114			0	0				
06:30		55	103			0	0				
06:45		76	104	205	435	0	0	0	0	205	435
07:00		93	127			0	0				
07:15		101	120			0	0				
07:30		112	120			0	0				
07:45		112	117	418	484	0	0	0	0	418	484
08:00		148	98			0	0				
08:15		130	109			0	0				
08:30		130	115			0	0				
08:45		143	110	551	432	0	0	0	0	551	432
09:00		148	96			0	0				
09:15		157	81			0	0				
09:30		126	81			0	0				
09:45		119	89	550	347	0	0	0	0	550	347
10:00		152	75			0	0				
10:15		127	61			0	0				
10:30		161	61			0	0				
10:45		121	32	561	229	0	0	0	0	561	229
11:00		167	37			0	0				
11:15		155	38			0	0				
11:30		158	50			0	0				
11:45		173	50	653	175	0	0	0	0	653	175
Total		3303	5551	3303	5551	0	0	0	0	3303	5551
Combined Total		8854		8854		0		0		8854	
AM Peak	-	11:00	-	-	-	-	-	-	-	-	-
Vol.	-	653	-	-	-	-	-	-	-	-	-
P.H.F.	-	0.944	-	-	-	-	-	-	-	-	-
PM Peak	-	-	00:45	-	-	-	-	-	-	-	-
Vol.	-	-	662	-	-	-	-	-	-	-	-
P.H.F.	-	-	0.925	-	-	-	-	-	-	-	-
Percentage		37.3%	62.7%			0.0%	0.0%				

Counts Unlimited, Inc.

City of Palm Springs
 Palm Canyon Drive
 S/ Andreas Road
 24 Hour Directional Volume Counts

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email.counts@countsunlimited.com

PLS002
 Site Code: 009-15442

Start Time	20-Aug-15 Thu	Southbound		Hour Totals		Hour Totals		Combined Totals		Morning	Afternoon
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon		
12:00		24	200			0	0				
12:15		22	189			0	0				
12:30		18	194			0	0				
12:45		21	173	85	756	0	0	0	0	85	756
01:00		15	165			0	0				
01:15		19	172			0	0				
01:30		18	173			0	0				
01:45		11	178	63	688	0	0	0	0	63	688
02:00		18	162			0	0				
02:15		11	153			0	0				
02:30		5	195			0	0				
02:45		10	173	44	683	0	0	0	0	44	683
03:00		4	179			0	0				
03:15		8	148			0	0				
03:30		10	140			0	0				
03:45		12	192	34	659	0	0	0	0	34	659
04:00		5	168			0	0				
04:15		6	168			0	0				
04:30		14	152			0	0				
04:45		19	138	44	626	0	0	0	0	44	626
05:00		24	138			0	0				
05:15		16	166			0	0				
05:30		20	142			0	0				
05:45		27	81	87	527	0	0	0	0	87	527
06:00		28	18			0	0				
06:15		37	9			0	0				
06:30		59	8			0	0				
06:45		70	1	194	36	0	0	0	0	194	36
07:00		103	1			0	0				
07:15		83	0			0	0				
07:30		90	0			0	0				
07:45		121	0	397	1	0	0	0	0	397	1
08:00		127	0			0	0				
08:15		128	0			0	0				
08:30		118	0			0	0				
08:45		131	0	504	0	0	0	0	0	504	0
09:00		149	0			0	0				
09:15		145	0			0	0				
09:30		143	0			0	0				
09:45		133	0	570	0	0	0	0	0	570	0
10:00		120	0			0	0				
10:15		119	0			0	0				
10:30		175	0			0	0				
10:45		142	0	556	0	0	0	0	0	556	0
11:00		173	9			0	0				
11:15		157	45			0	0				
11:30		155	42			0	0				
11:45		167	35	652	131	0	0	0	0	652	131
Total		3230	4107	3230	4107	0	0	0	0	3230	4107
Combined Total		7337		7337		0		0		7337	
AM Peak	-	11:00	-	-	-	-	-	-	-	-	-
Vol.	-	652	-	-	-	-	-	-	-	-	-
P.H.F.	-	0.942	-	-	-	-	-	-	-	-	-
PM Peak	-	-	12:00	-	-	-	-	-	-	-	-
Vol.	-	-	756	-	-	-	-	-	-	-	-
P.H.F.	-	-	0.945	-	-	-	-	-	-	-	-
Percentage		44.0%	56.0%			0.0%	0.0%				

Counts Unlimited, Inc.

City of Palm Springs
 Belardo Road
 S/ Amado Road
 24 Hour Directional Volume Counts

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email.counts@countsunlimited.com

PLS003
 Site Code: 009-15442

Start Time	19-Aug-15 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	8			1	20				
12:15		1	24			1	12				
12:30		0	10			1	17				
12:45		0	13	2	55	0	8	3	57	5	112
01:00		0	13			0	17				
01:15		0	21			2	13				
01:30		0	19			0	13				
01:45		0	20	0	73	1	12	3	55	3	128
02:00		0	15			0	9				
02:15		0	21			0	22				
02:30		0	19			2	22				
02:45		0	18	0	73	1	12	3	65	3	138
03:00		1	13			2	14				
03:15		0	20			3	11				
03:30		3	17			1	11				
03:45		0	10	4	60	2	9	8	45	12	105
04:00		3	11			1	14				
04:15		2	12			4	14				
04:30		2	19			7	12				
04:45		2	21	9	63	6	16	18	56	27	119
05:00		0	11			2	12				
05:15		1	14			3	6				
05:30		1	10			9	10				
05:45		5	19	7	54	3	9	17	37	24	91
06:00		3	12			6	5				
06:15		5	10			7	6				
06:30		4	8			10	8				
06:45		25	5	37	35	7	5	30	24	67	59
07:00		5	13			6	4				
07:15		15	7			12	9				
07:30		8	8			14	2				
07:45		13	6	41	34	14	6	46	21	87	55
08:00		14	10			19	8				
08:15		9	6			11	3				
08:30		10	3			17	2				
08:45		14	8	47	27	16	3	63	16	110	43
09:00		19	1			16	1				
09:15		18	4			15	3				
09:30		20	4			19	4				
09:45		12	1	69	10	11	2	61	10	130	20
10:00		11	4			12	2				
10:15		14	5			13	2				
10:30		22	0			10	2				
10:45		14	6	61	15	12	3	47	9	108	24
11:00		14	4			6	2				
11:15		17	3			21	0				
11:30		20	2			12	1				
11:45		13	5	64	14	22	1	61	4	125	18
Total		341	513	341	513	360	399	360	399	701	912
Combined Total		854		854		759		759		1613	
AM Peak	-	08:45	-	-	-	08:45	-	-	-	-	-
Vol.	-	71	-	-	-	66	-	-	-	-	-
P.H.F.	-	0.888	-	-	-	0.868	-	-	-	-	-
PM Peak	-	-	01:15	-	-	-	02:15	-	-	-	-
Vol.	-	-	75	-	-	-	70	-	-	-	-
P.H.F.	-	-	0.893	-	-	-	0.795	-	-	-	-
Percentage		39.9%	60.1%			47.4%	52.6%				

Counts Unlimited, Inc.

City of Palm Springs
 Belardo Road
 S/ Amado Road
 24 Hour Directional Volume Counts

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email.counts@countsunlimited.com

PLS003
 Site Code: 009-15442

Start Time	20-Aug-15 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	15			0	20				
12:15		0	21			1	15				
12:30		0	20			0	14				
12:45		0	20	1	76	0	19	1	68	2	144
01:00		1	20			0	24				
01:15		0	29			2	9				
01:30		1	19			0	16				
01:45		1	17	3	85	0	18	2	67	5	152
02:00		0	19			0	21				
02:15		0	16			0	16				
02:30		0	21			1	13				
02:45		0	14	0	70	0	13	1	63	1	133
03:00		0	12			1	12				
03:15		2	12			0	22				
03:30		0	18			0	14				
03:45		0	18	2	60	1	9	2	57	4	117
04:00		1	14			0	16				
04:15		2	17			1	18				
04:30		1	18			8	15				
04:45		0	32	4	81	2	25	11	74	15	155
05:00		2	26			1	32				
05:15		3	23			4	77				
05:30		5	19			6	80				
05:45		2	22	12	90	1	94	12	283	24	373
06:00		1	18			6	96				
06:15		4	21			3	96				
06:30		11	27			10	92				
06:45		10	13	26	79	4	96	23	380	49	459
07:00		8	9			6	87				
07:15		8	23			2	78				
07:30		17	31			14	87				
07:45		13	31	46	94	13	110	35	362	81	456
08:00		12	21			15	80				
08:15		7	30			15	57				
08:30		8	40			18	71				
08:45		16	30	43	121	17	52	65	260	108	381
09:00		20	27			6	49				
09:15		19	44			11	56				
09:30		18	29			13	52				
09:45		12	48	69	148	26	56	56	213	125	361
10:00		21	45			13	38				
10:15		19	34			10	40				
10:30		17	26			21	42				
10:45		23	24	80	129	17	24	61	144	141	273
11:00		18	4			10	2				
11:15		26	3			16	3				
11:30		21	3			25	4				
11:45		13	3	78	13	24	1	75	10	153	23
Total		364	1046	364	1046	344	1981	344	1981	708	3027
Combined Total			1410		1410		2325		2325		3735
AM Peak	-	10:45	-	-	-	11:00	-	-	-	-	-
Vol.	-	88	-	-	-	75	-	-	-	-	-
P.H.F.	-	0.846	-	-	-	0.750	-	-	-	-	-
PM Peak	-	-	09:15	-	-	-	06:00	-	-	-	-
Vol.	-	-	166	-	-	-	380	-	-	-	-
P.H.F.	-	-	0.865	-	-	-	0.990	-	-	-	-
Percentage			25.8%		74.2%		14.8%		85.2%		

Counts Unlimited, Inc.

City of Palm Springs
 Belardo Road
 S/ Amado Road
 24 Hour Directional Volume Counts

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email.counts@countsunlimited.com

PLS003
 Site Code: 009-15442

Start Time	21-Aug-15 Fri	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	11			1	18				
12:15		1	14			2	16				
12:30		0	21			0	18				
12:45		0	25	2	71	0	23	3	75	5	146
01:00		0	19			1	17				
01:15		1	32			1	16				
01:30		2	14			0	18				
01:45		1	19	4	84	0	20	2	71	6	155
02:00		0	13			2	15				
02:15		1	17			1	13				
02:30		0	10			1	15				
02:45		0	21	1	61	1	18	5	61	6	122
03:00		0	12			1	15				
03:15		2	11			0	10				
03:30		0	13			0	10				
03:45		0	21	2	57	1	10	2	45	4	102
04:00		1	14			2	12				
04:15		0	17			2	24				
04:30		1	17			7	20				
04:45		4	22	6	70	6	14	17	70	23	140
05:00		3	13			5	17				
05:15		3	10			0	11				
05:30		4	15			6	14				
05:45		5	16	15	54	10	10	21	52	36	106
06:00		5	16			9	7				
06:15		7	10			10	11				
06:30		11	20			12	12				
06:45		9	11	32	57	12	8	43	38	75	95
07:00		7	6			4	11				
07:15		9	9			7	17				
07:30		17	11			7	9				
07:45		13	8	46	34	8	9	26	46	72	80
08:00		11	4			15	9				
08:15		17	6			20	8				
08:30		8	5			19	3				
08:45		11	14	47	29	16	9	70	29	117	58
09:00		25	13			13	11				
09:15		21	8			14	8				
09:30		27	8			23	8				
09:45		28	4	101	33	14	7	64	34	165	67
10:00		17	8			17	5				
10:15		23	6			10	10				
10:30		33	4			14	4				
10:45		15	13	88	31	11	3	52	22	140	53
11:00		20	5			12	9				
11:15		27	5			25	4				
11:30		19	1			28	2				
11:45		18	3	84	14	17	1	82	16	166	30
Total		428	595	428	595	387	559	387	559	815	1154
Combined Total		1023		1023		946		946		1969	
AM Peak	-	09:00	-	-	-	11:00	-	-	-	-	-
Vol.	-	101	-	-	-	82	-	-	-	-	-
P.H.F.	-	0.902	-	-	-	0.732	-	-	-	-	-
PM Peak	-	-	00:30	-	-	-	12:00	-	-	-	-
Vol.	-	-	97	-	-	-	75	-	-	-	-
P.H.F.	-	-	0.758	-	-	-	0.815	-	-	-	-
Percentage		41.8%	58.2%			40.9%	59.1%				

Counts Unlimited, Inc.

City of Palm Springs
 Belardo Road
 S/ Amado Road
 24 Hour Directional Volume Counts

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email.counts@countsunlimited.com

PLS003
 Site Code: 009-15442

Start Time	22-Aug-15 Sat	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	16			1	17				
12:15		4	13			4	15				
12:30		2	20			3	21				
12:45		0	17	7	66	0	12	8	65	15	131
01:00		1	17			1	11				
01:15		2	17			4	18				
01:30		3	18			1	14				
01:45		2	11	8	63	3	15	9	58	17	121
02:00		2	17			2	18				
02:15		0	18			1	9				
02:30		1	20			1	27				
02:45		0	19	3	74	0	14	4	68	7	142
03:00		1	13			0	16				
03:15		0	16			1	4				
03:30		1	16			2	13				
03:45		1	17	3	62	1	9	4	42	7	104
04:00		0	13			0	16				
04:15		0	9			0	12				
04:30		3	14			4	19				
04:45		2	13	5	49	2	16	6	63	11	112
05:00		3	15			1	12				
05:15		1	11			2	14				
05:30		3	8			2	11				
05:45		2	17	9	51	3	7	8	44	17	95
06:00		10	17			4	9				
06:15		6	7			1	8				
06:30		3	11			5	12				
06:45		4	13	23	48	1	12	11	41	34	89
07:00		5	12			5	10				
07:15		10	13			5	15				
07:30		10	16			7	8				
07:45		11	9	36	50	7	12	24	45	60	95
08:00		17	18			11	10				
08:15		12	10			6	11				
08:30		13	16			10	6				
08:45		8	7	50	51	15	8	42	35	92	86
09:00		13	9			15	3				
09:15		10	12			15	6				
09:30		11	8			9	5				
09:45		23	5	57	34	11	7	50	21	107	55
10:00		16	9			7	1				
10:15		17	14			12	11				
10:30		30	7			11	7				
10:45		16	6	79	36	20	8	50	27	129	63
11:00		30	8			12	3				
11:15		18	10			12	5				
11:30		23	6			31	3				
11:45		18	5	89	29	15	3	70	14	159	43
Total		369	613	369	613	286	523	286	523	655	1136
Combined Total			982		982		809		809		1791
AM Peak	-	10:30	-	-	-	10:45	-	-	-	-	-
Vol.	-	94	-	-	-	75	-	-	-	-	-
P.H.F.	-	0.783	-	-	-	0.605	-	-	-	-	-
PM Peak	-	-	02:00	-	-	-	01:45	-	-	-	-
Vol.	-	-	74	-	-	-	69	-	-	-	-
P.H.F.	-	-	0.925	-	-	-	0.639	-	-	-	-
Percentage			37.6%		62.4%		35.4%		64.6%		
ADT/AADT			ADT 2,277		AADT 2,277						

Counts Unlimited, Inc.

City of Palm Springs
 Tahquitz Canyon Way
 E/ Belardo Road
 24 Hour Directional Volume Counts

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email.counts@countsunlimited.com

PLS004
 Site Code: 009-15442

Start Time	19-Aug-15 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	28			0	19				
12:15		1	28			2	12				
12:30		1	18			1	24				
12:45		0	20	3	94	1	25	4	80	7	174
01:00		1	17			1	17				
01:15		2	20			3	17				
01:30		0	28			1	17				
01:45		3	24	6	89	3	15	8	66	14	155
02:00		0	33			2	18				
02:15		0	27			3	22				
02:30		0	30			3	18				
02:45		1	22	1	112	6	20	14	78	15	190
03:00		0	30			0	17				
03:15		1	16			0	15				
03:30		0	20			0	12				
03:45		1	23	2	89	1	20	1	64	3	153
04:00		2	15			1	18				
04:15		1	16			1	10				
04:30		0	29			1	23				
04:45		3	19	6	79	6	19	9	70	15	149
05:00		2	20			1	12				
05:15		2	20			5	15				
05:30		1	12			4	12				
05:45		1	14	6	66	2	13	12	52	18	118
06:00		1	13			1	25				
06:15		7	20			4	11				
06:30		12	19			5	9				
06:45		5	18	25	70	10	8	20	53	45	123
07:00		8	15			22	22				
07:15		6	14			12	12				
07:30		6	14			12	20				
07:45		12	21	32	64	19	14	65	68	97	132
08:00		15	15			20	8				
08:15		14	6			24	26				
08:30		13	13			17	18				
08:45		14	7	56	41	24	8	85	60	141	101
09:00		26	19			13	10				
09:15		26	4			24	7				
09:30		22	8			12	5				
09:45		31	10	105	41	23	5	72	27	177	68
10:00		28	5			16	2				
10:15		22	18			19	4				
10:30		25	12			16	1				
10:45		23	19	98	54	20	4	71	11	169	65
11:00		28	10			26	4				
11:15		30	1			29	7				
11:30		29	4			25	3				
11:45		32	3	119	18	20	3	100	17	219	35
Total		459	817	459	817	461	646	461	646	920	1463
Combined Total			1276		1276		1107		1107		2383
AM Peak	-	11:00	-	-	-	10:45	-	-	-	-	-
Vol.	-	119	-	-	-	100	-	-	-	-	-
P.H.F.	-	0.930	-	-	-	0.862	-	-	-	-	-
PM Peak	-	-	01:45	-	-	-	00:30	-	-	-	-
Vol.	-	-	114	-	-	-	83	-	-	-	-
P.H.F.	-	-	0.864	-	-	-	0.830	-	-	-	-
Percentage		36.0%	64.0%			41.6%	58.4%				

Counts Unlimited, Inc.

City of Palm Springs
 Tahquitz Canyon Way
 E/ Belardo Road
 24 Hour Directional Volume Counts

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email.counts@countsunlimited.com

PLS004
 Site Code: 009-15442

Start Time	20-Aug-15 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	26			1	26				
12:15		4	20			2	23				
12:30		1	16			1	26				
12:45		1	25	9	87	1	23	5	98	14	185
01:00		1	21			1	22				
01:15		0	25			1	18				
01:30		1	16			2	16				
01:45		0	32	2	94	2	25	6	81	8	175
02:00		0	22			1	22				
02:15		1	25			0	14				
02:30		3	21			2	22				
02:45		1	30	5	98	1	28	4	86	9	184
03:00		0	22			0	17				
03:15		0	26			0	30				
03:30		0	31			2	23				
03:45		2	24	2	103	7	27	9	97	11	200
04:00		2	28			4	13				
04:15		3	25			3	17				
04:30		1	24			2	16				
04:45		4	12	10	89	5	20	14	66	24	155
05:00		6	21			6	18				
05:15		3	12			6	20				
05:30		1	31			11	13				
05:45		2	12	12	76	5	16	28	67	40	143
06:00		1	15			5	11				
06:15		3	3			7	6				
06:30		9	13			6	6				
06:45		6	7	19	38	14	0	32	23	51	61
07:00		7	11			12	1				
07:15		7	4			19	0				
07:30		11	7			13	2				
07:45		15	16	40	38	13	6	57	9	97	47
08:00		12	7			10	1				
08:15		19	5			16	5				
08:30		19	12			16	2				
08:45		31	10	81	34	33	6	75	14	156	48
09:00		25	2			16	0				
09:15		16	13			23	3				
09:30		22	1			23	1				
09:45		26	8	89	24	16	4	78	8	167	32
10:00		20	22			19	27				
10:15		25	8			19	14				
10:30		19	31			15	36				
10:45		23	19	87	80	23	16	76	93	163	173
11:00		25	14			21	4				
11:15		18	17			9	6				
11:30		19	17			19	3				
11:45		29	10	91	58	21	2	70	15	161	73
Total		447	819	447	819	454	657	454	657	901	1476
Combined Total			1266		1266		1111		1111		2377
AM Peak	-	08:15	-	-	-	08:45	-	-	-	-	-
Vol.	-	94	-	-	-	95	-	-	-	-	-
P.H.F.	-	0.758	-	-	-	0.720	-	-	-	-	-
PM Peak	-	-	02:45	-	-	-	12:00	-	-	-	-
Vol.	-	-	109	-	-	-	98	-	-	-	-
P.H.F.	-	-	0.879	-	-	-	0.942	-	-	-	-
Percentage			35.3%		64.7%		40.9%		59.1%		

Counts Unlimited, Inc.

City of Palm Springs
 Tahquitz Canyon Way
 E/ Belardo Road
 24 Hour Directional Volume Counts

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email.counts@countsunlimited.com

PLS004
 Site Code: 009-15442

Start Time	21-Aug-15 Fri	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		9	37			3	29				
12:15		6	23			2	17				
12:30		4	29			0	18				
12:45		4	32	23	121	4	57	9	121	32	242
01:00		0	36			1	25				
01:15		1	20			1	38				
01:30		0	27			4	22				
01:45		5	32	6	115	8	21	14	106	20	221
02:00		3	27			3	22				
02:15		6	24			2	22				
02:30		0	24			6	17				
02:45		3	13	12	88	7	19	18	80	30	168
03:00		1	32			0	30				
03:15		2	19			3	23				
03:30		3	22			1	20				
03:45		0	25	6	98	4	28	8	101	14	199
04:00		0	29			1	19				
04:15		0	21			1	24				
04:30		1	39			5	19				
04:45		2	18	3	107	5	23	12	85	15	192
05:00		10	29			5	23				
05:15		1	21			5	33				
05:30		2	20			3	19				
05:45		2	15	15	85	6	23	19	98	34	183
06:00		3	18			5	24				
06:15		6	18			3	24				
06:30		11	16			7	19				
06:45		5	23	25	75	15	25	30	92	55	167
07:00		6	17			15	18				
07:15		6	15			20	21				
07:30		13	24			11	19				
07:45		11	19	36	75	17	24	63	82	99	157
08:00		24	29			18	14				
08:15		13	25			25	22				
08:30		12	31			24	26				
08:45		11	26	60	111	17	20	84	82	144	193
09:00		15	33			21	16				
09:15		11	21			21	22				
09:30		30	33			19	18				
09:45		32	27	88	114	28	14	89	70	177	184
10:00		21	17			35	22				
10:15		23	12			16	18				
10:30		20	20			25	12				
10:45		23	13	87	62	21	9	97	61	184	123
11:00		26	20			28	8				
11:15		37	15			17	8				
11:30		25	21			28	13				
11:45		32	12	120	68	28	6	101	35	221	103
Total		481	1119	481	1119	544	1013	544	1013	1025	2132
Combined Total		1600		1600		1557		1557		3157	
AM Peak	-	11:00	-	-	-	09:45	-	-	-	-	-
Vol.	-	120	-	-	-	104	-	-	-	-	-
P.H.F.	-	0.811	-	-	-	0.743	-	-	-	-	-
PM Peak	-	-	12:00	-	-	-	00:45	-	-	-	-
Vol.	-	-	121	-	-	-	142	-	-	-	-
P.H.F.	-	-	0.818	-	-	-	0.623	-	-	-	-
Percentage		30.1%	69.9%			34.9%	65.1%				

Counts Unlimited, Inc.

City of Palm Springs
 Tahquitz Canyon Way
 E/ Belardo Road
 24 Hour Directional Volume Counts

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email.counts@countsunlimited.com

PLS004
 Site Code: 009-15442

Start Time	22-Aug-15 Sat	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		5	39			6	41				
12:15		16	28			3	21				
12:30		5	30			3	31				
12:45		2	39	28	136	6	28	18	121	46	257
01:00		6	40			3	27				
01:15		2	23			4	27				
01:30		8	35			5	25				
01:45		6	33	22	131	2	24	14	103	36	234
02:00		4	22			2	18				
02:15		7	22			2	41				
02:30		1	27			2	38				
02:45		3	30	15	101	1	25	7	122	22	223
03:00		1	22			3	33				
03:15		9	26			3	33				
03:30		0	23			0	23				
03:45		1	27	11	98	2	35	8	124	19	222
04:00		1	23			1	26				
04:15		2	22			1	29				
04:30		5	20			3	19				
04:45		3	35	11	100	4	33	9	107	20	207
05:00		3	22			4	25				
05:15		2	20			5	30				
05:30		1	28			1	24				
05:45		5	24	11	94	6	22	16	101	27	195
06:00		0	14			2	22				
06:15		2	24			1	24				
06:30		3	25			6	18				
06:45		5	13	10	76	7	25	16	89	26	165
07:00		6	25			6	28				
07:15		8	39			10	30				
07:30		7	30			11	39				
07:45		7	37	28	131	14	41	41	138	69	269
08:00		11	57			11	32				
08:15		16	36			17	33				
08:30		10	27			27	28				
08:45		19	40	56	160	22	23	77	116	133	276
09:00		20	36			20	24				
09:15		20	39			14	23				
09:30		24	36			4	19				
09:45		21	35	85	146	2	21	40	87	125	233
10:00		32	37			35	21				
10:15		31	26			17	15				
10:30		26	33			26	12				
10:45		26	26	115	122	25	13	103	61	218	183
11:00		32	32			22	17				
11:15		35	20			37	7				
11:30		28	27			27	8				
11:45		20	21	115	100	26	5	112	37	227	137
Total		507	1395	507	1395	461	1206	461	1206	968	2601
Combined Total		1902		1902		1667		1667		3569	
AM Peak	-	10:45	-	-	-	11:00	-	-	-	-	-
Vol.	-	121	-	-	-	112	-	-	-	-	-
P.H.F.	-	0.864	-	-	-	0.757	-	-	-	-	-
PM Peak	-	-	07:15	-	-	-	07:30	-	-	-	-
Vol.	-	-	163	-	-	-	145	-	-	-	-
P.H.F.	-	-	0.715	-	-	-	0.884	-	-	-	-
Percentage		26.7%	73.3%			27.7%	72.3%				
ADT/AADT		ADT 2,872		AADT 2,872							

Counts Unlimited, Inc.

City of Palm Springs
 Arenas Road
 E/ Belardo Road
 24 Hour Directional Volume Counts

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email.counts@countsunlimited.com

PLS005
 Site Code: 009-15442

Start Time	19-Aug-15 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	30			0	16				
12:15		0	32			0	21				
12:30		6	18			2	11				
12:45		0	26	8	106	0	19	2	67	10	173
01:00		3	29			2	17				
01:15		3	30			3	14				
01:30		0	20			0	12				
01:45		1	27	7	106	1	14	6	57	13	163
02:00		0	31			0	14				
02:15		2	24			1	13				
02:30		0	22			0	9				
02:45		1	22	3	99	0	7	1	43	4	142
03:00		0	16			0	7				
03:15		1	14			0	6				
03:30		1	16			0	7				
03:45		0	17	2	63	0	11	0	31	2	94
04:00		3	28			1	10				
04:15		0	23			0	15				
04:30		1	17			0	9				
04:45		3	27	7	95	2	14	3	48	10	143
05:00		0	25			0	17				
05:15		0	27			0	20				
05:30		2	23			1	13				
05:45		10	19	12	94	5	10	6	60	18	154
06:00		7	18			5	6				
06:15		6	12			4	6				
06:30		6	25			3	14				
06:45		2	20	21	75	1	9	13	35	34	110
07:00		10	26			6	12				
07:15		7	22			7	12				
07:30		6	21			1	9				
07:45		12	26	35	95	6	11	20	44	55	139
08:00		15	26			6	15				
08:15		8	21			5	5				
08:30		22	18			16	7				
08:45		18	18	63	83	9	8	36	35	99	118
09:00		24	16			10	9				
09:15		10	9			6	3				
09:30		32	23			12	10				
09:45		26	8	92	56	13	5	41	27	133	83
10:00		18	11			7	3				
10:15		20	15			10	5				
10:30		17	12			13	3				
10:45		20	9	75	47	6	3	36	14	111	61
11:00		27	9			11	3				
11:15		24	5			11	3				
11:30		12	2			7	0				
11:45		25	5	88	21	19	2	48	8	136	29
Total		413	940	413	940	212	469	212	469	625	1409
Combined Total		1353		1353		681		681		2034	
AM Peak	-	09:30	-	-	-	11:00	-	-	-	-	-
Vol.	-	96	-	-	-	48	-	-	-	-	-
P.H.F.	-	0.750	-	-	-	0.632	-	-	-	-	-
PM Peak	-	-	01:15	-	-	-	00:15	-	-	-	-
Vol.	-	-	108	-	-	-	68	-	-	-	-
P.H.F.	-	-	0.844	-	-	-	0.810	-	-	-	-
Percentage		30.5%	69.5%			31.1%	68.9%				

Counts Unlimited, Inc.

City of Palm Springs
 Arenas Road
 E/ Belardo Road
 24 Hour Directional Volume Counts

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email.counts@countsunlimited.com

PLS005
 Site Code: 009-15442

Start Time	20-Aug-15 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		5	26			3	9				
12:15		2	31			2	14				
12:30		3	22			2	12				
12:45		1	23	11	102	0	11	7	46	18	148
01:00		1	25			0	7				
01:15		1	24			1	10				
01:30		1	25			0	13				
01:45		0	30	3	104	0	9	1	39	4	143
02:00		0	32			0	12				
02:15		0	22			0	13				
02:30		7	23			4	8				
02:45		0	32	7	109	0	16	4	49	11	158
03:00		1	20			0	7				
03:15		0	26			0	10				
03:30		0	26			0	15				
03:45		2	21	3	93	2	11	2	43	5	136
04:00		0	27			0	15				
04:15		0	21			0	11				
04:30		1	13			1	8				
04:45		8	10	9	71	4	6	5	40	14	111
05:00		3	16			0	10				
05:15		2	22			1	13				
05:30		7	28			2	20				
05:45		9	20	21	86	6	12	9	55	30	141
06:00		3	10			2	0				
06:15		4	1			1	0				
06:30		3	2			3	0				
06:45		8	0	18	13	5	0	11	0	29	13
07:00		7	0			4	0				
07:15		10	0			6	0				
07:30		9	0			6	0				
07:45		16	0	42	0	8	0	24	0	66	0
08:00		10	0			6	0				
08:15		17	0			8	0				
08:30		19	0			9	0				
08:45		13	0	59	0	7	0	30	0	89	0
09:00		23	0			10	0				
09:15		17	0			8	0				
09:30		24	1			10	1				
09:45		12	3	76	4	8	3	36	4	112	8
10:00		8	11			2	8				
10:15		14	14			3	14				
10:30		21	7			7	5				
10:45		18	2	61	34	13	2	25	29	86	63
11:00		27	11			12	3				
11:15		21	7			13	2				
11:30		19	6			12	1				
11:45		31	7	98	31	12	1	49	7	147	38
Total		408	647	408	647	203	312	203	312	611	959
Combined Total		1055		1055		515		515		1570	
AM Peak	-	11:00	-	-	-	10:45	-	-	-	-	-
Vol.	-	98	-	-	-	50	-	-	-	-	-
P.H.F.	-	0.790	-	-	-	0.962	-	-	-	-	-
PM Peak	-	-	01:15	-	-	-	05:00	-	-	-	-
Vol.	-	-	111	-	-	-	55	-	-	-	-
P.H.F.	-	-	0.867	-	-	-	0.688	-	-	-	-
Percentage		38.7%	61.3%			39.4%	60.6%				

Counts Unlimited, Inc.

City of Palm Springs
 Arenas Road
 E/ Belardo Road
 24 Hour Directional Volume Counts

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email.counts@countsunlimited.com

PLS005
 Site Code: 009-15442

Start Time	21-Aug-15 Fri	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		6	16			5	9				
12:15		1	31			0	17				
12:30		1	33			1	14				
12:45		2	34	10	114	0	23	6	63	16	177
01:00		5	28			2	14				
01:15		5	34			4	20				
01:30		0	29			0	12				
01:45		2	24	12	115	1	13	7	59	19	174
02:00		2	30			0	20				
02:15		3	19			2	12				
02:30		0	37			0	13				
02:45		1	27	6	113	1	10	3	55	9	168
03:00		2	24			0	9				
03:15		0	26			0	19				
03:30		1	27			1	15				
03:45		1	23	4	100	0	14	1	57	5	157
04:00		1	33			0	19				
04:15		1	27			0	8				
04:30		2	38			2	23				
04:45		2	24	6	122	0	11	2	61	8	183
05:00		2	31			2	13				
05:15		3	38			2	22				
05:30		6	20			4	10				
05:45		6	45	17	134	2	31	10	76	27	210
06:00		2	35			0	22				
06:15		4	39			2	22				
06:30		10	42			5	22				
06:45		9	42	25	158	7	29	14	95	39	253
07:00		11	29			6	14				
07:15		11	35			8	17				
07:30		17	35			9	17				
07:45		9	39	48	138	3	22	26	70	74	208
08:00		14	26			5	17				
08:15		16	36			7	21				
08:30		15	34			12	18				
08:45		12	35	57	131	6	17	30	73	87	204
09:00		16	41			5	23				
09:15		20	34			11	17				
09:30		20	20			13	10				
09:45		17	46	73	141	9	22	38	72	111	213
10:00		17	33			8	11				
10:15		20	36			10	8				
10:30		17	21			8	10				
10:45		20	22	74	112	8	8	34	37	108	149
11:00		26	12			12	4				
11:15		14	5			6	2				
11:30		24	17			11	5				
11:45		36	9	100	43	19	2	48	13	148	56
Total		432	1421	432	1421	219	731	219	731	651	2152
Combined Total		1853		1853		950		950		2803	
AM Peak	-	11:00	-	-	-	11:00	-	-	-	-	-
Vol.	-	100	-	-	-	48	-	-	-	-	-
P.H.F.	-	0.694	-	-	-	0.632	-	-	-	-	-
PM Peak	-	-	05:45	-	-	-	05:45	-	-	-	-
Vol.	-	-	161	-	-	-	97	-	-	-	-
P.H.F.	-	-	0.894	-	-	-	0.782	-	-	-	-
Percentage		23.3%	76.7%			23.1%	76.9%				

City of Palm Springs
 N/S: Indian Canyon Drive
 E/W: Amado Road
 Weather: Clear

File Name : PLSINAMMD
 Site Code : 00915442
 Start Date : 8/19/2015
 Page No : 1

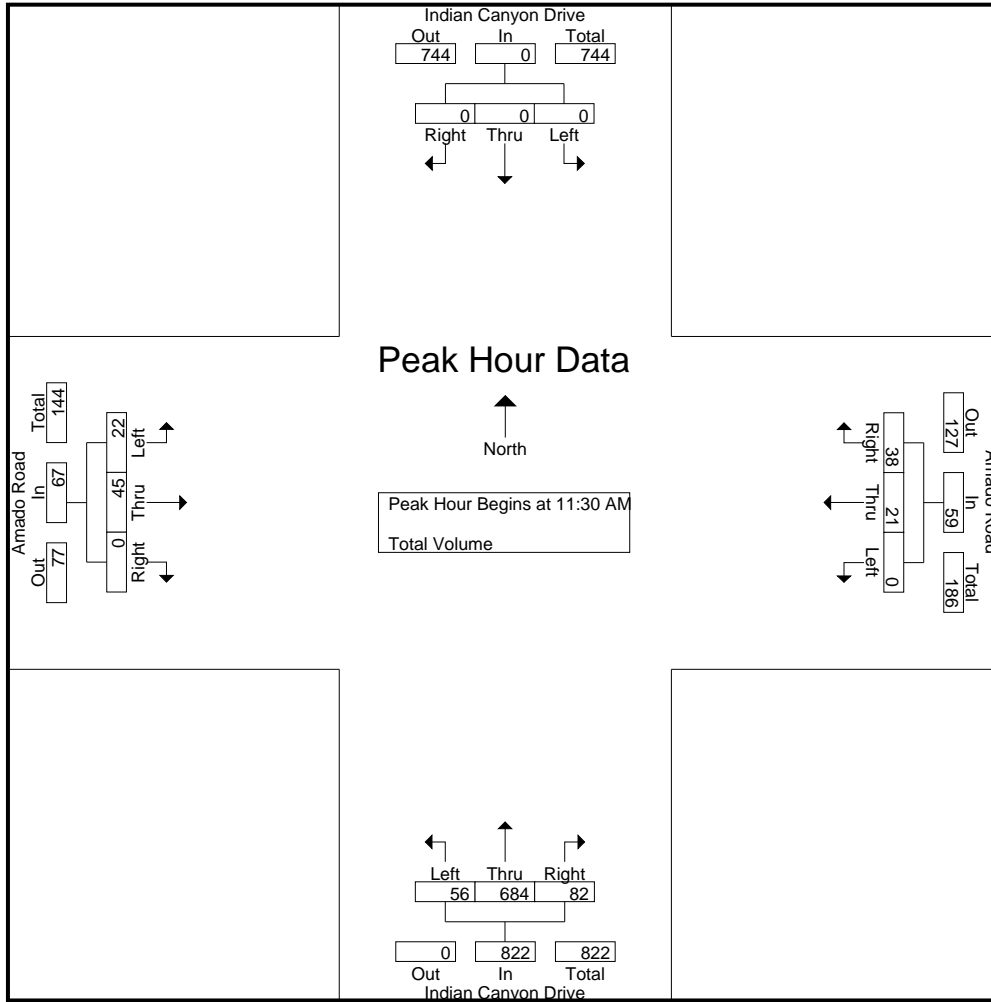
Groups Printed- Total Volume

Start Time	Indian Canyon Drive Southbound				Amado Road Westbound				Indian Canyon Drive Northbound				Amado Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
11:00 AM	0	0	0	0	0	4	8	12	17	176	11	204	8	20	0	28	244
11:15 AM	0	0	0	0	0	7	10	17	11	158	13	182	6	10	0	16	215
11:30 AM	0	0	0	0	0	3	7	10	9	172	27	208	2	12	0	14	232
11:45 AM	0	0	0	0	0	8	16	24	15	180	17	212	9	11	0	20	256
Total	0	0	0	0	0	22	41	63	52	686	68	806	25	53	0	78	947
12:00 PM	0	0	0	0	0	3	6	9	11	164	18	193	4	10	0	14	216
12:15 PM	0	0	0	0	0	7	9	16	21	168	20	209	7	12	0	19	244
12:30 PM	0	0	0	0	0	7	11	18	16	147	15	178	4	10	0	14	210
12:45 PM	0	0	0	0	0	6	10	16	18	121	9	148	4	12	0	16	180
Total	0	0	0	0	0	23	36	59	66	600	62	728	19	44	0	63	850
Grand Total	0	0	0	0	0	45	77	122	118	1286	130	1534	44	97	0	141	1797
Apprch %	0	0	0		0	36.9	63.1		7.7	83.8	8.5		31.2	68.8	0		
Total %	0	0	0		0	2.5	4.3	6.8	6.6	71.6	7.2	85.4	2.4	5.4	0	7.8	

Start Time	Indian Canyon Drive Southbound				Amado Road Westbound				Indian Canyon Drive Northbound				Amado Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:30 AM																	
11:30 AM	0	0	0	0	0	3	7	10	9	172	27	208	2	12	0	14	232
11:45 AM	0	0	0	0	0	8	16	24	15	180	17	212	9	11	0	20	256
12:00 PM	0	0	0	0	0	3	6	9	11	164	18	193	4	10	0	14	216
12:15 PM	0	0	0	0	0	7	9	16	21	168	20	209	7	12	0	19	244
Total Volume	0	0	0	0	0	21	38	59	56	684	82	822	22	45	0	67	948
% App. Total	0	0	0		0	35.6	64.4		6.8	83.2	10		32.8	67.2	0		
PHF	.000	.000	.000	.000	.000	.656	.594	.615	.667	.950	.759	.969	.611	.938	.000	.838	.926

City of Palm Springs
 N/S: Indian Canyon Drive
 E/W: Amado Road
 Weather: Clear

File Name : PLSINAMMD
 Site Code : 00915442
 Start Date : 8/19/2015
 Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	11:00 AM				11:45 AM				11:30 AM				11:00 AM			
+0 mins.	0	0	0	0	0	8	16	24	9	172	27	208	8	20	0	28
+15 mins.	0	0	0	0	0	3	6	9	15	180	17	212	6	10	0	16
+30 mins.	0	0	0	0	0	7	9	16	11	164	18	193	2	12	0	14
+45 mins.	0	0	0	0	0	7	11	18	21	168	20	209	9	11	0	20
Total Volume	0	0	0	0	0	25	42	67	56	684	82	822	25	53	0	78
% App. Total	0	0	0	0	0	37.3	62.7		6.8	83.2	10		32.1	67.9	0	
PHF	.000	.000	.000	.000	.000	.781	.656	.698	.667	.950	.759	.969	.694	.663	.000	.696

City of Palm Springs
 N/S: Indian Canyon Drive
 E/W: Amado Road
 Weather: Clear

File Name : PLSINAMPM
 Site Code : 00915442
 Start Date : 8/19/2015
 Page No : 1

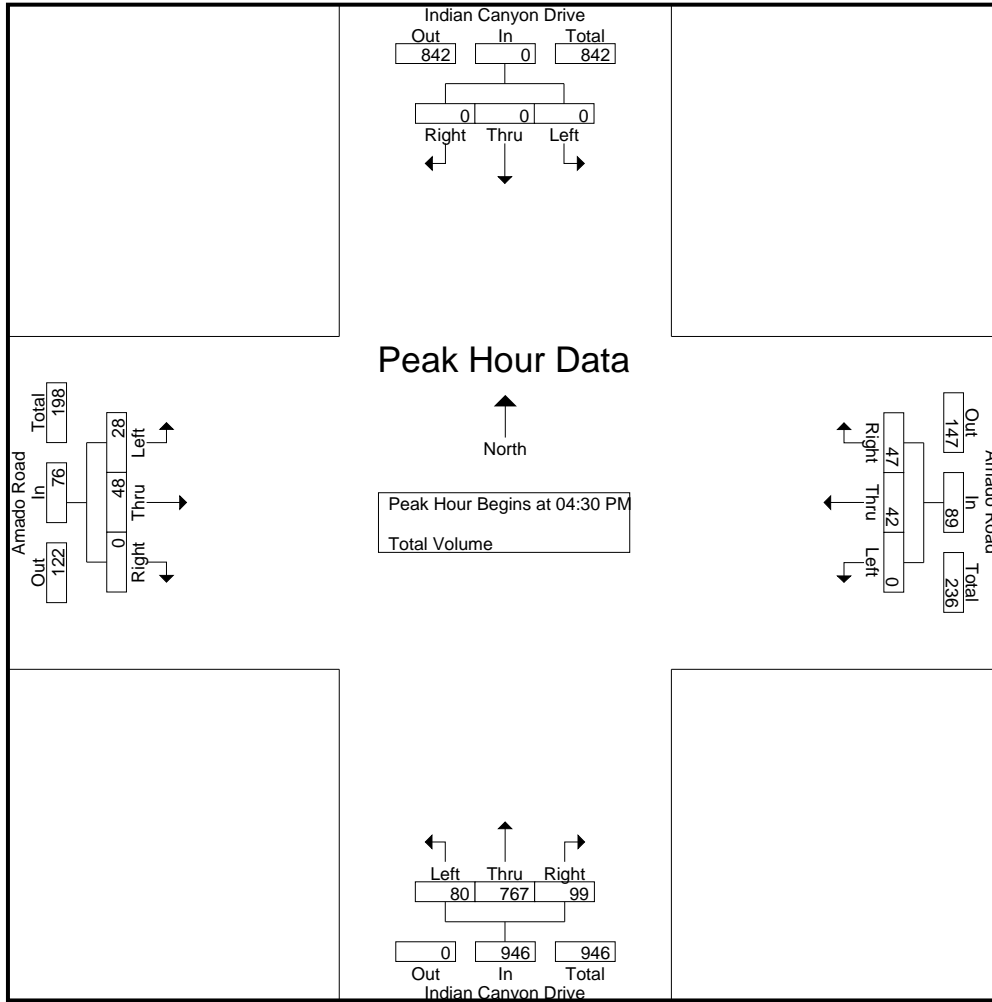
Groups Printed- Total Volume

Start Time	Indian Canyon Drive Southbound				Amado Road Westbound				Indian Canyon Drive Northbound				Amado Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	10	10	20	19	180	19	218	7	11	0	18	256
04:15 PM	0	0	0	0	0	12	11	23	11	167	14	192	6	10	0	16	231
04:30 PM	0	0	0	0	0	10	10	20	17	179	24	220	7	13	0	20	260
04:45 PM	0	0	0	0	0	6	11	17	19	202	21	242	10	15	0	25	284
Total	0	0	0	0	0	38	42	80	66	728	78	872	30	49	0	79	1031
05:00 PM	0	0	0	0	0	17	12	29	11	199	34	244	5	5	0	10	283
05:15 PM	0	0	0	0	0	9	14	23	33	187	20	240	6	15	0	21	284
05:30 PM	0	0	0	0	0	9	9	18	11	186	14	211	11	16	0	27	256
05:45 PM	0	0	0	0	0	7	14	21	18	190	25	233	11	6	0	17	271
Total	0	0	0	0	0	42	49	91	73	762	93	928	33	42	0	75	1094
Grand Total	0	0	0	0	0	80	91	171	139	1490	171	1800	63	91	0	154	2125
Apprch %	0	0	0		0	46.8	53.2		7.7	82.8	9.5		40.9	59.1	0		
Total %	0	0	0		0	3.8	4.3	8	6.5	70.1	8	84.7	3	4.3	0	7.2	

Start Time	Indian Canyon Drive Southbound				Amado Road Westbound				Indian Canyon Drive Northbound				Amado Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	10	10	20	17	179	24	220	7	13	0	20	260
04:45 PM	0	0	0	0	0	6	11	17	19	202	21	242	10	15	0	25	284
05:00 PM	0	0	0	0	0	17	12	29	11	199	34	244	5	5	0	10	283
05:15 PM	0	0	0	0	0	9	14	23	33	187	20	240	6	15	0	21	284
Total Volume	0	0	0	0	0	42	47	89	80	767	99	946	28	48	0	76	1111
% App. Total	0	0	0		0	47.2	52.8		8.5	81.1	10.5		36.8	63.2	0		
PHF	.000	.000	.000	.000	.000	.618	.839	.767	.606	.949	.728	.969	.700	.800	.000	.760	.978

City of Palm Springs
 N/S: Indian Canyon Drive
 E/W: Amado Road
 Weather: Clear

File Name : PLSINAMPM
 Site Code : 00915442
 Start Date : 8/19/2015
 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:

	04:00 PM				05:00 PM				04:30 PM				04:45 PM			
+0 mins.	0	0	0	0	0	17	12	29	17	179	24	220	10	15	0	25
+15 mins.	0	0	0	0	0	9	14	23	19	202	21	242	5	5	0	10
+30 mins.	0	0	0	0	0	9	9	18	11	199	34	244	6	15	0	21
+45 mins.	0	0	0	0	0	7	14	21	33	187	20	240	11	16	0	27
Total Volume	0	0	0	0	0	42	49	91	80	767	99	946	32	51	0	83
% App. Total	0	0	0	0	0	46.2	53.8		8.5	81.1	10.5		38.6	61.4	0	
PHF	.000	.000	.000	.000	.000	.618	.875	.784	.606	.949	.728	.969	.727	.797	.000	.769

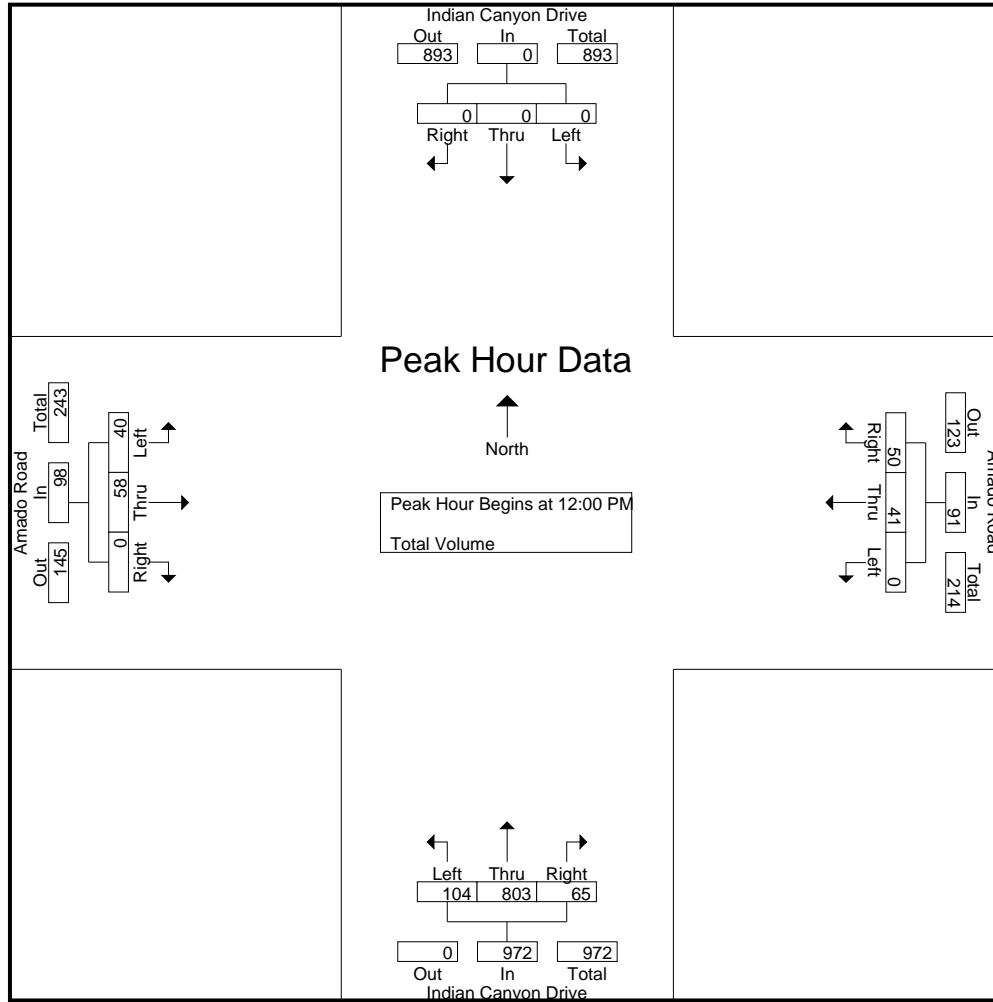
City of Palm Springs
 N/S: Indian Canyon Drive
 E/W: Amado Road
 Weather: Clear

File Name : PLSINAMSA
 Site Code : 00915442
 Start Date : 8/22/2015
 Page No : 1

Groups Printed- Total Volume

Start Time	Indian Canyon Drive Southbound				Amado Road Westbound				Indian Canyon Drive Northbound				Amado Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
11:00 AM	0	0	0	0	0	12	10	22	18	199	13	230	7	8	0	15	267
11:15 AM	0	0	0	0	0	9	6	15	24	176	11	211	7	9	0	16	242
11:30 AM	0	0	0	0	0	7	13	20	23	189	26	238	8	12	0	20	278
11:45 AM	0	0	0	0	0	10	16	26	23	185	18	226	10	12	0	22	274
Total	0	0	0	0	0	38	45	83	88	749	68	905	32	41	0	73	1061
12:00 PM	0	0	0	0	0	6	14	20	29	200	16	245	11	8	0	19	284
12:15 PM	0	0	0	0	0	9	10	19	20	198	23	241	6	14	0	20	280
12:30 PM	0	0	0	0	0	13	12	25	24	226	9	259	8	15	0	23	307
12:45 PM	0	0	0	0	0	13	14	27	31	179	17	227	15	21	0	36	290
Total	0	0	0	0	0	41	50	91	104	803	65	972	40	58	0	98	1161
Grand Total	0	0	0	0	0	79	95	174	192	1552	133	1877	72	99	0	171	2222
Apprch %	0	0	0		0	45.4	54.6		10.2	82.7	7.1		42.1	57.9	0		
Total %	0	0	0	0	0	3.6	4.3	7.8	8.6	69.8	6	84.5	3.2	4.5	0	7.7	

Start Time	Indian Canyon Drive Southbound				Amado Road Westbound				Indian Canyon Drive Northbound				Amado Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	6	14	20	29	200	16	245	11	8	0	19	284
12:15 PM	0	0	0	0	0	9	10	19	20	198	23	241	6	14	0	20	280
12:30 PM	0	0	0	0	0	13	12	25	24	226	9	259	8	15	0	23	307
12:45 PM	0	0	0	0	0	13	14	27	31	179	17	227	15	21	0	36	290
Total Volume	0	0	0	0	0	41	50	91	104	803	65	972	40	58	0	98	1161
% App. Total	0	0	0		0	45.1	54.9		10.7	82.6	6.7		40.8	59.2	0		
PHF	.000	.000	.000	.000	.000	.788	.893	.843	.839	.888	.707	.938	.667	.690	.000	.681	.945



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	11:00 AM				12:00 PM				12:00 PM				12:00 PM			
+0 mins.	0	0	0	0	0	6	14	20	29	200	16	245	11	8	0	19
+15 mins.	0	0	0	0	0	9	10	19	20	198	23	241	6	14	0	20
+30 mins.	0	0	0	0	0	13	12	25	24	226	9	259	8	15	0	23
+45 mins.	0	0	0	0	0	13	14	27	31	179	17	227	15	21	0	36
Total Volume	0	0	0	0	0	41	50	91	104	803	65	972	40	58	0	98
% App. Total	0	0	0	0	0	45.1	54.9		10.7	82.6	6.7		40.8	59.2	0	
PHF	.000	.000	.000	.000	.000	.788	.893	.843	.839	.888	.707	.938	.667	.690	.000	.681

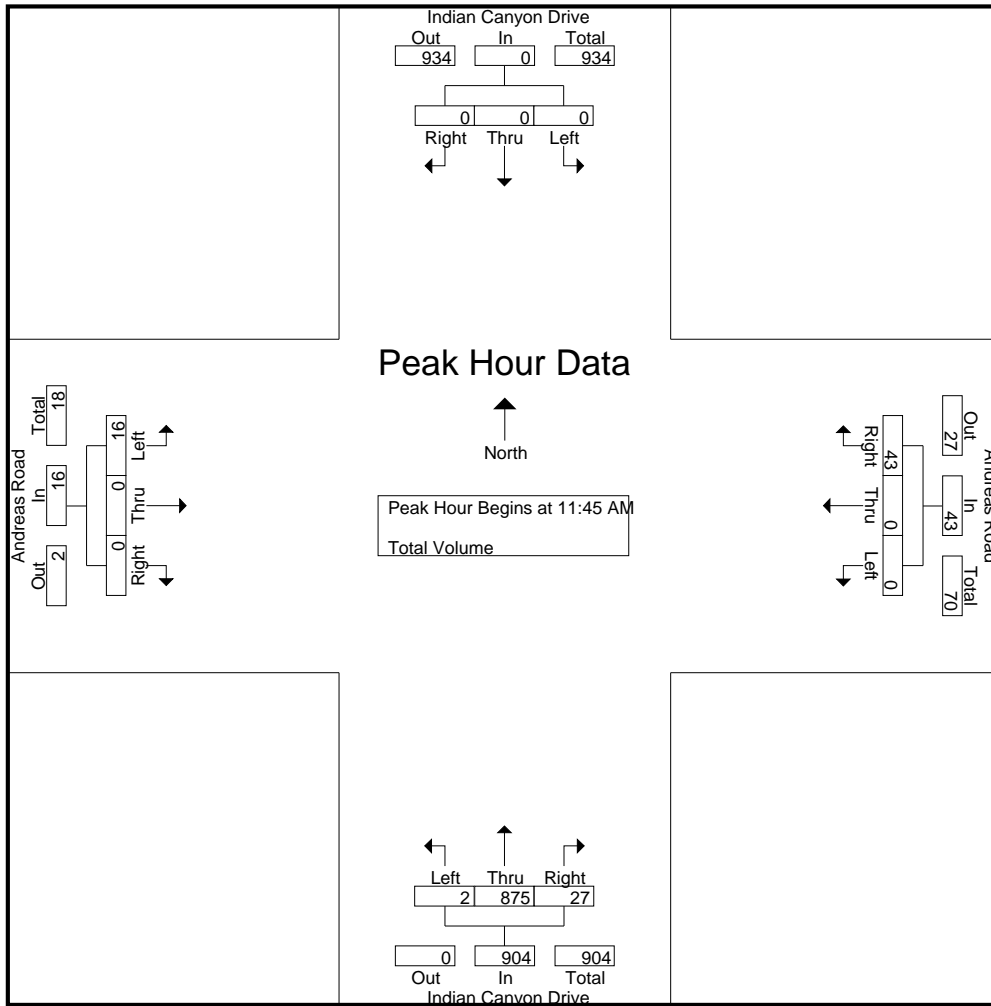
City of Palm Springs
 N/S: Indian Canyon Drive
 E/W: Andreas Road
 Weather: Clear

File Name : PLSINANMD
 Site Code : 00915442
 Start Date : 8/19/2015
 Page No : 1

Groups Printed- Total Volume

Start Time	Indian Canyon Drive Southbound				Andreas Road Westbound				Indian Canyon Drive Northbound				Andreas Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
11:00 AM	0	0	0	0	0	0	21	21	0	196	4	200	5	0	0	5	226
11:15 AM	0	0	0	0	0	0	6	6	0	182	3	185	2	0	0	2	193
11:30 AM	0	0	0	0	0	0	14	14	0	200	4	204	4	0	0	4	222
11:45 AM	0	0	0	0	0	0	16	16	1	220	4	225	5	0	0	5	246
Total	0	0	0	0	0	0	57	57	1	798	15	814	16	0	0	16	887
12:00 PM	0	0	0	0	0	0	8	8	0	224	5	229	7	0	0	7	244
12:15 PM	0	0	0	0	0	0	9	9	0	229	7	236	1	0	0	1	246
12:30 PM	0	0	0	0	0	0	10	10	1	202	11	214	3	0	0	3	227
12:45 PM	0	0	0	0	0	0	8	8	0	216	6	222	4	0	0	4	234
Total	0	0	0	0	0	0	35	35	1	871	29	901	15	0	0	15	951
Grand Total	0	0	0	0	0	0	92	92	2	1669	44	1715	31	0	0	31	1838
Apprch %	0	0	0		0	0	100		0.1	97.3	2.6		100	0	0		
Total %	0	0	0		0	0	5	5	0.1	90.8	2.4	93.3	1.7	0	0	1.7	

Start Time	Indian Canyon Drive Southbound				Andreas Road Westbound				Indian Canyon Drive Northbound				Andreas Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	0	0	0	0	0	0	16	16	1	220	4	225	5	0	0	5	246
12:00 PM	0	0	0	0	0	0	8	8	0	224	5	229	7	0	0	7	244
12:15 PM	0	0	0	0	0	0	9	9	0	229	7	236	1	0	0	1	246
12:30 PM	0	0	0	0	0	0	10	10	1	202	11	214	3	0	0	3	227
Total Volume	0	0	0	0	0	0	43	43	2	875	27	904	16	0	0	16	963
% App. Total	0	0	0		0	0	100		0.2	96.8	3		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.672	.672	.500	.955	.614	.958	.571	.000	.000	.571	.979



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	11:00 AM				11:00 AM				11:45 AM				11:15 AM			
+0 mins.	0	0	0	0	0	0	21	21	1	220	4	225	2	0	0	2
+15 mins.	0	0	0	0	0	0	6	6	0	224	5	229	4	0	0	4
+30 mins.	0	0	0	0	0	0	14	14	0	229	7	236	5	0	0	5
+45 mins.	0	0	0	0	0	0	16	16	1	202	11	214	7	0	0	7
Total Volume	0	0	0	0	0	0	57	57	2	875	27	904	18	0	0	18
% App. Total	0	0	0	0	0	0	100	100	0.2	96.8	3		100	0	0	
PHF	.000	.000	.000	.000	.000	.000	.679	.679	.500	.955	.614	.958	.643	.000	.000	.643

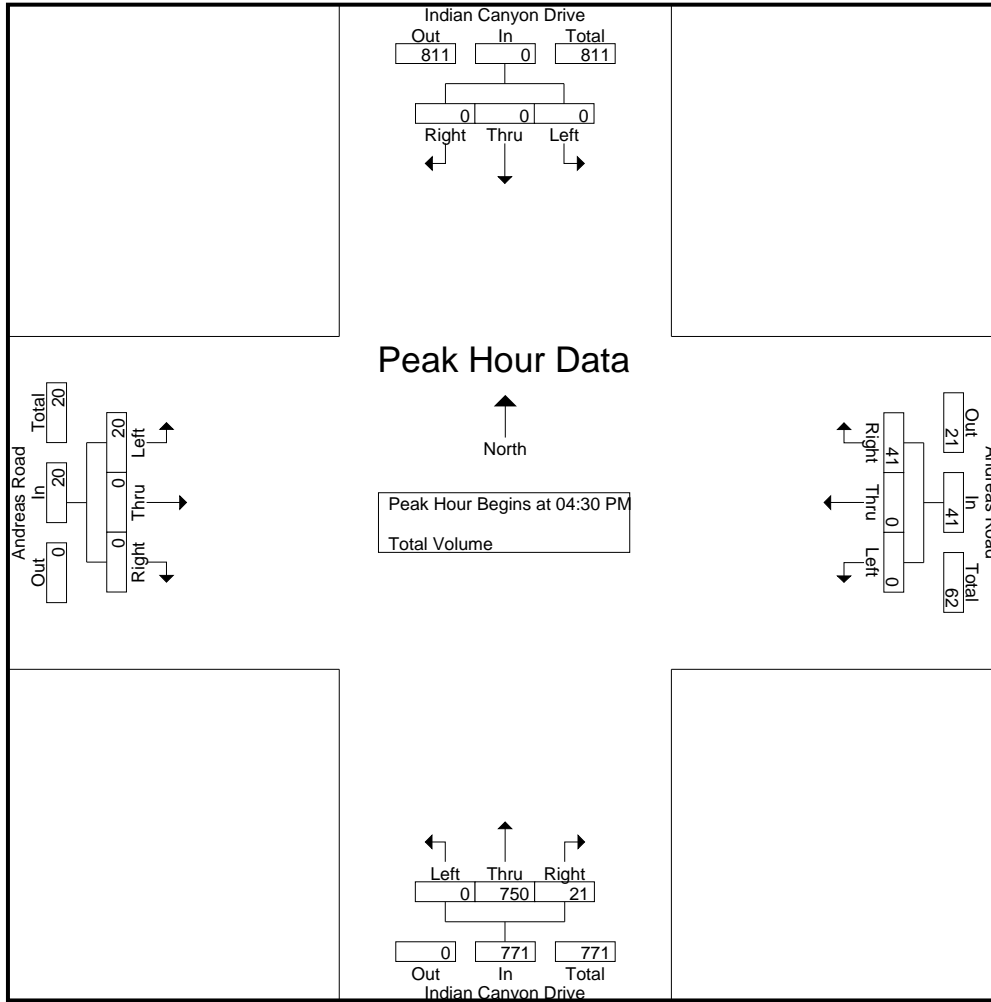
City of Palm Springs
 N/S: Indian Canyon Drive
 E/W: Andreas Road
 Weather: Clear

File Name : PLSINANPM
 Site Code : 00915442
 Start Date : 8/19/2015
 Page No : 1

Groups Printed- Total Volume

Start Time	Indian Canyon Drive Southbound				Andreas Road Westbound				Indian Canyon Drive Northbound				Andreas Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	16	16	0	192	8	200	2	0	0	2	218
04:15 PM	0	0	0	0	0	0	12	12	0	161	4	165	2	0	0	2	179
04:30 PM	0	0	0	0	0	0	5	5	0	187	7	194	10	0	0	10	209
04:45 PM	0	0	0	0	0	0	16	16	0	195	3	198	2	0	0	2	216
Total	0	0	0	0	0	0	49	49	0	735	22	757	16	0	0	16	822
05:00 PM	0	0	0	0	0	0	8	8	0	181	4	185	3	0	0	3	196
05:15 PM	0	0	0	0	0	0	12	12	0	187	7	194	5	0	0	5	211
05:30 PM	0	0	0	0	0	0	9	9	0	167	6	173	5	0	0	5	187
05:45 PM	0	0	0	0	0	0	7	7	0	135	10	145	2	0	0	2	154
Total	0	0	0	0	0	0	36	36	0	670	27	697	15	0	0	15	748
Grand Total	0	0	0	0	0	0	85	85	0	1405	49	1454	31	0	0	31	1570
Apprch %	0	0	0		0	0	100		0	96.6	3.4		100	0	0		
Total %	0	0	0		0	0	5.4	5.4	0	89.5	3.1	92.6	2	0	0	2	

Start Time	Indian Canyon Drive Southbound				Andreas Road Westbound				Indian Canyon Drive Northbound				Andreas Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	5	5	0	187	7	194	10	0	0	10	209
04:45 PM	0	0	0	0	0	0	16	16	0	195	3	198	2	0	0	2	216
05:00 PM	0	0	0	0	0	0	8	8	0	181	4	185	3	0	0	3	196
05:15 PM	0	0	0	0	0	0	12	12	0	187	7	194	5	0	0	5	211
Total Volume	0	0	0	0	0	0	41	41	0	750	21	771	20	0	0	20	832
% App. Total	0	0	0		0	0	100		0	97.3	2.7		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.641	.641	.000	.962	.750	.973	.500	.000	.000	.500	.963



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

	04:00 PM				04:00 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	16	16	0	187	7	194	10	0	0	10
+15 mins.	0	0	0	0	0	0	12	12	0	195	3	198	2	0	0	2
+30 mins.	0	0	0	0	0	0	5	5	0	181	4	185	3	0	0	3
+45 mins.	0	0	0	0	0	0	16	16	0	187	7	194	5	0	0	5
Total Volume	0	0	0	0	0	0	49	49	0	750	21	771	20	0	0	20
% App. Total	0	0	0	0	0	0	100		0	97.3	2.7		100	0	0	
PHF	.000	.000	.000	.000	.000	.000	.766	.766	.000	.962	.750	.973	.500	.000	.000	.500

City of Palm Springs
 N/S: Indian Canyon Drive
 E/W: Andreas Road
 Weather: Clear

File Name : PLSINANSA
 Site Code : 00915442
 Start Date : 8/22/2015
 Page No : 1

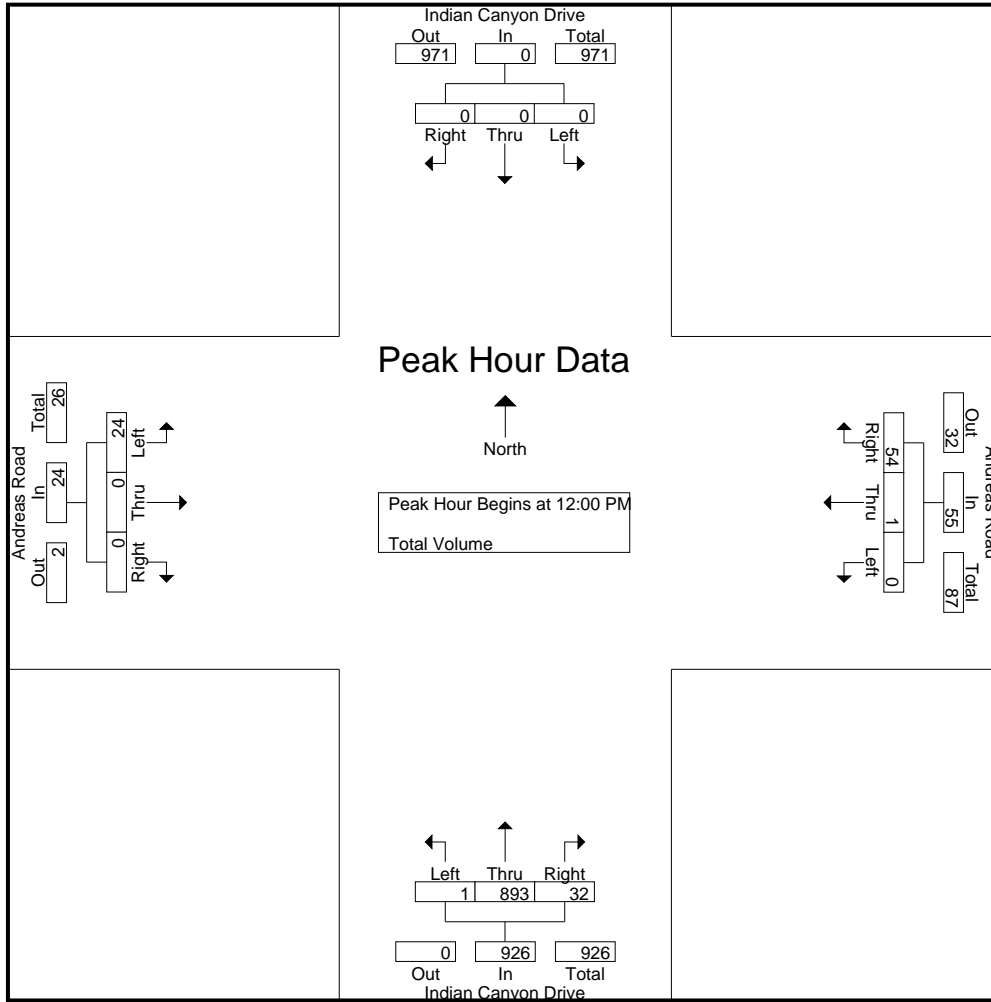
Groups Printed- Total Volume

Start Time	Indian Canyon Drive Southbound				Andreas Road Westbound				Indian Canyon Drive Northbound				Andreas Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
11:00 AM	0	0	0	0	0	1	11	12	0	208	4	212	6	0	0	6	230
11:15 AM	0	0	0	0	0	0	13	13	0	195	8	203	1	0	0	1	217
11:30 AM	0	0	0	0	0	0	13	13	0	212	7	219	0	0	0	0	232
11:45 AM	0	0	0	0	0	0	9	9	0	215	8	223	3	0	0	3	235
Total	0	0	0	0	0	1	46	47	0	830	27	857	10	0	0	10	914
12:00 PM	0	0	0	0	0	1	18	19	1	212	5	218	3	0	0	3	240
12:15 PM	0	0	0	0	0	0	14	14	0	218	12	230	6	0	0	6	250
12:30 PM	0	0	0	0	0	0	12	12	0	246	6	252	9	0	0	9	273
12:45 PM	0	0	0	0	0	0	10	10	0	217	9	226	6	0	0	6	242
Total	0	0	0	0	0	1	54	55	1	893	32	926	24	0	0	24	1005
Grand Total	0	0	0	0	0	2	100	102	1	1723	59	1783	34	0	0	34	1919
Apprch %	0	0	0		0	2	98		0.1	96.6	3.3		100	0	0		
Total %	0	0	0		0	0.1	5.2	5.3	0.1	89.8	3.1	92.9	1.8	0	0	1.8	

Start Time	Indian Canyon Drive Southbound				Andreas Road Westbound				Indian Canyon Drive Northbound				Andreas Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	1	18	19	1	212	5	218	3	0	0	3	240
12:15 PM	0	0	0	0	0	0	14	14	0	218	12	230	6	0	0	6	250
12:30 PM	0	0	0	0	0	0	12	12	0	246	6	252	9	0	0	9	273
12:45 PM	0	0	0	0	0	0	10	10	0	217	9	226	6	0	0	6	242
Total Volume	0	0	0	0	0	1	54	55	1	893	32	926	24	0	0	24	1005
% App. Total	0	0	0		0	1.8	98.2		0.1	96.4	3.5		100	0	0		
PHF	.000	.000	.000	.000	.000	.250	.750	.724	.250	.908	.667	.919	.667	.000	.000	.667	.920

City of Palm Springs
 N/S: Indian Canyon Drive
 E/W: Andreas Road
 Weather: Clear

File Name : PLSINANSA
 Site Code : 00915442
 Start Date : 8/22/2015
 Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	11:00 AM				11:30 AM				12:00 PM				12:00 PM			
+0 mins.	0	0	0	0	0	0	13	13	1	212	5	218	3	0	0	3
+15 mins.	0	0	0	0	0	0	9	9	0	218	12	230	6	0	0	6
+30 mins.	0	0	0	0	0	1	18	19	0	246	6	252	9	0	0	9
+45 mins.	0	0	0	0	0	0	14	14	0	217	9	226	6	0	0	6
Total Volume	0	0	0	0	0	1	54	55	1	893	32	926	24	0	0	24
% App. Total	0	0	0	0	0	1.8	98.2		0.1	96.4	3.5		100	0	0	
PHF	.000	.000	.000	.000	.000	.250	.750	.724	.250	.908	.667	.919	.667	.000	.000	.667

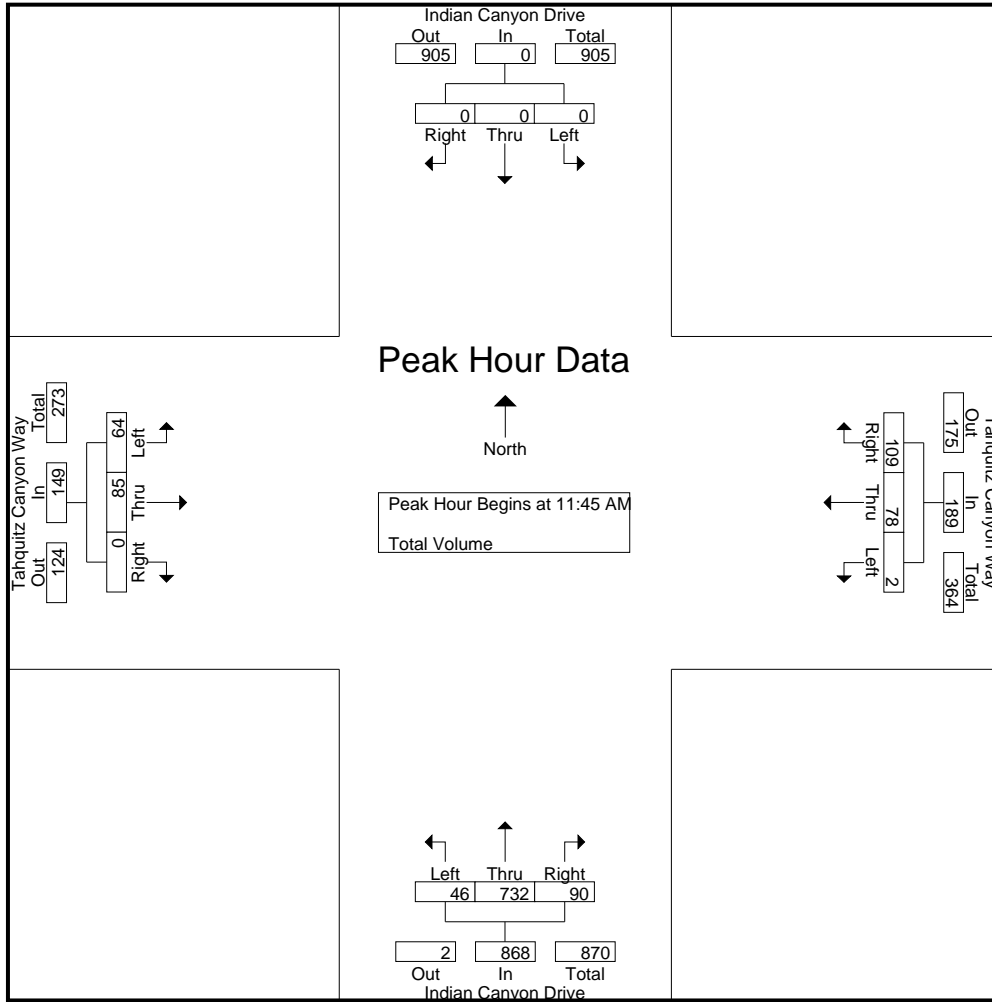
City of Palm Springs
 N/S: Indian Canyon Drive
 E/W: Tahquitz Canyon Way
 Weather: Clear

File Name : PLSINTAMD
 Site Code : 00915442
 Start Date : 8/19/2015
 Page No : 1

Groups Printed- Total Volume

Start Time	Indian Canyon Drive Southbound				Tahquitz Canyon Way Westbound				Indian Canyon Drive Northbound				Tahquitz Canyon Way Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
11:00 AM	0	0	0	0	1	25	22	48	11	177	11	199	18	30	0	48	295
11:15 AM	0	0	0	0	0	19	19	38	18	142	12	172	14	25	0	39	249
11:30 AM	0	0	0	0	3	23	21	47	18	167	22	207	11	22	0	33	287
11:45 AM	0	0	0	0	0	20	28	48	18	192	20	230	17	21	0	38	316
Total	0	0	0	0	4	87	90	181	65	678	65	808	60	98	0	158	1147
12:00 PM	0	0	0	0	1	23	36	60	10	183	25	218	12	18	0	30	308
12:15 PM	0	0	0	0	1	16	22	39	6	175	22	203	21	21	0	42	284
12:30 PM	0	0	0	0	0	19	23	42	12	182	23	217	14	25	0	39	298
12:45 PM	0	0	0	0	1	19	25	45	9	182	22	213	15	23	0	38	296
Total	0	0	0	0	3	77	106	186	37	722	92	851	62	87	0	149	1186
Grand Total	0	0	0	0	7	164	196	367	102	1400	157	1659	122	185	0	307	2333
Apprch %	0	0	0		1.9	44.7	53.4		6.1	84.4	9.5		39.7	60.3	0		
Total %	0	0	0	0	0.3	7	8.4	15.7	4.4	60	6.7	71.1	5.2	7.9	0	13.2	

Start Time	Indian Canyon Drive Southbound				Tahquitz Canyon Way Westbound				Indian Canyon Drive Northbound				Tahquitz Canyon Way Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	0	0	0	0	0	20	28	48	18	192	20	230	17	21	0	38	316
12:00 PM	0	0	0	0	1	23	36	60	10	183	25	218	12	18	0	30	308
12:15 PM	0	0	0	0	1	16	22	39	6	175	22	203	21	21	0	42	284
12:30 PM	0	0	0	0	0	19	23	42	12	182	23	217	14	25	0	39	298
Total Volume	0	0	0	0	2	78	109	189	46	732	90	868	64	85	0	149	1206
% App. Total	0	0	0		1.1	41.3	57.7		5.3	84.3	10.4		43	57	0		
PHF	.000	.000	.000	.000	.500	.848	.757	.788	.639	.953	.900	.943	.762	.850	.000	.887	.954



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	11:00 AM				11:30 AM				11:45 AM				12:00 AM			
+0 mins.	0	0	0	0	3	23	21	47	18	192	20	230	18	30	0	48
+15 mins.	0	0	0	0	0	20	28	48	10	183	25	218	14	25	0	39
+30 mins.	0	0	0	0	1	23	36	60	6	175	22	203	11	22	0	33
+45 mins.	0	0	0	0	1	16	22	39	12	182	23	217	17	21	0	38
Total Volume	0	0	0	0	5	82	107	194	46	732	90	868	60	98	0	158
% App. Total	0	0	0	0	2.6	42.3	55.2	10.4	5.3	84.3	10.4	100.0	38	62	0	100.0
PHF	.000	.000	.000	.000	.417	.891	.743	.808	.639	.953	.900	.943	.833	.817	.000	.823

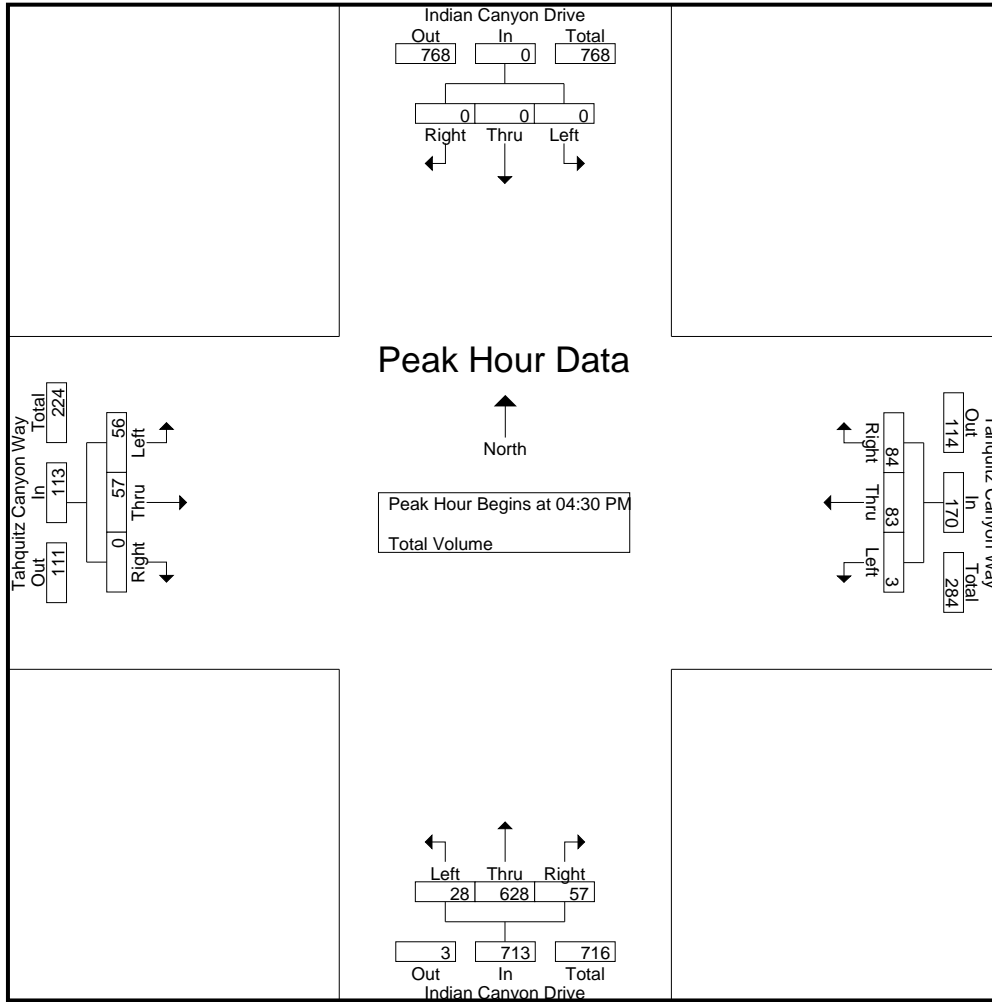
City of Palm Springs
 N/S: Indian Canyon Drive
 E/W: Tahquitz Canyon Way
 Weather: Clear

File Name : PLSINTAPM
 Site Code : 00915442
 Start Date : 8/19/2015
 Page No : 1

Groups Printed- Total Volume

Start Time	Indian Canyon Drive Southbound				Tahquitz Canyon Way Westbound				Indian Canyon Drive Northbound				Tahquitz Canyon Way Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	18	23	41	7	163	11	181	11	13	0	24	246
04:15 PM	0	0	0	0	0	10	12	22	6	139	15	160	6	16	0	22	204
04:30 PM	0	0	0	0	0	23	14	37	8	160	15	183	18	20	0	38	258
04:45 PM	0	0	0	0	2	20	25	47	7	158	13	178	11	11	0	22	247
Total	0	0	0	0	2	71	74	147	28	620	54	702	46	60	0	106	955
05:00 PM	0	0	0	0	1	22	26	49	1	148	17	166	10	14	0	24	239
05:15 PM	0	0	0	0	0	18	19	37	12	162	12	186	17	12	0	29	252
05:30 PM	0	0	0	0	0	24	12	36	5	143	15	163	6	13	0	19	218
05:45 PM	0	0	0	0	0	18	19	37	7	123	24	154	7	7	0	14	205
Total	0	0	0	0	1	82	76	159	25	576	68	669	40	46	0	86	914
Grand Total	0	0	0	0	3	153	150	306	53	1196	122	1371	86	106	0	192	1869
Apprch %	0	0	0		1	50	49		3.9	87.2	8.9		44.8	55.2	0		
Total %	0	0	0	0	0.2	8.2	8	16.4	2.8	64	6.5	73.4	4.6	5.7	0	10.3	

Start Time	Indian Canyon Drive Southbound				Tahquitz Canyon Way Westbound				Indian Canyon Drive Northbound				Tahquitz Canyon Way Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	23	14	37	8	160	15	183	18	20	0	38	258
04:45 PM	0	0	0	0	2	20	25	47	7	158	13	178	11	11	0	22	247
05:00 PM	0	0	0	0	1	22	26	49	1	148	17	166	10	14	0	24	239
05:15 PM	0	0	0	0	0	18	19	37	12	162	12	186	17	12	0	29	252
Total Volume	0	0	0	0	3	83	84	170	28	628	57	713	56	57	0	113	996
% App. Total	0	0	0	0	1.8	48.8	49.4		3.9	88.1	8		49.6	50.4	0		
PHF	.000	.000	.000	.000	.375	.902	.808	.867	.583	.969	.838	.958	.778	.713	.000	.743	.965



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

	04:00 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	23	14	37	8	160	15	183	18	20	0	38
+15 mins.	0	0	0	0	2	20	25	47	7	158	13	178	11	11	0	22
+30 mins.	0	0	0	0	1	22	26	49	1	148	17	166	10	14	0	24
+45 mins.	0	0	0	0	0	18	19	37	12	162	12	186	17	12	0	29
Total Volume	0	0	0	0	3	83	84	170	28	628	57	713	56	57	0	113
% App. Total	0	0	0	0	1.8	48.8	49.4		3.9	88.1	8		49.6	50.4	0	
PHF	.000	.000	.000	.000	.375	.902	.808	.867	.583	.969	.838	.958	.778	.713	.000	.743

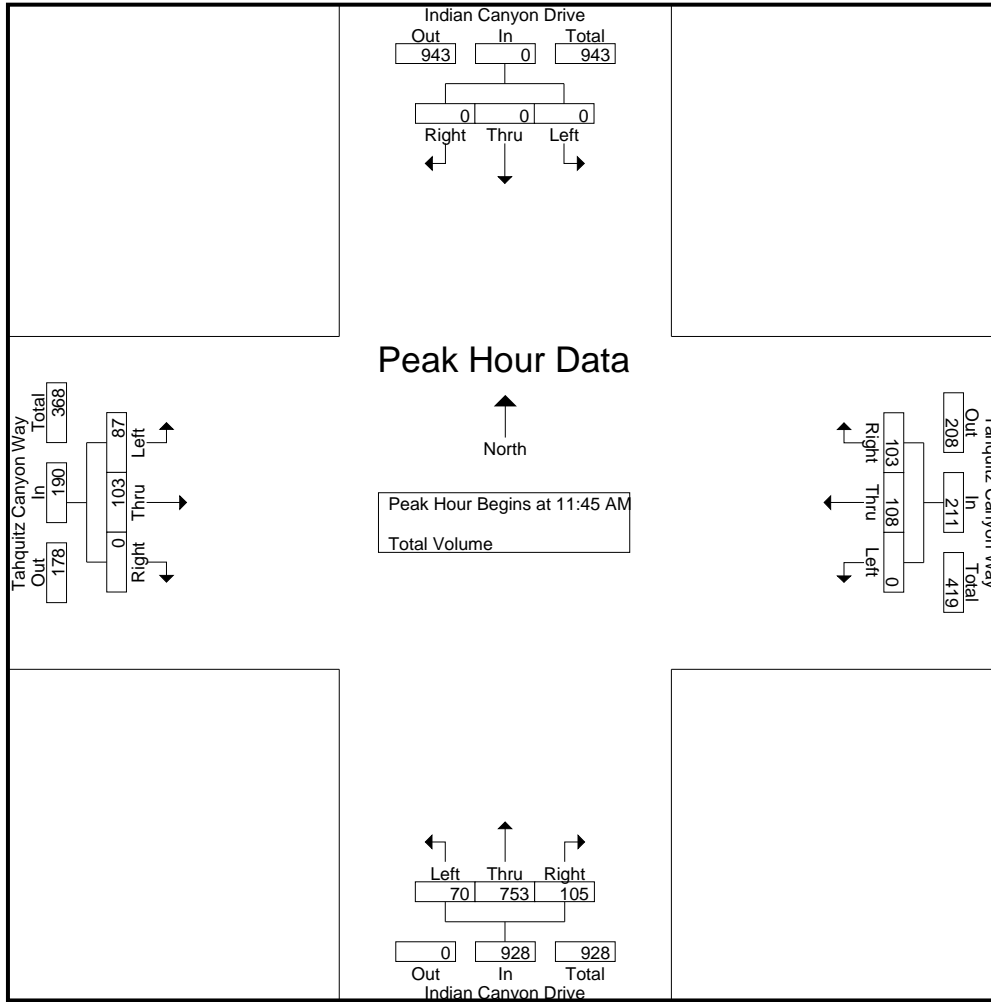
City of Palm Springs
 N/S: Indian Canyon Drive
 E/W: Tahquitz Canyon Way
 Weather: Clear

File Name : PLSINTASA
 Site Code : 00915442
 Start Date : 8/22/2015
 Page No : 1

Groups Printed- Total Volume

Start Time	Indian Canyon Drive Southbound				Tahquitz Canyon Way Westbound				Indian Canyon Drive Northbound				Tahquitz Canyon Way Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
11:00 AM	0	0	0	0	0	16	17	33	11	181	18	210	17	22	0	39	282
11:15 AM	0	0	0	0	0	38	23	61	22	200	23	245	30	36	0	66	372
11:30 AM	0	0	0	0	0	16	17	33	10	158	12	180	19	15	0	34	247
11:45 AM	0	0	0	0	0	26	33	59	11	182	24	217	20	22	0	42	318
Total	0	0	0	0	0	96	90	186	54	721	77	852	86	95	0	181	1219
12:00 PM	0	0	0	0	0	26	19	45	23	176	22	221	23	28	0	51	317
12:15 PM	0	0	0	0	0	31	27	58	17	209	25	251	18	26	0	44	353
12:30 PM	0	0	0	0	0	25	24	49	19	186	34	239	26	27	0	53	341
12:45 PM	0	0	0	0	0	18	22	40	18	175	21	214	18	30	0	48	302
Total	0	0	0	0	0	100	92	192	77	746	102	925	85	111	0	196	1313
Grand Total	0	0	0	0	0	196	182	378	131	1467	179	1777	171	206	0	377	2532
Apprch %	0	0	0		0	51.9	48.1		7.4	82.6	10.1		45.4	54.6	0		
Total %	0	0	0		0	7.7	7.2	14.9	5.2	57.9	7.1	70.2	6.8	8.1	0	14.9	

Start Time	Indian Canyon Drive Southbound				Tahquitz Canyon Way Westbound				Indian Canyon Drive Northbound				Tahquitz Canyon Way Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	0	0	0	0	0	26	33	59	11	182	24	217	20	22	0	42	318
12:00 PM	0	0	0	0	0	26	19	45	23	176	22	221	23	28	0	51	317
12:15 PM	0	0	0	0	0	31	27	58	17	209	25	251	18	26	0	44	353
12:30 PM	0	0	0	0	0	25	24	49	19	186	34	239	26	27	0	53	341
Total Volume	0	0	0	0	0	108	103	211	70	753	105	928	87	103	0	190	1329
% App. Total	0	0	0		0	51.2	48.8		7.5	81.1	11.3		45.8	54.2	0		
PHF	.000	.000	.000	.000	.000	.871	.780	.894	.761	.901	.772	.924	.837	.920	.000	.896	.941



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	11:00 AM				11:45 AM				11:45 AM				12:00 PM			
+0 mins.	0	0	0	0	0	26	33	59	11	182	24	217	23	28	0	51
+15 mins.	0	0	0	0	0	26	19	45	23	176	22	221	18	26	0	44
+30 mins.	0	0	0	0	0	31	27	58	17	209	25	251	26	27	0	53
+45 mins.	0	0	0	0	0	25	24	49	19	186	34	239	18	30	0	48
Total Volume	0	0	0	0	0	108	103	211	70	753	105	928	85	111	0	196
% App. Total	0	0	0	0	0	51.2	48.8		7.5	81.1	11.3		43.4	56.6	0	
PHF	.000	.000	.000	.000	.000	.871	.780	.894	.761	.901	.772	.924	.817	.925	.000	.925

City of Palm Springs
 N/S: Indian Canyon Drive
 E/W: Arenas Road
 Weather: Clear

File Name : PLSINARMD
 Site Code : 00915442
 Start Date : 8/19/2015
 Page No : 1

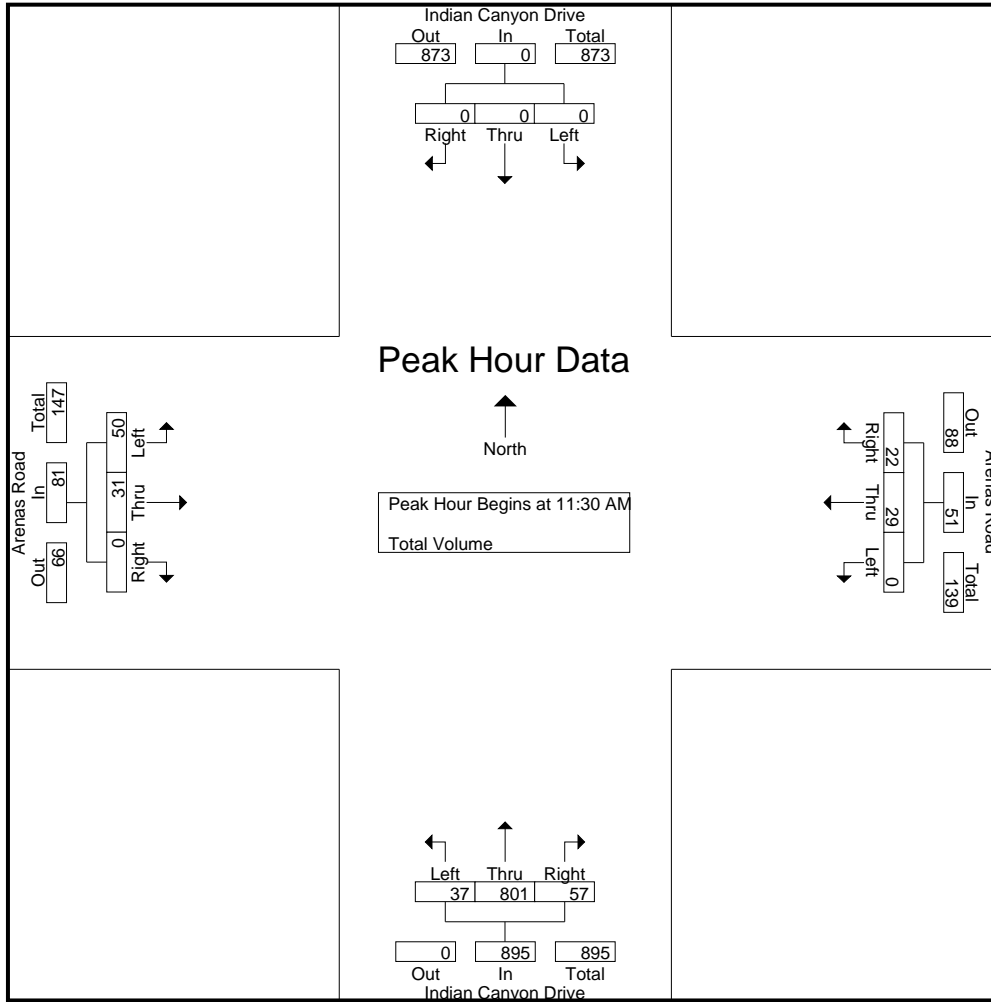
Groups Printed- Total Volume

Start Time	Indian Canyon Drive Southbound				Arenas Road Westbound				Indian Canyon Drive Northbound				Arenas Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
11:00 AM	0	0	0	0	0	4	4	8	9	188	11	208	9	0	0	9	225
11:15 AM	0	0	0	0	0	8	9	17	4	156	14	174	14	2	0	16	207
11:30 AM	0	0	0	0	0	4	6	10	9	190	17	216	14	8	0	22	248
11:45 AM	0	0	0	0	0	8	5	13	8	222	14	244	6	5	0	11	268
Total	0	0	0	0	0	24	24	48	30	756	56	842	43	15	0	58	948
12:00 PM	0	0	0	0	0	8	6	14	10	196	12	218	18	8	0	26	258
12:15 PM	0	0	0	0	0	9	5	14	10	193	14	217	12	10	0	22	253
12:30 PM	0	0	0	0	0	5	4	9	11	201	9	221	8	9	0	17	247
12:45 PM	0	0	0	0	0	8	7	15	10	182	10	202	14	6	0	20	237
Total	0	0	0	0	0	30	22	52	41	772	45	858	52	33	0	85	995
Grand Total	0	0	0	0	0	54	46	100	71	1528	101	1700	95	48	0	143	1943
Apprch %	0	0	0		0	54	46		4.2	89.9	5.9		66.4	33.6	0		
Total %	0	0	0		0	2.8	2.4	5.1	3.7	78.6	5.2	87.5	4.9	2.5	0	7.4	

Start Time	Indian Canyon Drive Southbound				Arenas Road Westbound				Indian Canyon Drive Northbound				Arenas Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:30 AM																	
11:30 AM	0	0	0	0	0	4	6	10	9	190	17	216	14	8	0	22	248
11:45 AM	0	0	0	0	0	8	5	13	8	222	14	244	6	5	0	11	268
12:00 PM	0	0	0	0	0	8	6	14	10	196	12	218	18	8	0	26	258
12:15 PM	0	0	0	0	0	9	5	14	10	193	14	217	12	10	0	22	253
Total Volume	0	0	0	0	0	29	22	51	37	801	57	895	50	31	0	81	1027
% App. Total	0	0	0		0	56.9	43.1		4.1	89.5	6.4		61.7	38.3	0		
PHF	.000	.000	.000	.000	.000	.806	.917	.911	.925	.902	.838	.917	.694	.775	.000	.779	.958

City of Palm Springs
 N/S: Indian Canyon Drive
 E/W: Arenas Road
 Weather: Clear

File Name : PLSINARMD
 Site Code : 00915442
 Start Date : 8/19/2015
 Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	11:00 AM				11:15 AM				11:45 AM				12:00 PM			
+0 mins.	0	0	0	0	0	8	9	17	8	222	14	244	18	8	0	26
+15 mins.	0	0	0	0	0	4	6	10	10	196	12	218	12	10	0	22
+30 mins.	0	0	0	0	0	8	5	13	10	193	14	217	8	9	0	17
+45 mins.	0	0	0	0	0	8	6	14	11	201	9	221	14	6	0	20
Total Volume	0	0	0	0	0	28	26	54	39	812	49	900	52	33	0	85
% App. Total	0	0	0	0	0	51.9	48.1		4.3	90.2	5.4		61.2	38.8	0	
PHF	.000	.000	.000	.000	.000	.875	.722	.794	.886	.914	.875	.922	.722	.825	.000	.817

City of Palm Springs
 N/S: Indian Canyon Drive
 E/W: Arenas Road
 Weather: Clear

File Name : PLSINARPM
 Site Code : 00915442
 Start Date : 8/19/2015
 Page No : 1

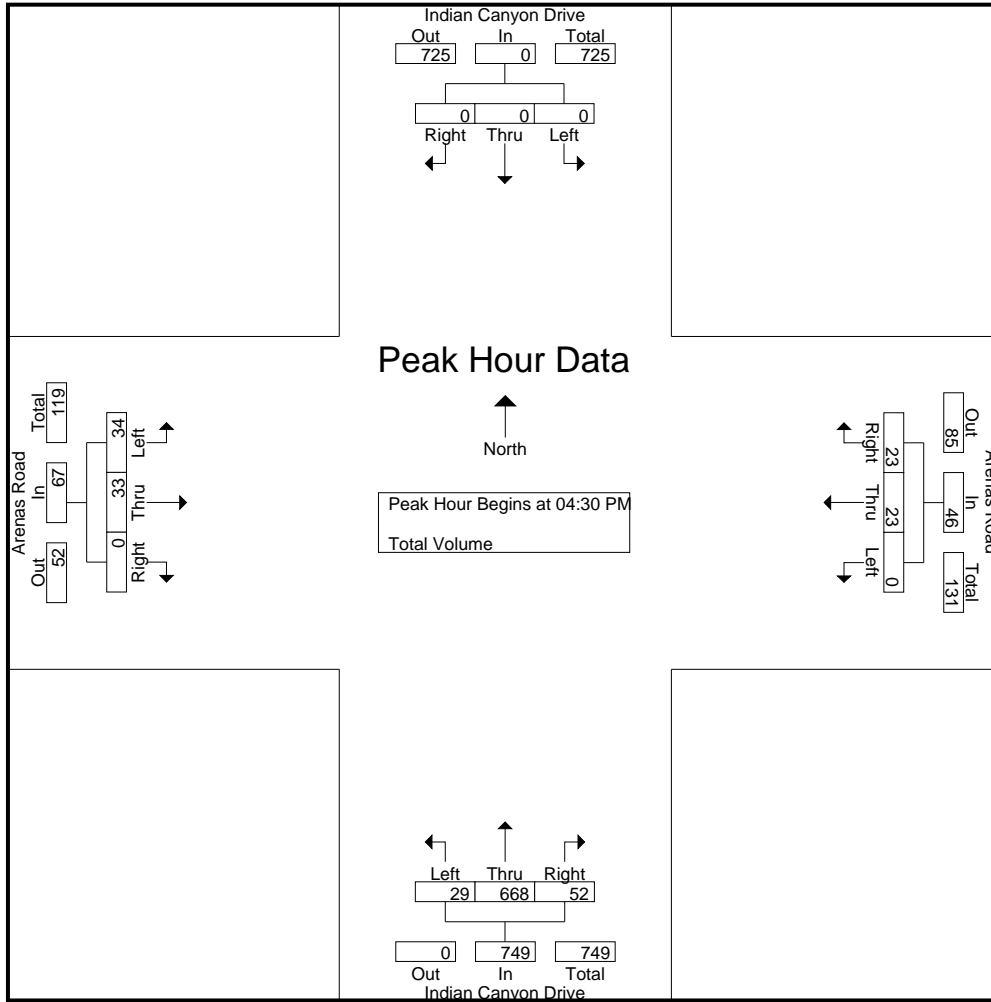
Groups Printed- Total Volume

Start Time	Indian Canyon Drive Southbound				Arenas Road Westbound				Indian Canyon Drive Northbound				Arenas Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	7	6	13	5	157	12	174	16	9	0	25	212
04:15 PM	0	0	0	0	0	9	9	18	6	149	15	170	8	11	0	19	207
04:30 PM	0	0	0	0	0	6	6	12	8	163	15	186	10	7	0	17	215
04:45 PM	0	0	0	0	0	7	3	10	8	170	10	188	8	8	0	16	214
Total	0	0	0	0	0	29	24	53	27	639	52	718	42	35	0	77	848
05:00 PM	0	0	0	0	0	4	11	15	9	163	19	191	4	5	0	9	215
05:15 PM	0	0	0	0	0	6	3	9	4	172	8	184	12	13	0	25	218
05:30 PM	0	0	0	0	0	6	6	12	11	153	16	180	9	4	0	13	205
05:45 PM	0	0	0	0	0	10	9	19	9	155	12	176	5	9	0	14	209
Total	0	0	0	0	0	26	29	55	33	643	55	731	30	31	0	61	847
Grand Total	0	0	0	0	0	55	53	108	60	1282	107	1449	72	66	0	138	1695
Apprch %	0	0	0		0	50.9	49.1		4.1	88.5	7.4		52.2	47.8	0		
Total %	0	0	0		0	3.2	3.1	6.4	3.5	75.6	6.3	85.5	4.2	3.9	0	8.1	

Start Time	Indian Canyon Drive Southbound				Arenas Road Westbound				Indian Canyon Drive Northbound				Arenas Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	6	6	12	8	163	15	186	10	7	0	17	215
04:45 PM	0	0	0	0	0	7	3	10	8	170	10	188	8	8	0	16	214
05:00 PM	0	0	0	0	0	4	11	15	9	163	19	191	4	5	0	9	215
05:15 PM	0	0	0	0	0	6	3	9	4	172	8	184	12	13	0	25	218
Total Volume	0	0	0	0	0	23	23	46	29	668	52	749	34	33	0	67	862
% App. Total	0	0	0		0	50	50		3.9	89.2	6.9		50.7	49.3	0		
PHF	.000	.000	.000	.000	.000	.821	.523	.767	.806	.971	.684	.980	.708	.635	.000	.670	.989

City of Palm Springs
 N/S: Indian Canyon Drive
 E/W: Arenas Road
 Weather: Clear

File Name : PLSINARPM
 Site Code : 00915442
 Start Date : 8/19/2015
 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:

	04:00 PM				04:15 PM				04:30 PM				04:45 PM			
+0 mins.	0	0	0	0	0	9	9	18	8	163	15	186	16	9	0	25
+15 mins.	0	0	0	0	0	6	6	12	8	170	10	188	8	11	0	19
+30 mins.	0	0	0	0	0	7	3	10	9	163	19	191	10	7	0	17
+45 mins.	0	0	0	0	0	4	11	15	4	172	8	184	8	8	0	16
Total Volume	0	0	0	0	0	26	29	55	29	668	52	749	42	35	0	77
% App. Total	0	0	0	0	0	47.3	52.7		3.9	89.2	6.9		54.5	45.5	0	
PHF	.000	.000	.000	.000	.000	.722	.659	.764	.806	.971	.684	.980	.656	.795	.000	.770

City of Palm Springs
 N/S: Indian Canyon Drive
 E/W: Arenas Road
 Weather: Clear

File Name : PLSINARSA
 Site Code : 00915442
 Start Date : 8/22/2015
 Page No : 1

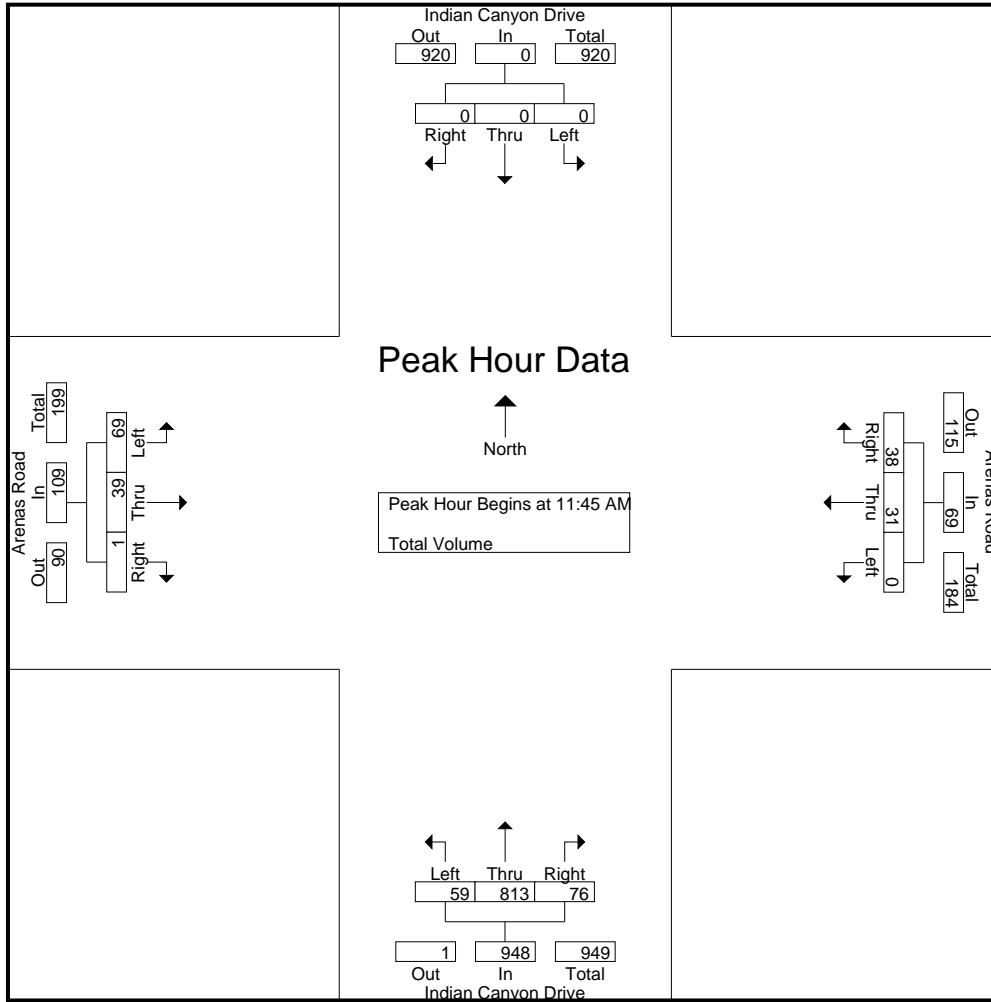
Groups Printed- Total Volume

Start Time	Indian Canyon Drive Southbound				Arenas Road Westbound				Indian Canyon Drive Northbound				Arenas Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
11:00 AM	0	0	0	0	0	10	10	20	12	182	12	206	7	10	0	17	243
11:15 AM	0	0	0	0	0	8	8	16	6	197	20	223	14	2	0	16	255
11:30 AM	0	0	0	0	0	7	7	14	10	181	17	208	14	12	0	26	248
11:45 AM	0	0	0	0	0	12	9	21	11	208	14	233	12	11	0	23	277
Total	0	0	0	0	0	37	34	71	39	768	63	870	47	35	0	82	1023
12:00 PM	0	0	0	0	0	9	10	19	13	188	16	217	13	8	1	22	258
12:15 PM	0	0	0	0	0	8	11	19	17	215	24	256	16	10	0	26	301
12:30 PM	0	0	0	0	0	2	8	10	18	202	22	242	28	10	0	38	290
12:45 PM	0	0	0	0	0	4	14	18	6	192	15	213	18	8	0	26	257
Total	0	0	0	0	0	23	43	66	54	797	77	928	75	36	1	112	1106
Grand Total	0	0	0	0	0	60	77	137	93	1565	140	1798	122	71	1	194	2129
Apprch %	0	0	0		0	43.8	56.2		5.2	87	7.8		62.9	36.6	0.5		
Total %	0	0	0	0	0	2.8	3.6	6.4	4.4	73.5	6.6	84.5	5.7	3.3	0	9.1	

Start Time	Indian Canyon Drive Southbound				Arenas Road Westbound				Indian Canyon Drive Northbound				Arenas Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	0	0	0	0	0	12	9	21	11	208	14	233	12	11	0	23	277
12:00 PM	0	0	0	0	0	9	10	19	13	188	16	217	13	8	1	22	258
12:15 PM	0	0	0	0	0	8	11	19	17	215	24	256	16	10	0	26	301
12:30 PM	0	0	0	0	0	2	8	10	18	202	22	242	28	10	0	38	290
Total Volume	0	0	0	0	0	31	38	69	59	813	76	948	69	39	1	109	1126
% App. Total	0	0	0	0	0	44.9	55.1		6.2	85.8	8		63.3	35.8	0.9		
PHF	.000	.000	.000	.000	.000	.646	.864	.821	.819	.945	.792	.926	.616	.886	.250	.717	.935

City of Palm Springs
 N/S: Indian Canyon Drive
 E/W: Arenas Road
 Weather: Clear

File Name : PLSINARSA
 Site Code : 00915442
 Start Date : 8/22/2015
 Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	11:00 AM				11:30 AM				11:45 AM				12:00 PM			
+0 mins.	0	0	0	0	0	7	7	14	11	208	14	233	13	8	1	22
+15 mins.	0	0	0	0	0	12	9	21	13	188	16	217	16	10	0	26
+30 mins.	0	0	0	0	0	9	10	19	17	215	24	256	28	10	0	38
+45 mins.	0	0	0	0	0	8	11	19	18	202	22	242	18	8	0	26
Total Volume	0	0	0	0	0	36	37	73	59	813	76	948	75	36	1	112
% App. Total	0	0	0	0	0	49.3	50.7		6.2	85.8	8		67	32.1	0.9	
PHF	.000	.000	.000	.000	.000	.750	.841	.869	.819	.945	.792	.926	.670	.900	.250	.737

City of Palm Springs
 N/S: Palm Canyon Drive
 E/W: Amado Road
 Weather: Clear

File Name : PLSPAAMMD
 Site Code : 00915442
 Start Date : 8/19/2015
 Page No : 1

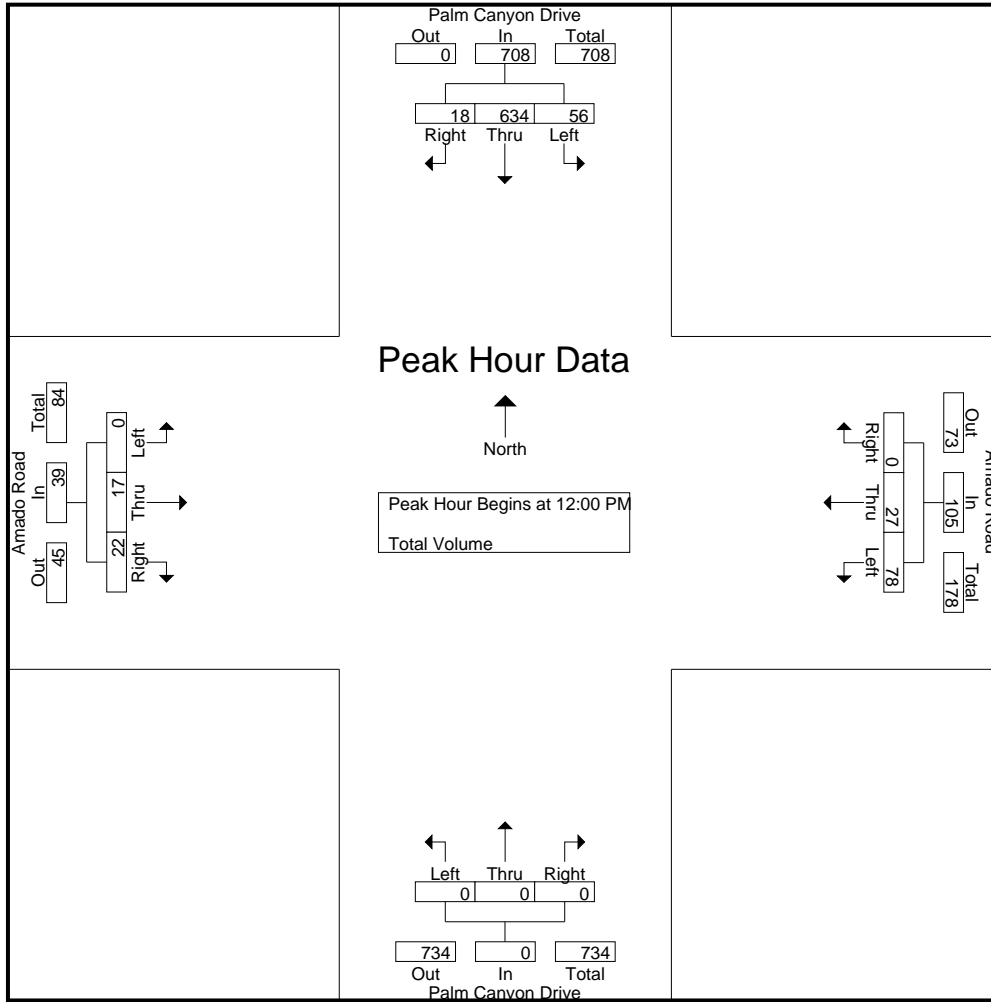
Groups Printed- Total Volume

Start Time	Palm Canyon Drive Southbound				Amado Road Westbound				Palm Canyon Drive Northbound				Amado Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
11:00 AM	12	143	2	157	16	10	0	26	0	0	0	0	0	6	7	13	196
11:15 AM	11	145	2	158	14	5	0	19	0	0	0	0	0	3	7	10	187
11:30 AM	15	159	2	176	13	14	0	27	0	0	0	0	0	4	6	10	213
11:45 AM	15	146	3	164	20	9	0	29	0	0	0	0	0	7	1	8	201
Total	53	593	9	655	63	38	0	101	0	0	0	0	0	20	21	41	797
12:00 PM	11	158	4	173	18	5	0	23	0	0	0	0	0	2	10	12	208
12:15 PM	13	159	5	177	30	11	0	41	0	0	0	0	0	5	3	8	226
12:30 PM	21	155	3	179	12	4	0	16	0	0	0	0	0	4	5	9	204
12:45 PM	11	162	6	179	18	7	0	25	0	0	0	0	0	6	4	10	214
Total	56	634	18	708	78	27	0	105	0	0	0	0	0	17	22	39	852
Grand Total	109	1227	27	1363	141	65	0	206	0	0	0	0	0	37	43	80	1649
Apprch %	8	90	2		68.4	31.6	0		0	0	0	0	0	46.2	53.8		
Total %	6.6	74.4	1.6	82.7	8.6	3.9	0	12.5	0	0	0	0	0	2.2	2.6	4.9	

Start Time	Palm Canyon Drive Southbound				Amado Road Westbound				Palm Canyon Drive Northbound				Amado Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	11	158	4	173	18	5	0	23	0	0	0	0	0	2	10	12	208
12:15 PM	13	159	5	177	30	11	0	41	0	0	0	0	0	5	3	8	226
12:30 PM	21	155	3	179	12	4	0	16	0	0	0	0	0	4	5	9	204
12:45 PM	11	162	6	179	18	7	0	25	0	0	0	0	0	6	4	10	214
Total Volume	56	634	18	708	78	27	0	105	0	0	0	0	0	17	22	39	852
% App. Total	7.9	89.5	2.5		74.3	25.7	0		0	0	0	0	0	43.6	56.4		
PHF	.667	.978	.750	.989	.650	.614	.000	.640	.000	.000	.000	.000	.000	.708	.550	.813	.942

City of Palm Springs
 N/S: Palm Canyon Drive
 E/W: Amado Road
 Weather: Clear

File Name : PLSPAAMMD
 Site Code : 00915442
 Start Date : 8/19/2015
 Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	12:00 PM				11:30 AM				11:00 AM				11:00 AM			
+0 mins.	11	158	4	173	13	14	0	27	0	0	0	0	0	6	7	13
+15 mins.	13	159	5	177	20	9	0	29	0	0	0	0	0	3	7	10
+30 mins.	21	155	3	179	18	5	0	23	0	0	0	0	0	4	6	10
+45 mins.	11	162	6	179	30	11	0	41	0	0	0	0	0	7	1	8
Total Volume	56	634	18	708	81	39	0	120	0	0	0	0	0	20	21	41
% App. Total	7.9	89.5	2.5		67.5	32.5	0		0	0	0	0	0	48.8	51.2	
PHF	.667	.978	.750	.989	.675	.696	.000	.732	.000	.000	.000	.000	.000	.714	.750	.788

City of Palm Springs
 N/S: Palm Canyon Drive
 E/W: Amado Road
 Weather: Clear

File Name : PLSPAAMP
 Site Code : 00915442
 Start Date : 8/19/2015
 Page No : 1

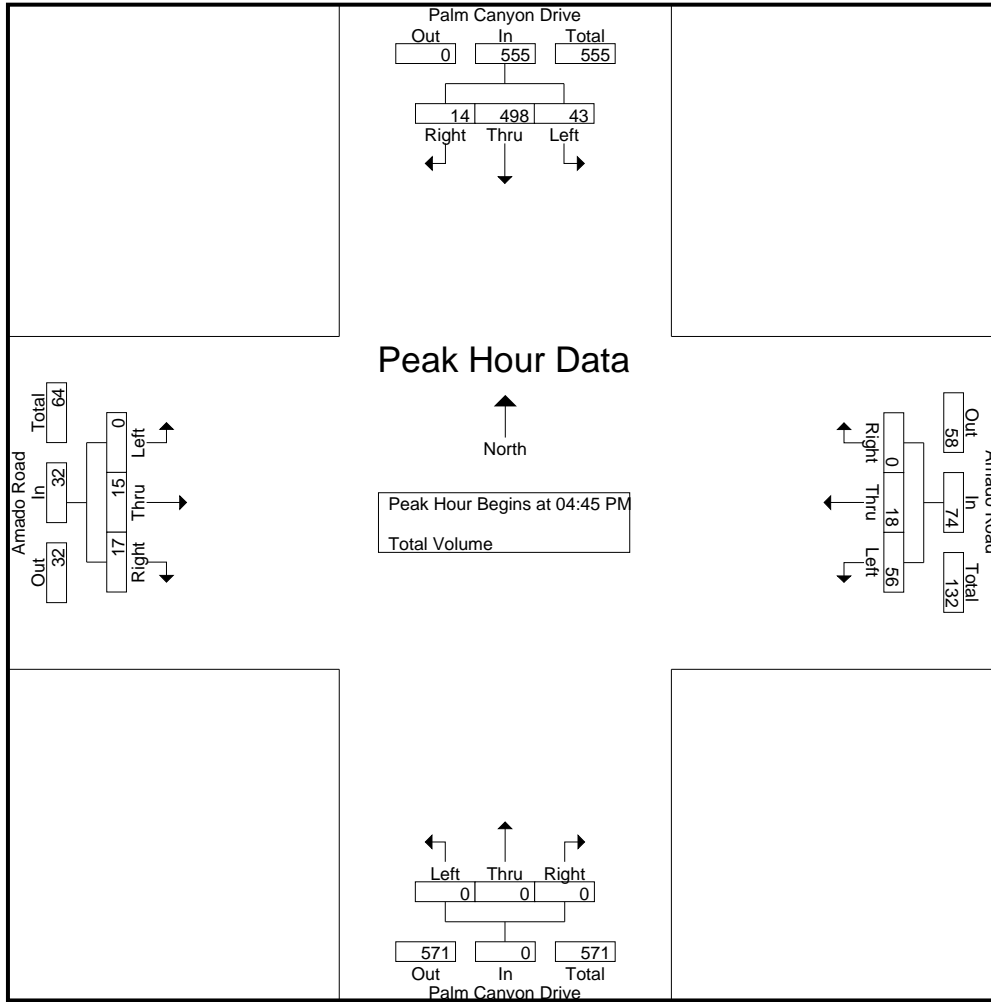
Groups Printed- Total Volume

Start Time	Palm Canyon Drive Southbound				Amado Road Westbound				Palm Canyon Drive Northbound				Amado Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	23	120	1	144	13	8	0	21	0	0	0	0	0	3	2	5	170
04:15 PM	11	120	9	140	8	6	0	14	0	0	0	0	0	3	4	7	161
04:30 PM	9	110	3	122	12	3	1	16	0	0	0	0	0	4	3	7	145
04:45 PM	17	117	5	139	16	5	0	21	0	0	0	0	0	3	4	7	167
Total	60	467	18	545	49	22	1	72	0	0	0	0	0	13	13	26	643
05:00 PM	8	110	6	124	8	2	0	10	0	0	0	0	0	4	6	10	144
05:15 PM	12	152	2	166	17	8	0	25	0	0	0	0	0	5	5	10	201
05:30 PM	6	119	1	126	15	3	0	18	0	0	0	0	0	3	2	5	149
05:45 PM	12	103	2	117	16	6	0	22	0	0	0	0	0	4	2	6	145
Total	38	484	11	533	56	19	0	75	0	0	0	0	0	16	15	31	639
Grand Total	98	951	29	1078	105	41	1	147	0	0	0	0	0	29	28	57	1282
Apprch %	9.1	88.2	2.7		71.4	27.9	0.7		0	0	0	0	0	50.9	49.1		
Total %	7.6	74.2	2.3	84.1	8.2	3.2	0.1	11.5	0	0	0	0	0	2.3	2.2	4.4	

Start Time	Palm Canyon Drive Southbound				Amado Road Westbound				Palm Canyon Drive Northbound				Amado Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	17	117	5	139	16	5	0	21	0	0	0	0	0	3	4	7	167
05:00 PM	8	110	6	124	8	2	0	10	0	0	0	0	0	4	6	10	144
05:15 PM	12	152	2	166	17	8	0	25	0	0	0	0	0	5	5	10	201
05:30 PM	6	119	1	126	15	3	0	18	0	0	0	0	0	3	2	5	149
Total Volume	43	498	14	555	56	18	0	74	0	0	0	0	0	15	17	32	661
% App. Total	7.7	89.7	2.5		75.7	24.3	0		0	0	0	0	0	46.9	53.1		
PHF	.632	.819	.583	.836	.824	.563	.000	.740	.000	.000	.000	.000	.000	.750	.708	.800	.822

City of Palm Springs
 N/S: Palm Canyon Drive
 E/W: Amado Road
 Weather: Clear

File Name : PLSPAAMP
 Site Code : 00915442
 Start Date : 8/19/2015
 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:

	04:45 PM				05:00 PM				04:00 PM				04:30 PM			
+0 mins.	17	117	5	139	8	2	0	10	0	0	0	0	0	4	3	7
+15 mins.	8	110	6	124	17	8	0	25	0	0	0	0	0	3	4	7
+30 mins.	12	152	2	166	15	3	0	18	0	0	0	0	0	4	6	10
+45 mins.	6	119	1	126	16	6	0	22	0	0	0	0	0	5	5	10
Total Volume	43	498	14	555	56	19	0	75	0	0	0	0	0	16	18	34
% App. Total	7.7	89.7	2.5		74.7	25.3	0		0	0	0	0	0	47.1	52.9	
PHF	.632	.819	.583	.836	.824	.594	.000	.750	.000	.000	.000	.000	.000	.800	.750	.850

City of Palm Springs
 N/S: Palm Canyon Drive
 E/W: Amado Road
 Weather: Clear

File Name : PLSPAAMSA
 Site Code : 00915442
 Start Date : 8/22/2015
 Page No : 1

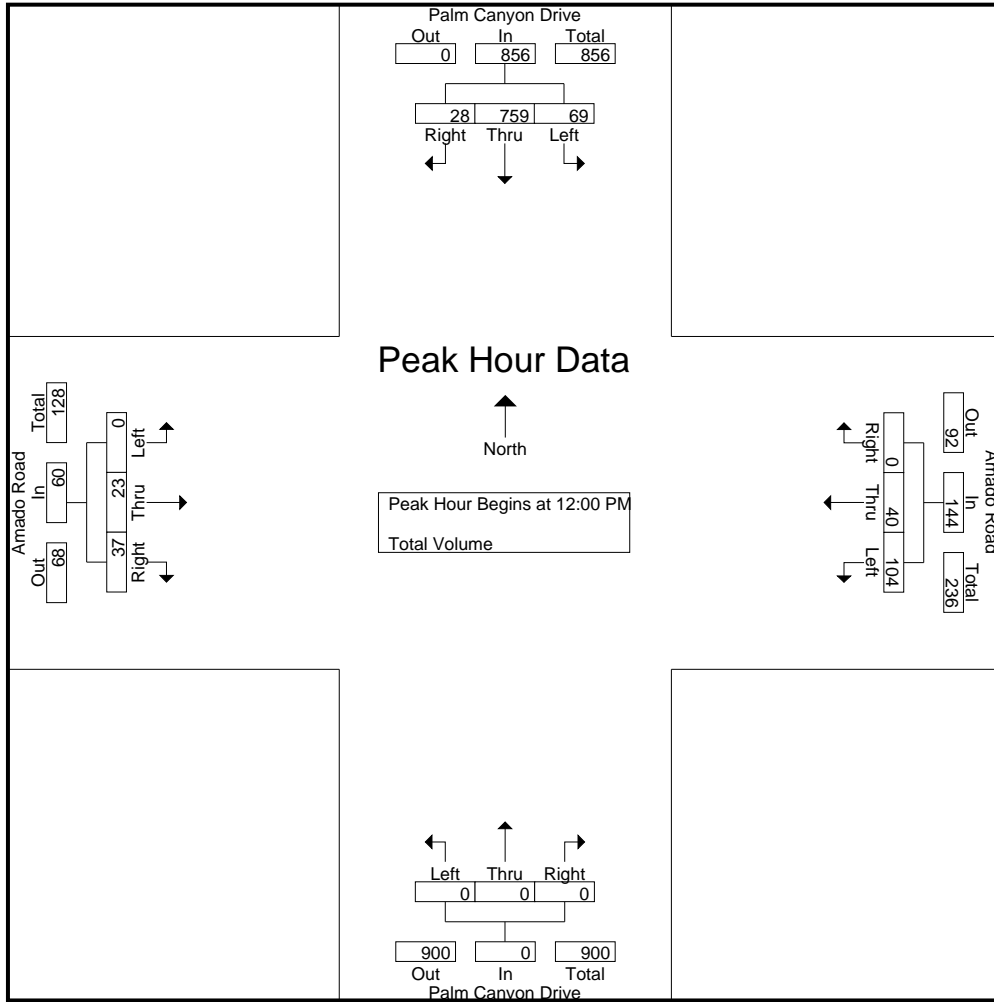
Groups Printed- Total Volume

Start Time	Palm Canyon Drive Southbound				Amado Road Westbound				Palm Canyon Drive Northbound				Amado Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
11:00 AM	10	193	8	211	23	9	1	33	0	0	0	0	0	5	7	12	256
11:15 AM	9	183	6	198	18	10	0	28	0	0	0	0	0	7	12	19	245
11:30 AM	17	165	2	184	18	11	0	29	0	0	0	0	0	6	7	13	226
11:45 AM	16	183	6	205	26	12	0	38	0	0	0	0	0	4	8	12	255
Total	52	724	22	798	85	42	1	128	0	0	0	0	0	22	34	56	982
12:00 PM	16	201	8	225	26	8	0	34	0	0	0	0	0	6	8	14	273
12:15 PM	16	181	6	203	20	8	0	28	0	0	0	0	0	5	11	16	247
12:30 PM	13	173	5	191	29	12	0	41	0	0	0	0	0	4	7	11	243
12:45 PM	24	204	9	237	29	12	0	41	0	0	0	0	0	8	11	19	297
Total	69	759	28	856	104	40	0	144	0	0	0	0	0	23	37	60	1060
Grand Total	121	1483	50	1654	189	82	1	272	0	0	0	0	0	45	71	116	2042
Apprch %	7.3	89.7	3		69.5	30.1	0.4		0	0	0	0	0	38.8	61.2		
Total %	5.9	72.6	2.4	81	9.3	4	0	13.3	0	0	0	0	0	2.2	3.5	5.7	

Start Time	Palm Canyon Drive Southbound				Amado Road Westbound				Palm Canyon Drive Northbound				Amado Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	16	201	8	225	26	8	0	34	0	0	0	0	0	6	8	14	273
12:15 PM	16	181	6	203	20	8	0	28	0	0	0	0	0	5	11	16	247
12:30 PM	13	173	5	191	29	12	0	41	0	0	0	0	0	4	7	11	243
12:45 PM	24	204	9	237	29	12	0	41	0	0	0	0	0	8	11	19	297
Total Volume	69	759	28	856	104	40	0	144	0	0	0	0	0	23	37	60	1060
% App. Total	8.1	88.7	3.3		72.2	27.8	0		0	0	0	0	0	38.3	61.7		
PHF	.719	.930	.778	.903	.897	.833	.000	.878	.000	.000	.000	.000	.000	.719	.841	.789	.892

City of Palm Springs
 N/S: Palm Canyon Drive
 E/W: Amado Road
 Weather: Clear

File Name : PLSPAAMSA
 Site Code : 00915442
 Start Date : 8/22/2015
 Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	12:00 PM				12:00 PM				11:00 AM				12:00 PM			
+0 mins.	16	201	8	225	26	8	0	34	0	0	0	0	0	6	8	14
+15 mins.	16	181	6	203	20	8	0	28	0	0	0	0	0	5	11	16
+30 mins.	13	173	5	191	29	12	0	41	0	0	0	0	0	4	7	11
+45 mins.	24	204	9	237	29	12	0	41	0	0	0	0	0	8	11	19
Total Volume	69	759	28	856	104	40	0	144	0	0	0	0	0	23	37	60
% App. Total	8.1	88.7	3.3		72.2	27.8	0		0	0	0	0	0	38.3	61.7	
PHF	.719	.930	.778	.903	.897	.833	.000	.878	.000	.000	.000	.000	.000	.719	.841	.789

City of Palm Springs
 N/S: Palm Canyon Drive
 E/W: Tahquitz Canyon Way
 Weather: Clear

File Name : PLSPATAMD
 Site Code : 00915442
 Start Date : 8/19/2015
 Page No : 1

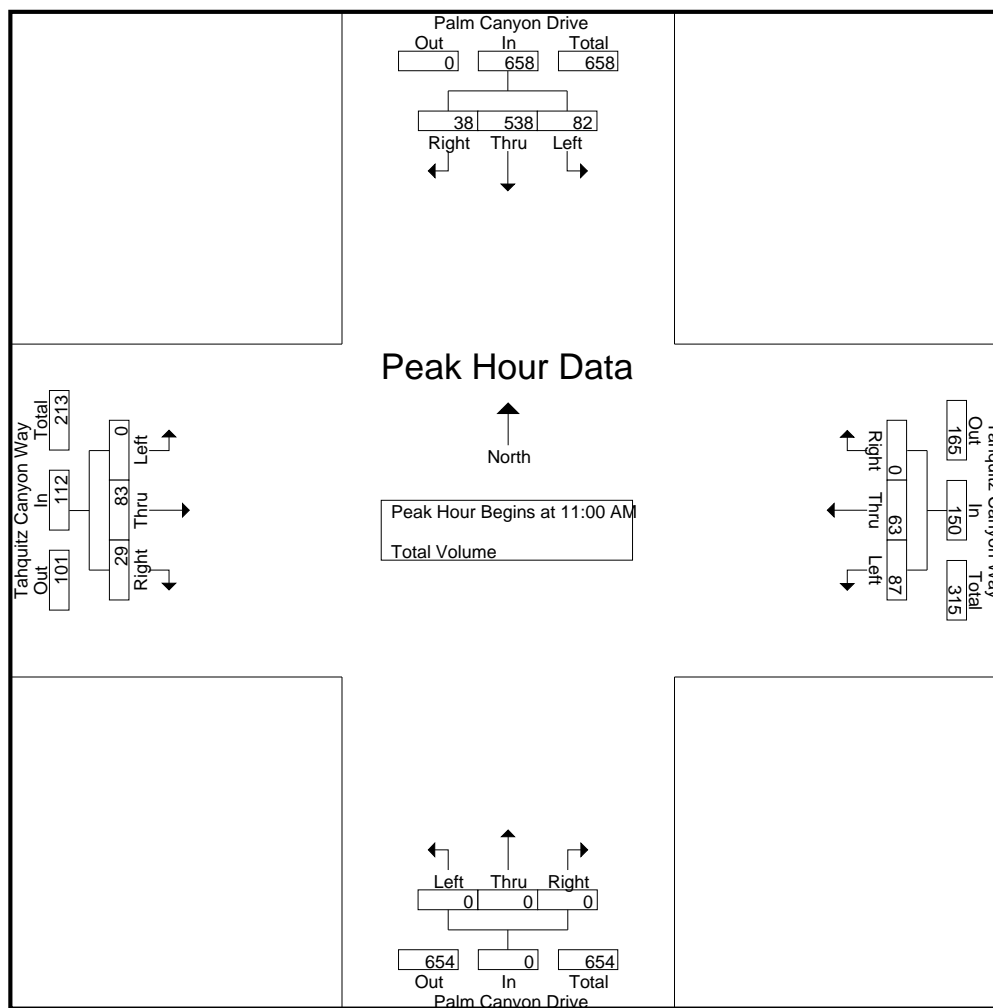
Groups Printed- Total Volume

Start Time	Palm Canyon Drive Southbound				Tahquitz Canyon Way Westbound				Palm Canyon Drive Northbound				Tahquitz Canyon Way Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
11:00 AM	26	125	14	165	22	17	0	39	0	0	0	0	0	25	7	32	236
11:15 AM	23	125	8	156	22	15	0	37	0	0	0	0	0	16	9	25	218
11:30 AM	14	152	6	172	24	14	0	38	0	0	0	0	0	22	3	25	235
11:45 AM	19	136	10	165	19	17	0	36	0	0	0	0	0	20	10	30	231
Total	82	538	38	658	87	63	0	150	0	0	0	0	0	83	29	112	920
12:00 PM	12	160	5	177	25	9	0	34	0	0	0	0	0	18	5	23	234
12:15 PM	21	141	10	172	15	8	0	23	0	0	0	0	0	18	7	25	220
12:30 PM	25	143	9	177	19	12	0	31	0	0	0	0	0	11	6	17	225
12:45 PM	20	149	12	181	17	14	0	31	0	0	0	0	0	20	0	20	232
Total	78	593	36	707	76	43	0	119	0	0	0	0	0	67	18	85	911
Grand Total	160	1131	74	1365	163	106	0	269	0	0	0	0	0	150	47	197	1831
Apprch %	11.7	82.9	5.4		60.6	39.4	0		0	0	0	0	0	76.1	23.9		
Total %	8.7	61.8	4	74.5	8.9	5.8	0	14.7	0	0	0	0	0	8.2	2.6	10.8	

Start Time	Palm Canyon Drive Southbound				Tahquitz Canyon Way Westbound				Palm Canyon Drive Northbound				Tahquitz Canyon Way Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	26	125	14	165	22	17	0	39	0	0	0	0	0	25	7	32	236
11:15 AM	23	125	8	156	22	15	0	37	0	0	0	0	0	16	9	25	218
11:30 AM	14	152	6	172	24	14	0	38	0	0	0	0	0	22	3	25	235
11:45 AM	19	136	10	165	19	17	0	36	0	0	0	0	0	20	10	30	231
Total Volume	82	538	38	658	87	63	0	150	0	0	0	0	0	83	29	112	920
% App. Total	12.5	81.8	5.8		58	42	0		0	0	0	0	0	74.1	25.9		
PHF	.788	.885	.679	.956	.906	.926	.000	.962	.000	.000	.000	.000	.000	.830	.725	.875	.975

City of Palm Springs
 N/S: Palm Canyon Drive
 E/W: Tahquitz Canyon Way
 Weather: Clear

File Name : PLSPATAMD
 Site Code : 00915442
 Start Date : 8/19/2015
 Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	12:00 PM				11:00 AM				11:00 AM				11:00 AM			
+0 mins.	12	160	5	177	22	17	0	39	0	0	0	0	0	25	7	32
+15 mins.	21	141	10	172	22	15	0	37	0	0	0	0	0	16	9	25
+30 mins.	25	143	9	177	24	14	0	38	0	0	0	0	0	22	3	25
+45 mins.	20	149	12	181	19	17	0	36	0	0	0	0	0	20	10	30
Total Volume	78	593	36	707	87	63	0	150	0	0	0	0	0	83	29	112
% App. Total	11	83.9	5.1		58	42	0		0	0	0	0	0	74.1	25.9	
PHF	.780	.927	.750	.977	.906	.926	.000	.962	.000	.000	.000	.000	.000	.830	.725	.875

City of Palm Springs
 N/S: Palm Canyon Drive
 E/W: Tahquitz Canyon Way
 Weather: Clear

File Name : PLSPATAPM
 Site Code : 00915442
 Start Date : 8/19/2015
 Page No : 1

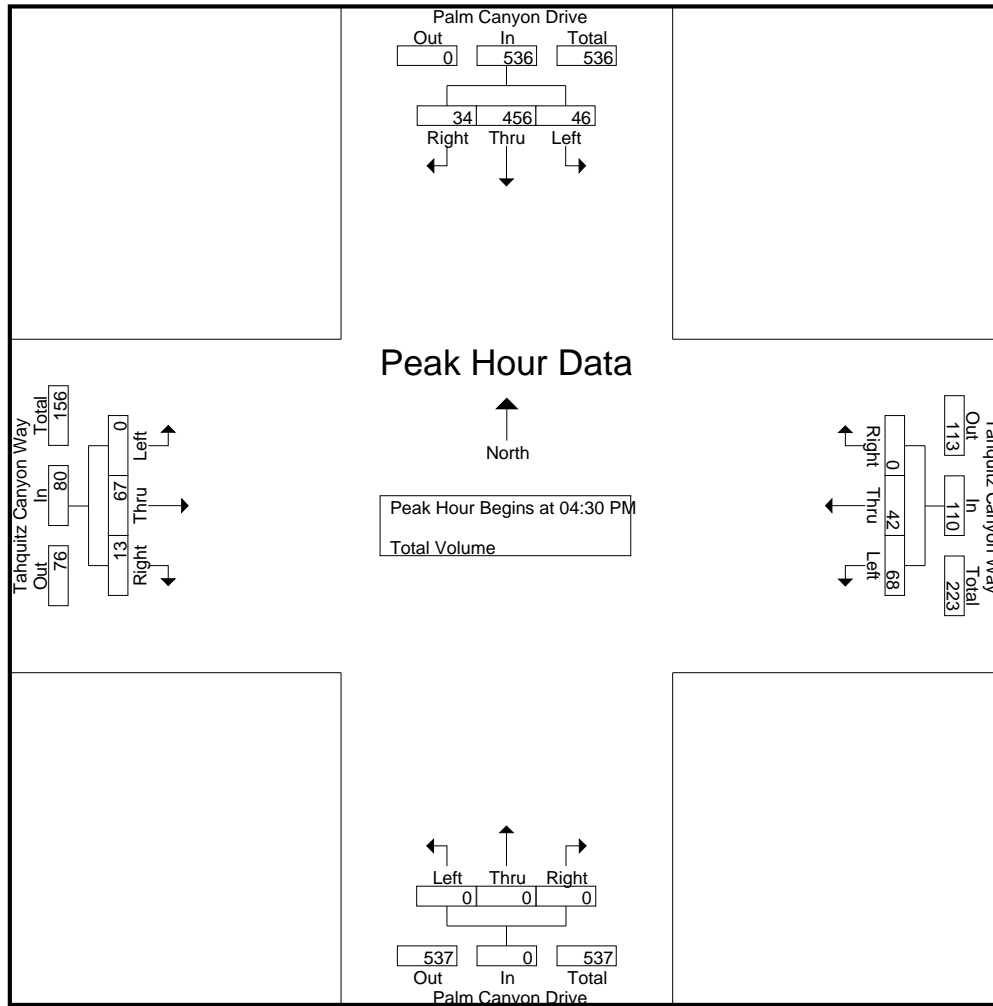
Groups Printed- Total Volume

Start Time	Palm Canyon Drive Southbound				Tahquitz Canyon Way Westbound				Palm Canyon Drive Northbound				Tahquitz Canyon Way Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	11	115	8	134	15	10	0	25	0	0	0	0	0	12	4	16	175
04:15 PM	13	115	9	137	12	3	0	15	0	0	0	0	0	9	4	13	165
04:30 PM	16	93	12	121	19	12	0	31	0	0	0	0	0	20	7	27	179
04:45 PM	9	112	11	132	16	11	0	27	0	0	0	0	0	17	1	18	177
Total	49	435	40	524	62	36	0	98	0	0	0	0	0	58	16	74	696
05:00 PM	10	107	5	122	14	8	0	22	0	0	0	0	0	15	2	17	161
05:15 PM	11	144	6	161	19	11	0	30	0	0	0	0	0	15	3	18	209
05:30 PM	11	109	6	126	20	9	0	29	0	0	0	0	0	8	6	14	169
05:45 PM	13	94	13	120	18	6	0	24	0	0	0	0	0	4	4	8	152
Total	45	454	30	529	71	34	0	105	0	0	0	0	0	42	15	57	691
Grand Total	94	889	70	1053	133	70	0	203	0	0	0	0	0	100	31	131	1387
Apprch %	8.9	84.4	6.6		65.5	34.5	0		0	0	0	0	0	76.3	23.7		
Total %	6.8	64.1	5	75.9	9.6	5	0	14.6	0	0	0	0	0	7.2	2.2	9.4	

Start Time	Palm Canyon Drive Southbound				Tahquitz Canyon Way Westbound				Palm Canyon Drive Northbound				Tahquitz Canyon Way Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	16	93	12	121	19	12	0	31	0	0	0	0	0	20	7	27	179
04:45 PM	9	112	11	132	16	11	0	27	0	0	0	0	0	17	1	18	177
05:00 PM	10	107	5	122	14	8	0	22	0	0	0	0	0	15	2	17	161
05:15 PM	11	144	6	161	19	11	0	30	0	0	0	0	0	15	3	18	209
Total Volume	46	456	34	536	68	42	0	110	0	0	0	0	0	67	13	80	726
% App. Total	8.6	85.1	6.3		61.8	38.2	0		0	0	0	0	0	83.8	16.2		
PHF	.719	.792	.708	.832	.895	.875	.000	.887	.000	.000	.000	.000	.000	.838	.464	.741	.868

City of Palm Springs
 N/S: Palm Canyon Drive
 E/W: Tahquitz Canyon Way
 Weather: Clear

File Name : PLSPATAPM
 Site Code : 00915442
 Start Date : 8/19/2015
 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:

	04:45 PM				04:30 PM				04:00 PM				04:30 PM			
+0 mins.	9	112	11	132	19	12	0	31	0	0	0	0	0	20	7	27
+15 mins.	10	107	5	122	16	11	0	27	0	0	0	0	0	17	1	18
+30 mins.	11	144	6	161	14	8	0	22	0	0	0	0	0	15	2	17
+45 mins.	11	109	6	126	19	11	0	30	0	0	0	0	0	15	3	18
Total Volume	41	472	28	541	68	42	0	110	0	0	0	0	0	67	13	80
% App. Total	7.6	87.2	5.2		61.8	38.2	0		0	0	0		0	83.8	16.2	
PHF	.932	.819	.636	.840	.895	.875	.000	.887	.000	.000	.000	.000	.000	.838	.464	.741

City of Palm Springs
 N/S: Palm Canyon Drive
 E/W: Tahquitz Canyon Way
 Weather: Clear

File Name : PLSPATASA
 Site Code : 00915442
 Start Date : 8/22/2015
 Page No : 1

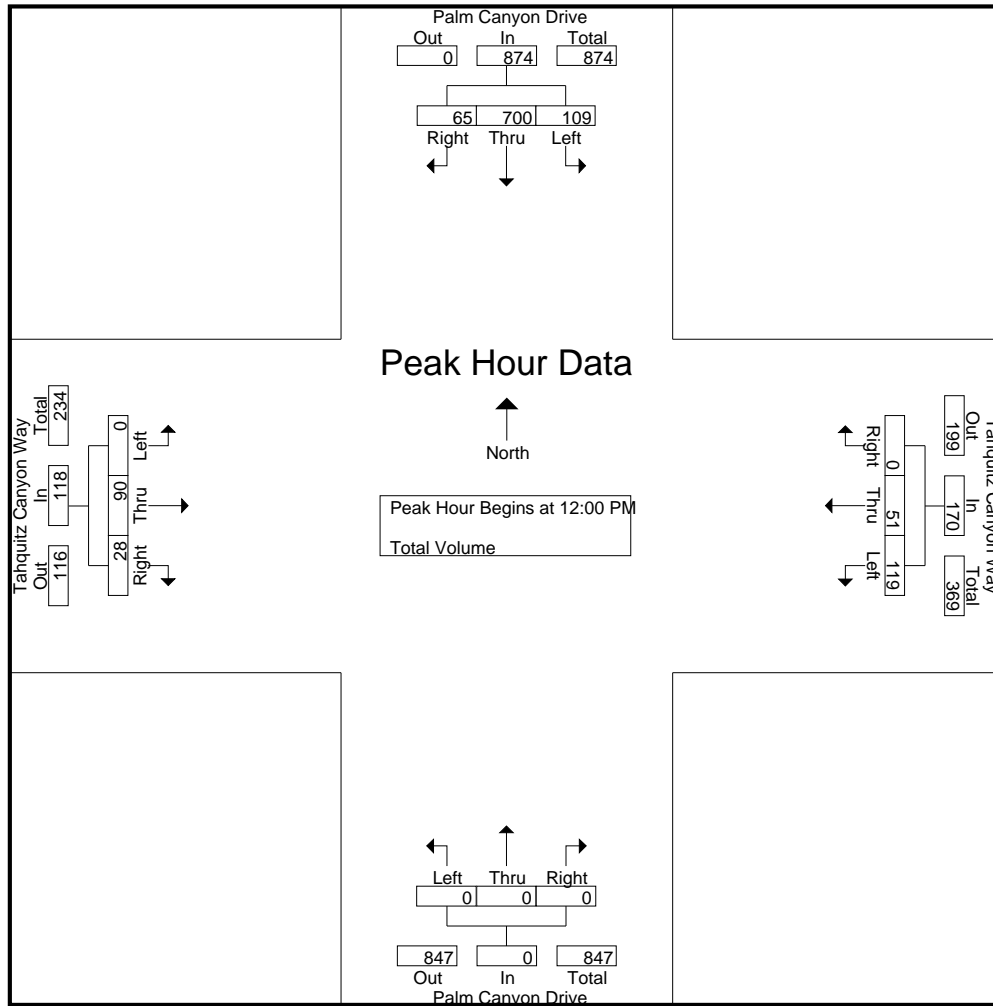
Groups Printed- Total Volume

Start Time	Palm Canyon Drive Southbound				Tahquitz Canyon Way Westbound				Palm Canyon Drive Northbound				Tahquitz Canyon Way Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
11:00 AM	34	172	15	221	15	9	0	24	0	0	0	0	0	12	15	27	272
11:15 AM	34	135	15	184	35	20	0	55	0	0	0	0	0	21	6	27	266
11:30 AM	28	150	17	195	20	12	0	32	0	0	0	0	0	14	10	24	251
11:45 AM	28	159	15	202	25	13	0	38	0	0	0	0	0	15	8	23	263
Total	124	616	62	802	95	54	0	149	0	0	0	0	0	62	39	101	1052
12:00 PM	26	190	19	235	30	17	0	47	0	0	0	0	0	24	10	34	316
12:15 PM	26	170	12	208	34	11	0	45	0	0	0	0	0	22	3	25	278
12:30 PM	23	154	14	191	23	17	0	40	0	0	0	0	0	28	6	34	265
12:45 PM	34	186	20	240	32	6	0	38	0	0	0	0	0	16	9	25	303
Total	109	700	65	874	119	51	0	170	0	0	0	0	0	90	28	118	1162
Grand Total	233	1316	127	1676	214	105	0	319	0	0	0	0	0	152	67	219	2214
Apprch %	13.9	78.5	7.6		67.1	32.9	0		0	0	0	0	0	69.4	30.6		
Total %	10.5	59.4	5.7	75.7	9.7	4.7	0	14.4	0	0	0	0	0	6.9	3	9.9	

Start Time	Palm Canyon Drive Southbound				Tahquitz Canyon Way Westbound				Palm Canyon Drive Northbound				Tahquitz Canyon Way Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	26	190	19	235	30	17	0	47	0	0	0	0	0	24	10	34	316
12:15 PM	26	170	12	208	34	11	0	45	0	0	0	0	0	22	3	25	278
12:30 PM	23	154	14	191	23	17	0	40	0	0	0	0	0	28	6	34	265
12:45 PM	34	186	20	240	32	6	0	38	0	0	0	0	0	16	9	25	303
Total Volume	109	700	65	874	119	51	0	170	0	0	0	0	0	90	28	118	1162
% App. Total	12.5	80.1	7.4		70	30	0		0	0	0	0	0	76.3	23.7		
PHF	.801	.921	.813	.910	.875	.750	.000	.904	.000	.000	.000	.000	.000	.804	.700	.868	.919

City of Palm Springs
 N/S: Palm Canyon Drive
 E/W: Tahquitz Canyon Way
 Weather: Clear

File Name : PLSPATASA
 Site Code : 00915442
 Start Date : 8/22/2015
 Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	12:00 PM				11:15 AM				11:00 AM				12:00 PM			
+0 mins.	26	190	19	235	35	20	0	55	0	0	0	0	0	24	10	34
+15 mins.	26	170	12	208	20	12	0	32	0	0	0	0	0	22	3	25
+30 mins.	23	154	14	191	25	13	0	38	0	0	0	0	0	28	6	34
+45 mins.	34	186	20	240	30	17	0	47	0	0	0	0	0	16	9	25
Total Volume	109	700	65	874	110	62	0	172	0	0	0	0	0	90	28	118
% App. Total	12.5	80.1	7.4		64	36	0		0	0	0	0	0	76.3	23.7	
PHF	.801	.921	.813	.910	.786	.775	.000	.782	.000	.000	.000	.000	.000	.804	.700	.868

City of Palm Springs
 N/S: Palm Canyon Drive
 E/W: Arenas Road
 Weather: Clear

File Name : PLSPAARM
 Site Code : 00915442
 Start Date : 8/19/2015
 Page No : 1

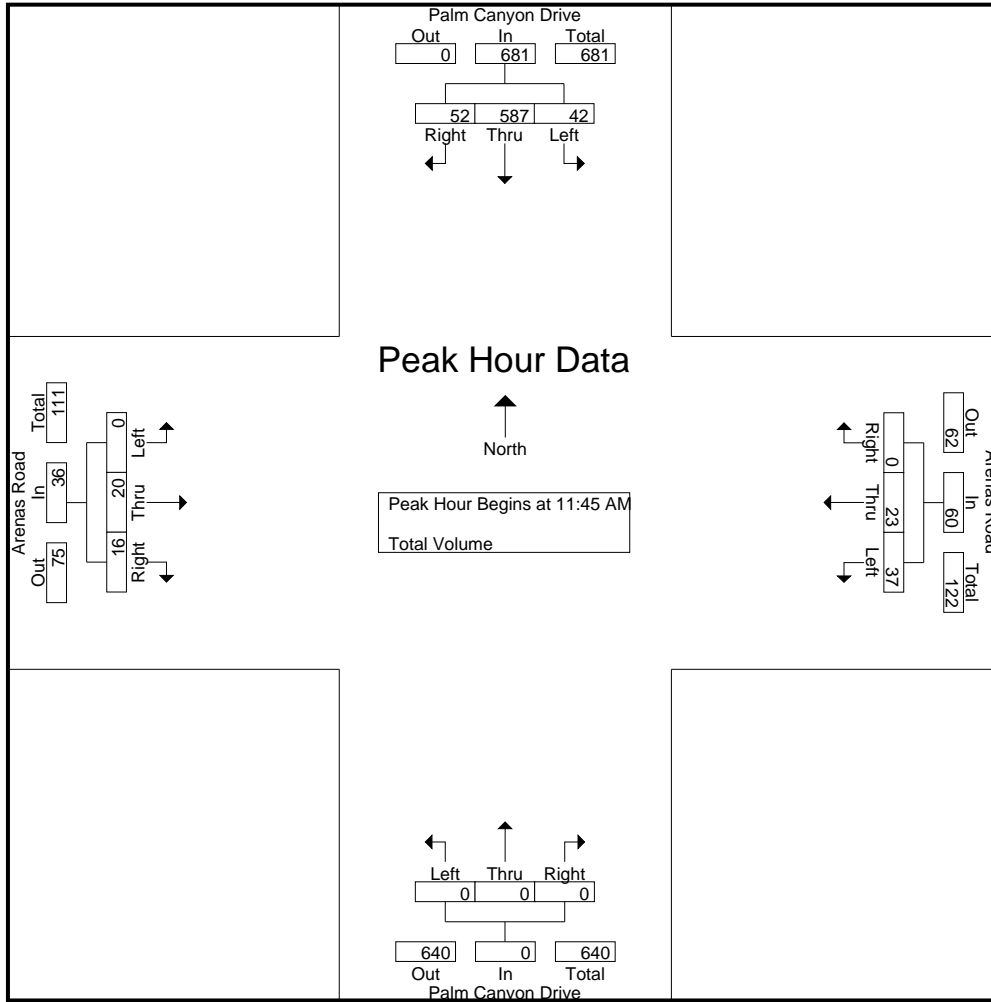
Groups Printed- Total Volume

Start Time	Palm Canyon Drive Southbound				Arenas Road Westbound				Palm Canyon Drive Northbound				Arenas Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
11:00 AM	6	141	2	149	4	3	0	7	0	0	0	0	0	6	8	14	170
11:15 AM	6	124	11	141	9	4	0	13	0	0	0	0	0	9	4	13	167
11:30 AM	5	141	21	167	6	2	0	8	0	0	0	0	0	3	1	4	179
11:45 AM	14	147	9	170	12	5	0	17	0	0	0	0	0	2	4	6	193
Total	31	553	43	627	31	14	0	45	0	0	0	0	0	20	17	37	709
12:00 PM	9	148	19	176	7	6	0	13	0	0	0	0	0	9	5	14	203
12:15 PM	14	141	13	168	7	6	0	13	0	0	0	0	0	5	4	9	190
12:30 PM	5	151	11	167	11	6	0	17	0	0	0	0	0	4	3	7	191
12:45 PM	7	132	10	149	8	10	0	18	0	0	0	0	0	5	1	6	173
Total	35	572	53	660	33	28	0	61	0	0	0	0	0	23	13	36	757
Grand Total	66	1125	96	1287	64	42	0	106	0	0	0	0	0	43	30	73	1466
Apprch %	5.1	87.4	7.5		60.4	39.6	0		0	0	0	0	0	58.9	41.1		
Total %	4.5	76.7	6.5	87.8	4.4	2.9	0	7.2	0	0	0	0	0	2.9	2	5	

Start Time	Palm Canyon Drive Southbound				Arenas Road Westbound				Palm Canyon Drive Northbound				Arenas Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	14	147	9	170	12	5	0	17	0	0	0	0	0	2	4	6	193
12:00 PM	9	148	19	176	7	6	0	13	0	0	0	0	0	9	5	14	203
12:15 PM	14	141	13	168	7	6	0	13	0	0	0	0	0	5	4	9	190
12:30 PM	5	151	11	167	11	6	0	17	0	0	0	0	0	4	3	7	191
Total Volume	42	587	52	681	37	23	0	60	0	0	0	0	0	20	16	36	777
% App. Total	6.2	86.2	7.6		61.7	38.3	0		0	0	0	0	0	55.6	44.4		
PHF	.750	.972	.684	.967	.771	.958	.000	.882	.000	.000	.000	.000	.000	.556	.800	.643	.957

City of Palm Springs
 N/S: Palm Canyon Drive
 E/W: Arenas Road
 Weather: Clear

File Name : PLSPAARM
 Site Code : 00915442
 Start Date : 8/19/2015
 Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	11:30 AM				12:00 PM				11:00 AM				11:00 AM			
+0 mins.	5	141	21	167	7	6	0	13	0	0	0	0	0	6	8	14
+15 mins.	14	147	9	170	7	6	0	13	0	0	0	0	0	9	4	13
+30 mins.	9	148	19	176	11	6	0	17	0	0	0	0	0	3	1	4
+45 mins.	14	141	13	168	8	10	0	18	0	0	0	0	0	2	4	6
Total Volume	42	577	62	681	33	28	0	61	0	0	0	0	0	20	17	37
% App. Total	6.2	84.7	9.1		54.1	45.9	0		0	0	0	0	0	54.1	45.9	
PHF	.750	.975	.738	.967	.750	.700	.000	.847	.000	.000	.000	.000	.000	.556	.531	.661

City of Palm Springs
 N/S: Palm Canyon Drive
 E/W: Arenas Road
 Weather: Clear

File Name : PLSPAARPM
 Site Code : 00915442
 Start Date : 8/19/2015
 Page No : 1

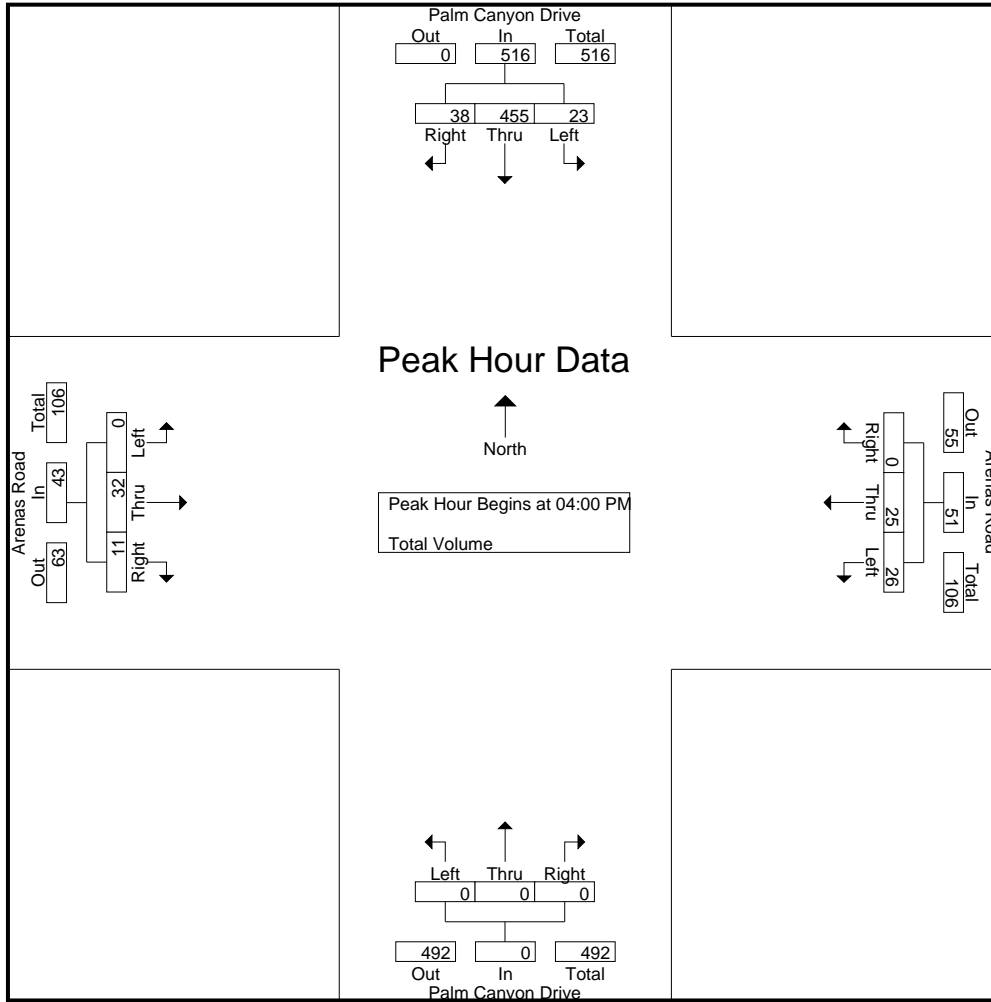
Groups Printed- Total Volume

Start Time	Palm Canyon Drive Southbound				Arenas Road Westbound				Palm Canyon Drive Northbound				Arenas Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	6	125	10	141	5	4	0	9	0	0	0	0	0	14	2	16	166
04:15 PM	7	122	11	140	8	6	0	14	0	0	0	0	0	6	3	9	163
04:30 PM	4	106	6	116	7	6	0	13	0	0	0	0	0	5	3	8	137
04:45 PM	6	102	11	119	6	9	0	15	0	0	0	0	0	7	3	10	144
Total	23	455	38	516	26	25	0	51	0	0	0	0	0	32	11	43	610
05:00 PM	10	110	8	128	3	6	0	9	0	0	0	0	0	6	2	8	145
05:15 PM	15	128	16	159	4	5	0	9	0	0	0	0	0	4	4	8	176
05:30 PM	9	109	5	123	5	4	0	9	0	0	0	0	0	5	4	9	141
05:45 PM	7	93	8	108	9	2	0	11	0	0	0	0	0	10	2	12	131
Total	41	440	37	518	21	17	0	38	0	0	0	0	0	25	12	37	593
Grand Total	64	895	75	1034	47	42	0	89	0	0	0	0	0	57	23	80	1203
Apprch %	6.2	86.6	7.3		52.8	47.2	0		0	0	0	0	0	71.2	28.8		
Total %	5.3	74.4	6.2	86	3.9	3.5	0	7.4	0	0	0	0	0	4.7	1.9	6.7	

Start Time	Palm Canyon Drive Southbound				Arenas Road Westbound				Palm Canyon Drive Northbound				Arenas Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	6	125	10	141	5	4	0	9	0	0	0	0	0	14	2	16	166
04:15 PM	7	122	11	140	8	6	0	14	0	0	0	0	0	6	3	9	163
04:30 PM	4	106	6	116	7	6	0	13	0	0	0	0	0	5	3	8	137
04:45 PM	6	102	11	119	6	9	0	15	0	0	0	0	0	7	3	10	144
Total Volume	23	455	38	516	26	25	0	51	0	0	0	0	0	32	11	43	610
% App. Total	4.5	88.2	7.4		51	49	0		0	0	0	0	0	74.4	25.6		
PHF	.821	.910	.864	.915	.813	.694	.000	.850	.000	.000	.000	.000	.000	.571	.917	.672	.919

City of Palm Springs
 N/S: Palm Canyon Drive
 E/W: Arenas Road
 Weather: Clear

File Name : PLSPAARPM
 Site Code : 00915442
 Start Date : 8/19/2015
 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:

	04:45 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	6	102	11	119	5	4	0	9	0	0	0	0	0	14	2	16
+15 mins.	10	110	8	128	8	6	0	14	0	0	0	0	0	6	3	9
+30 mins.	15	128	16	159	7	6	0	13	0	0	0	0	0	5	3	8
+45 mins.	9	109	5	123	6	9	0	15	0	0	0	0	0	7	3	10
Total Volume	40	449	40	529	26	25	0	51	0	0	0	0	0	32	11	43
% App. Total	7.6	84.9	7.6		51	49	0		0	0	0	0	0	74.4	25.6	
PHF	.667	.877	.625	.832	.813	.694	.000	.850	.000	.000	.000	.000	.000	.571	.917	.672

City of Palm Springs
 N/S: Palm Canyon Drive
 E/W: Arenas Road
 Weather: Clear

File Name : PLSPAARSA
 Site Code : 00915442
 Start Date : 8/22/2015
 Page No : 1

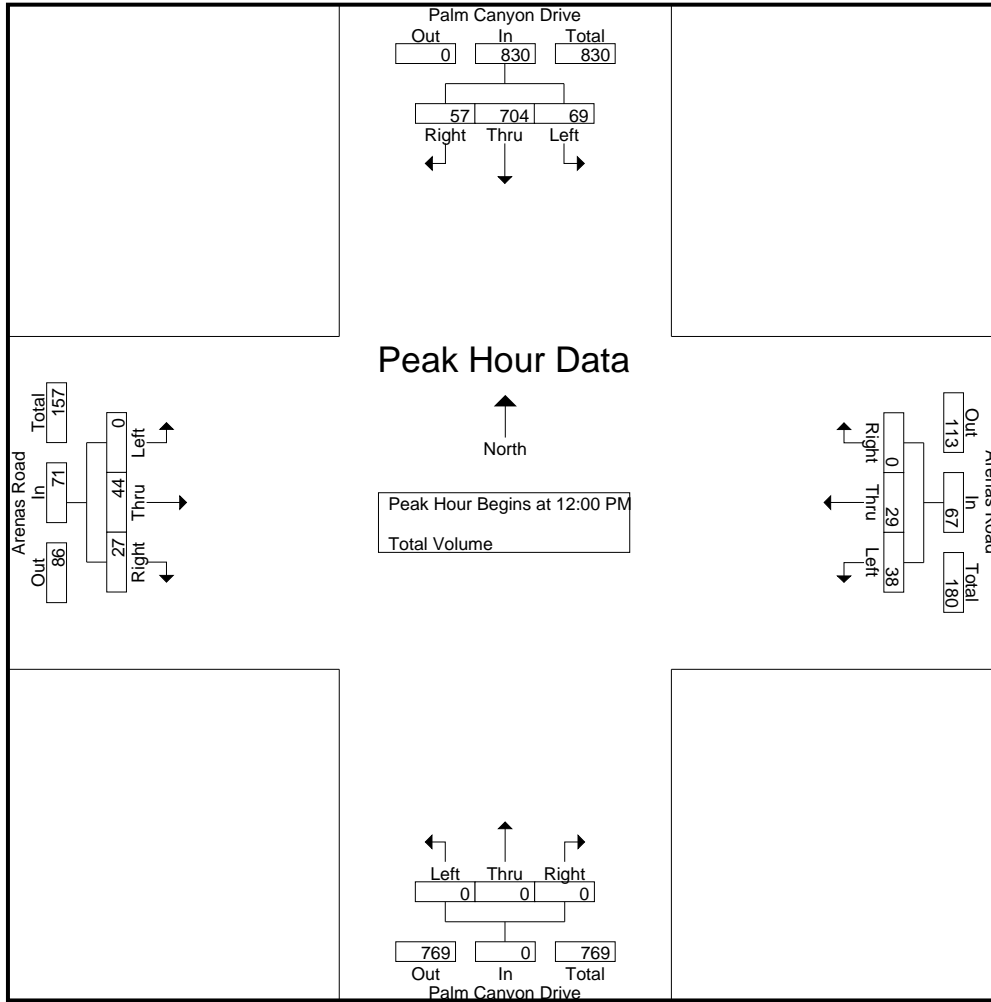
Groups Printed- Total Volume

Start Time	Palm Canyon Drive Southbound				Arenas Road Westbound				Palm Canyon Drive Northbound				Arenas Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
11:00 AM	16	168	8	192	9	8	1	18	0	0	0	0	0	5	5	10	220
11:15 AM	15	151	11	177	9	8	0	17	0	0	0	0	0	6	3	9	203
11:30 AM	15	158	7	180	7	4	0	11	0	0	0	0	0	9	7	16	207
11:45 AM	21	166	8	195	9	10	0	19	0	0	0	0	0	8	7	15	229
Total	67	643	34	744	34	30	1	65	0	0	0	0	0	28	22	50	859
12:00 PM	13	189	12	214	9	7	0	16	0	0	0	0	0	10	3	13	243
12:15 PM	11	186	10	207	14	5	0	19	0	0	0	0	0	10	6	16	242
12:30 PM	24	148	15	187	10	7	0	17	0	0	0	0	0	13	12	25	229
12:45 PM	21	181	20	222	5	10	0	15	0	0	0	0	0	11	6	17	254
Total	69	704	57	830	38	29	0	67	0	0	0	0	0	44	27	71	968
Grand Total	136	1347	91	1574	72	59	1	132	0	0	0	0	0	72	49	121	1827
Apprch %	8.6	85.6	5.8		54.5	44.7	0.8		0	0	0		0	59.5	40.5		
Total %	7.4	73.7	5	86.2	3.9	3.2	0.1	7.2	0	0	0	0	0	3.9	2.7	6.6	

Start Time	Palm Canyon Drive Southbound				Arenas Road Westbound				Palm Canyon Drive Northbound				Arenas Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	13	189	12	214	9	7	0	16	0	0	0	0	0	10	3	13	243
12:15 PM	11	186	10	207	14	5	0	19	0	0	0	0	0	10	6	16	242
12:30 PM	24	148	15	187	10	7	0	17	0	0	0	0	0	13	12	25	229
12:45 PM	21	181	20	222	5	10	0	15	0	0	0	0	0	11	6	17	254
Total Volume	69	704	57	830	38	29	0	67	0	0	0	0	0	44	27	71	968
% App. Total	8.3	84.8	6.9		56.7	43.3	0		0	0	0		0	62	38		
PHF	.719	.931	.713	.935	.679	.725	.000	.882	.000	.000	.000	.000	.000	.846	.563	.710	.953

City of Palm Springs
 N/S: Palm Canyon Drive
 E/W: Arenas Road
 Weather: Clear

File Name : PLSPAARSA
 Site Code : 00915442
 Start Date : 8/22/2015
 Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	12:00 PM				11:45 AM				11:00 AM				12:00 PM			
+0 mins.	13	189	12	214	9	10	0	19	0	0	0	0	0	10	3	13
+15 mins.	11	186	10	207	9	7	0	16	0	0	0	0	0	10	6	16
+30 mins.	24	148	15	187	14	5	0	19	0	0	0	0	0	13	12	25
+45 mins.	21	181	20	222	10	7	0	17	0	0	0	0	0	11	6	17
Total Volume	69	704	57	830	42	29	0	71	0	0	0	0	0	44	27	71
% App. Total	8.3	84.8	6.9		59.2	40.8	0		0	0	0		0	62	38	
PHF	.719	.931	.713	.935	.750	.725	.000	.934	.000	.000	.000	.000	.000	.846	.563	.710

City of Palm Springs
 N/S: Belardo Road
 E/W: Amado Road
 Weather: Clear

File Name : PLSBEAMMD
 Site Code : 00915442
 Start Date : 8/19/2015
 Page No : 1

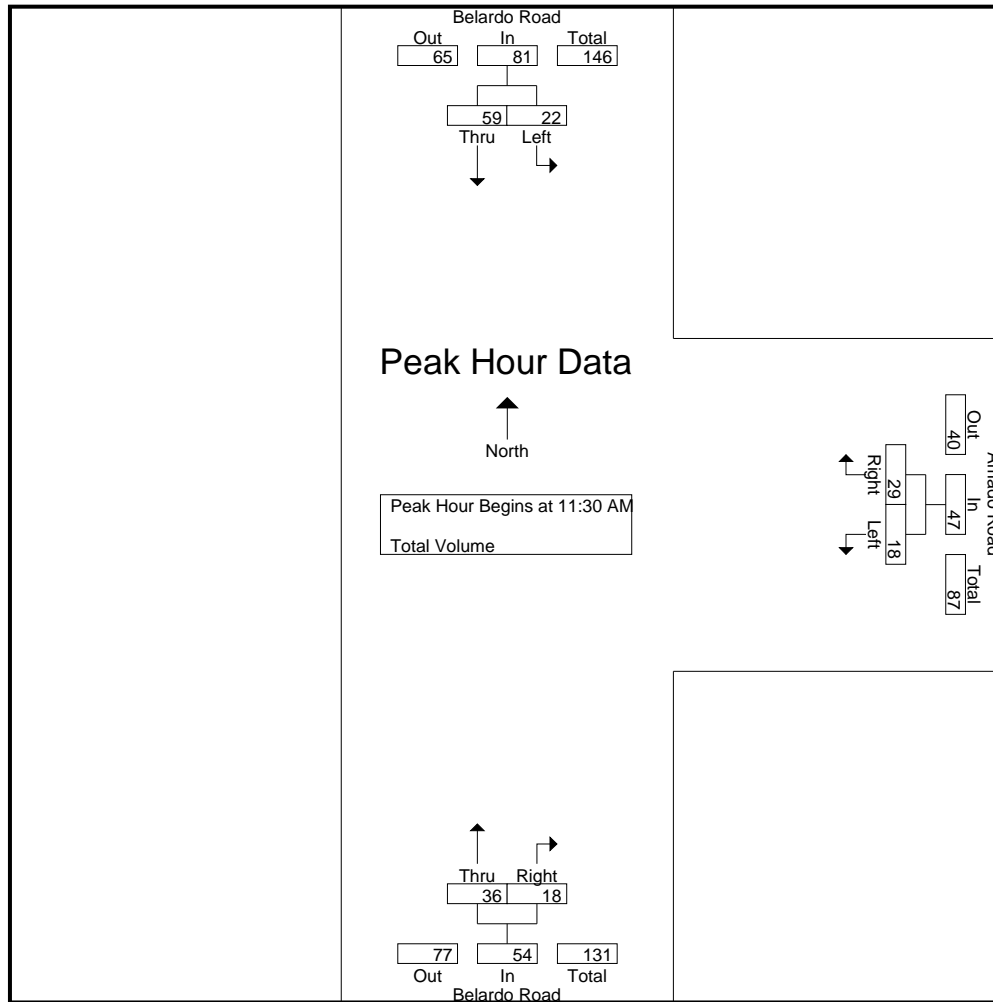
Groups Printed- Total Volume

Start Time	Belardo Road Southbound			Amado Road Westbound			Belardo Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
11:00 AM	6	8	14	6	6	12	12	5	17	43
11:15 AM	2	3	5	3	3	6	9	7	16	27
11:30 AM	6	17	23	5	8	13	10	5	15	51
11:45 AM	5	8	13	2	9	11	14	4	18	42
Total	19	36	55	16	26	42	45	21	66	163
12:00 PM	5	18	23	6	3	9	6	7	13	45
12:15 PM	6	16	22	5	9	14	6	2	8	44
12:30 PM	2	11	13	3	2	5	16	8	24	42
12:45 PM	6	11	17	5	8	13	10	3	13	43
Total	19	56	75	19	22	41	38	20	58	174
Grand Total	38	92	130	35	48	83	83	41	124	337
Apprch %	29.2	70.8		42.2	57.8		66.9	33.1		
Total %	11.3	27.3	38.6	10.4	14.2	24.6	24.6	12.2	36.8	

Start Time	Belardo Road Southbound			Amado Road Westbound			Belardo Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 11:30 AM										
11:30 AM	6	17	23	5	8	13	10	5	15	51
11:45 AM	5	8	13	2	9	11	14	4	18	42
12:00 PM	5	18	23	6	3	9	6	7	13	45
12:15 PM	6	16	22	5	9	14	6	2	8	44
Total Volume	22	59	81	18	29	47	36	18	54	182
% App. Total	27.2	72.8		38.3	61.7		66.7	33.3		
PHF	.917	.819	.880	.750	.806	.839	.643	.643	.750	.892

City of Palm Springs
 N/S: Belardo Road
 E/W: Amado Road
 Weather: Clear

File Name : PLSBEAMMD
 Site Code : 00915442
 Start Date : 8/19/2015
 Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	11:30 AM			11:30 AM			11:00 AM		
+0 mins.	6	17	23	5	8	13	12	5	17
+15 mins.	5	8	13	2	9	11	9	7	16
+30 mins.	5	18	23	6	3	9	10	5	15
+45 mins.	6	16	22	5	9	14	14	4	18
Total Volume	22	59	81	18	29	47	45	21	66
% App. Total	27.2	72.8		38.3	61.7		68.2	31.8	
PHF	.917	.819	.880	.750	.806	.839	.804	.750	.917

City of Palm Springs
 N/S: Belardo Road
 E/W: Amado Road
 Weather: Clear

File Name : PLSBEAMPM
 Site Code : 00915442
 Start Date : 8/19/2015
 Page No : 1

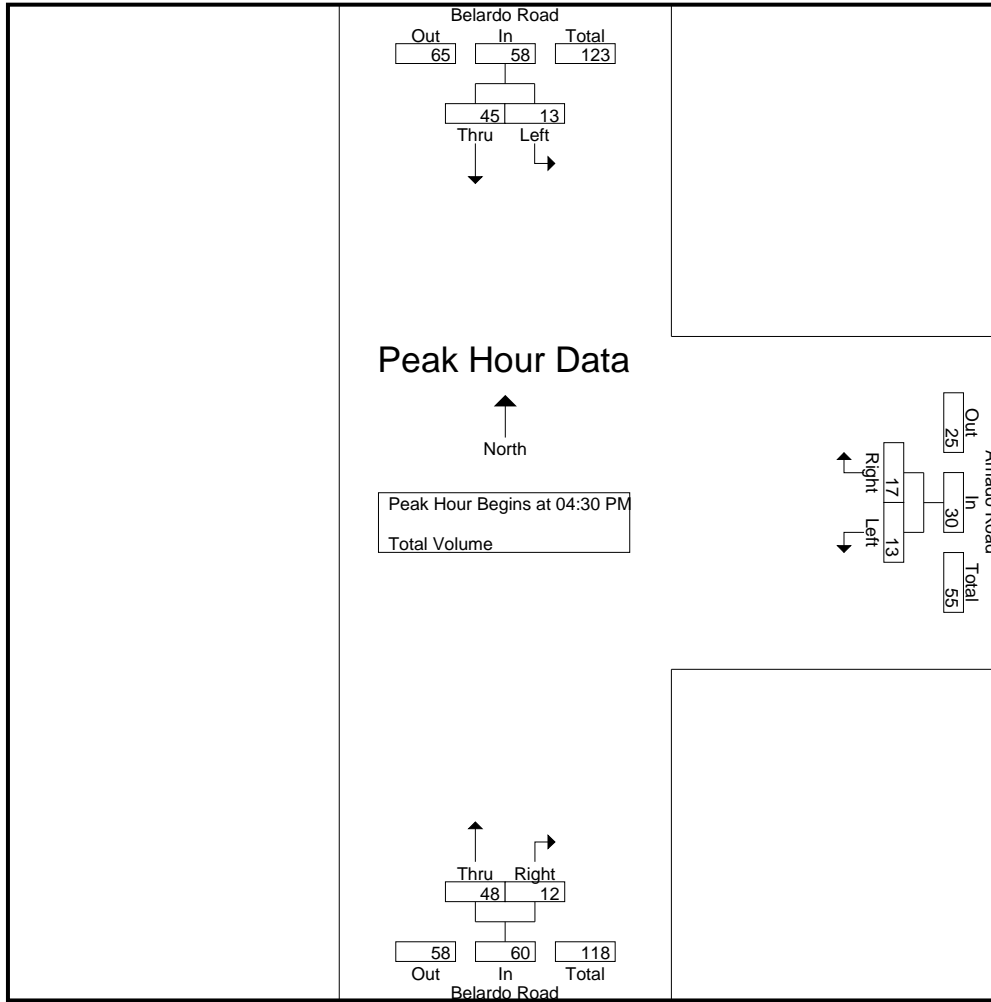
Groups Printed- Total Volume

Start Time	Belardo Road Southbound			Amado Road Westbound			Belardo Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	2	5	7	3	6	9	9	2	11	27
04:15 PM	5	8	13	5	6	11	9	2	11	35
04:30 PM	1	13	14	3	3	6	8	4	12	32
04:45 PM	2	10	12	3	4	7	14	3	17	36
Total	10	36	46	14	19	33	40	11	51	130
05:00 PM	5	10	15	4	3	7	18	2	20	42
05:15 PM	5	12	17	3	7	10	8	3	11	38
05:30 PM	1	5	6	0	4	4	11	4	15	25
05:45 PM	2	7	9	4	3	7	6	1	7	23
Total	13	34	47	11	17	28	43	10	53	128
Grand Total	23	70	93	25	36	61	83	21	104	258
Apprch %	24.7	75.3		41	59		79.8	20.2		
Total %	8.9	27.1	36	9.7	14	23.6	32.2	8.1	40.3	

Start Time	Belardo Road Southbound			Amado Road Westbound			Belardo Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	1	13	14	3	3	6	8	4	12	32
04:45 PM	2	10	12	3	4	7	14	3	17	36
05:00 PM	5	10	15	4	3	7	18	2	20	42
05:15 PM	5	12	17	3	7	10	8	3	11	38
Total Volume	13	45	58	13	17	30	48	12	60	148
% App. Total	22.4	77.6		43.3	56.7		80	20		
PHF	.650	.865	.853	.813	.607	.750	.667	.750	.750	.881

City of Palm Springs
 N/S: Belardo Road
 E/W: Amado Road
 Weather: Clear

File Name : PLSBEAMPM
 Site Code : 00915442
 Start Date : 8/19/2015
 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:

	04:30 PM			04:00 PM			04:45 PM		
+0 mins.	1	13	14	3	6	9	14	3	17
+15 mins.	2	10	12	5	6	11	18	2	20
+30 mins.	5	10	15	3	3	6	8	3	11
+45 mins.	5	12	17	3	4	7	11	4	15
Total Volume	13	45	58	14	19	33	51	12	63
% App. Total	22.4	77.6		42.4	57.6		81	19	
PHF	.650	.865	.853	.700	.792	.750	.708	.750	.788

City of Palm Springs
 N/S: Belardo Road
 E/W: Amado Road
 Weather: Clear

File Name : PLSBEAMTH
 Site Code : 00915442
 Start Date : 8/20/2015
 Page No : 1

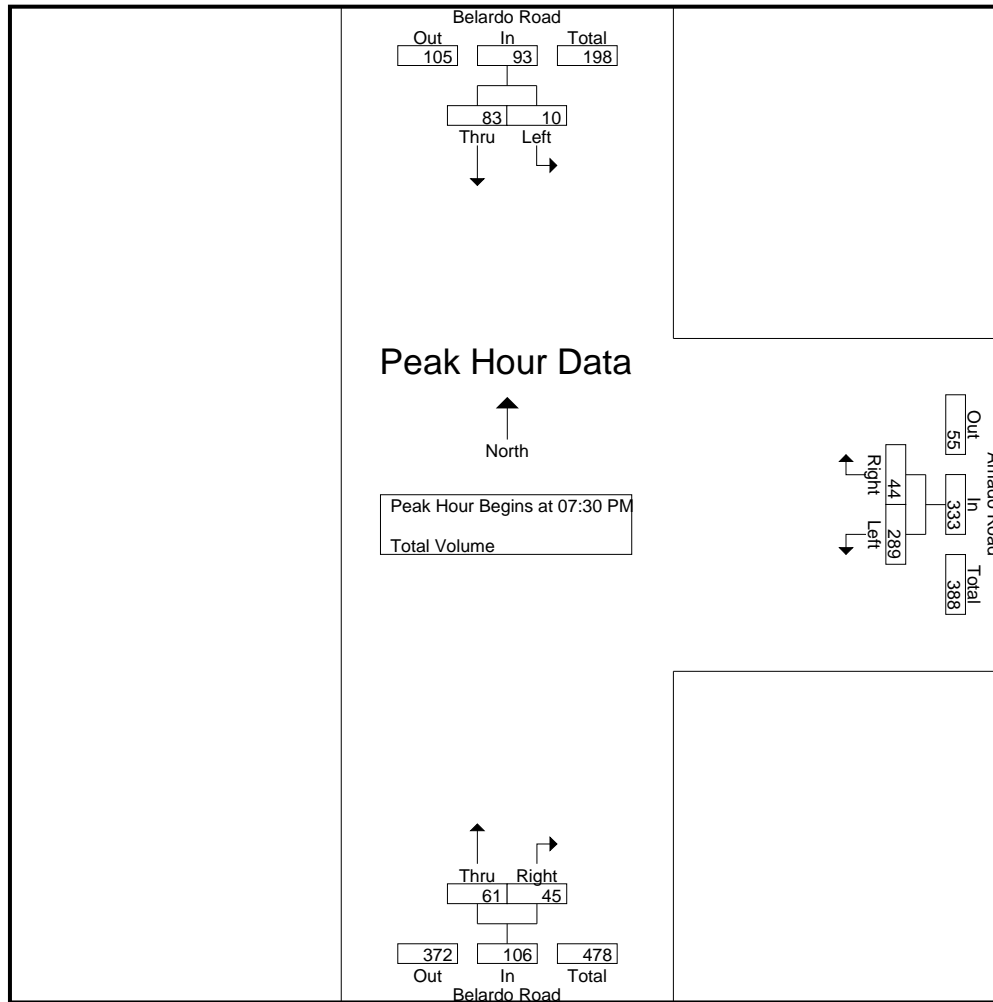
Groups Printed- Total Volume

Start Time	Belardo Road Southbound			Amado Road Westbound			Belardo Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
06:30 PM	9	25	34	65	9	74	12	4	16	124
06:45 PM	0	24	24	78	13	91	22	11	33	148
Total	9	49	58	143	22	165	34	15	49	272
07:00 PM	2	23	25	77	8	85	4	10	14	124
07:15 PM	1	26	27	58	9	67	4	3	7	101
07:30 PM	2	17	19	71	5	76	19	6	25	120
07:45 PM	2	19	21	71	14	85	13	14	27	133
Total	7	85	92	277	36	313	40	33	73	478
08:00 PM	3	29	32	82	20	102	15	12	27	161
08:15 PM	3	18	21	65	5	70	14	13	27	118
Grand Total	22	181	203	567	83	650	103	73	176	1029
Apprch %	10.8	89.2		87.2	12.8		58.5	41.5		
Total %	2.1	17.6	19.7	55.1	8.1	63.2	10	7.1	17.1	

Start Time	Belardo Road Southbound			Amado Road Westbound			Belardo Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 06:30 PM to 08:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 PM										
07:30 PM	2	17	19	71	5	76	19	6	25	120
07:45 PM	2	19	21	71	14	85	13	14	27	133
08:00 PM	3	29	32	82	20	102	15	12	27	161
08:15 PM	3	18	21	65	5	70	14	13	27	118
Total Volume	10	83	93	289	44	333	61	45	106	532
% App. Total	10.8	89.2		86.8	13.2		57.5	42.5		
PHF	.833	.716	.727	.881	.550	.816	.803	.804	.981	.826

City of Palm Springs
 N/S: Belardo Road
 E/W: Amado Road
 Weather: Clear

File Name : PLSBEAMTH
 Site Code : 00915442
 Start Date : 8/20/2015
 Page No : 2



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

	06:30 PM			07:30 PM			07:30 PM		
+0 mins.	9	25	34	71	5	76	19	6	25
+15 mins.	0	24	24	71	14	85	13	14	27
+30 mins.	2	23	25	82	20	102	15	12	27
+45 mins.	1	26	27	65	5	70	14	13	27
Total Volume	12	98	110	289	44	333	61	45	106
% App. Total	10.9	89.1		86.8	13.2		57.5	42.5	
PHF	.333	.942	.809	.881	.550	.816	.803	.804	.981

City of Palm Springs
 N/S: Belardo Road
 E/W: Amado Road
 Weather: Clear

File Name : PLSBEAMSA
 Site Code : 00915442
 Start Date : 8/22/2015
 Page No : 1

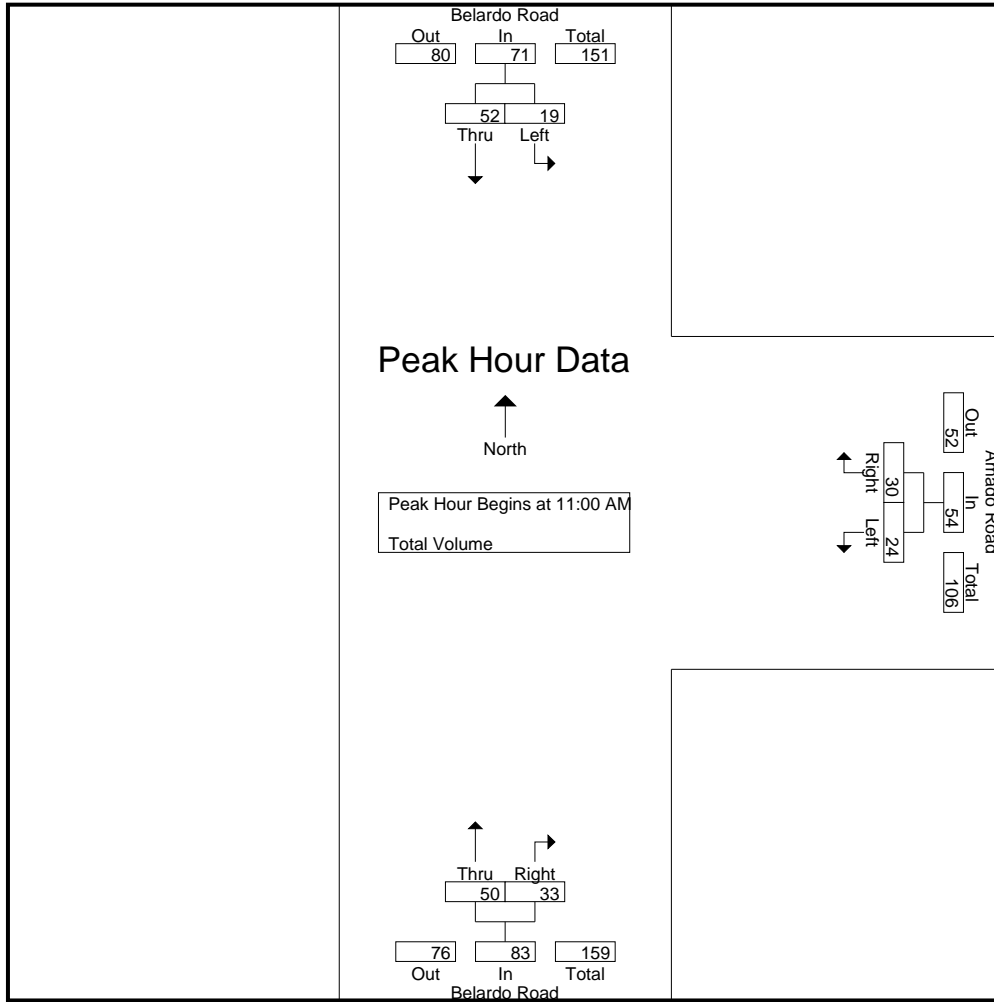
Groups Printed- Total Volume

Start Time	Belardo Road Southbound			Amado Road Westbound			Belardo Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
11:00 AM	5	12	17	6	9	15	13	5	18	50
11:15 AM	6	7	13	6	8	14	15	11	26	53
11:30 AM	3	11	14	5	7	12	10	10	20	46
11:45 AM	5	22	27	7	6	13	12	7	19	59
Total	19	52	71	24	30	54	50	33	83	208
12:00 PM	4	11	15	5	10	15	6	11	17	47
12:15 PM	5	12	17	5	8	13	9	8	17	47
12:30 PM	3	7	10	5	6	11	6	8	14	35
12:45 PM	8	14	22	5	14	19	11	6	17	58
Total	20	44	64	20	38	58	32	33	65	187
Grand Total	39	96	135	44	68	112	82	66	148	395
Apprch %	28.9	71.1		39.3	60.7		55.4	44.6		
Total %	9.9	24.3	34.2	11.1	17.2	28.4	20.8	16.7	37.5	

Start Time	Belardo Road Southbound			Amado Road Westbound			Belardo Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 11:00 AM										
11:00 AM	5	12	17	6	9	15	13	5	18	50
11:15 AM	6	7	13	6	8	14	15	11	26	53
11:30 AM	3	11	14	5	7	12	10	10	20	46
11:45 AM	5	22	27	7	6	13	12	7	19	59
Total Volume	19	52	71	24	30	54	50	33	83	208
% App. Total	26.8	73.2		44.4	55.6		60.2	39.8		
PHF	.792	.591	.657	.857	.833	.900	.833	.750	.798	.881

City of Palm Springs
 N/S: Belardo Road
 E/W: Amado Road
 Weather: Clear

File Name : PLSBEAMSA
 Site Code : 00915442
 Start Date : 8/22/2015
 Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	11:30 AM			12:00 PM			11:00 AM		
+0 mins.	3	11	14	5	10	15	13	5	18
+15 mins.	5	22	27	5	8	13	15	11	26
+30 mins.	4	11	15	5	6	11	10	10	20
+45 mins.	5	12	17	5	14	19	12	7	19
Total Volume	17	56	73	20	38	58	50	33	83
% App. Total	23.3	76.7		34.5	65.5		60.2	39.8	
PHF	.850	.636	.676	1.000	.679	.763	.833	.750	.798

City of Palm Springs
 N/S: Belardo Road
 E/W: Tahquitz Canyon Way
 Weather: Clear

File Name : PLSBETAMD
 Site Code : 00915442
 Start Date : 8/19/2015
 Page No : 1

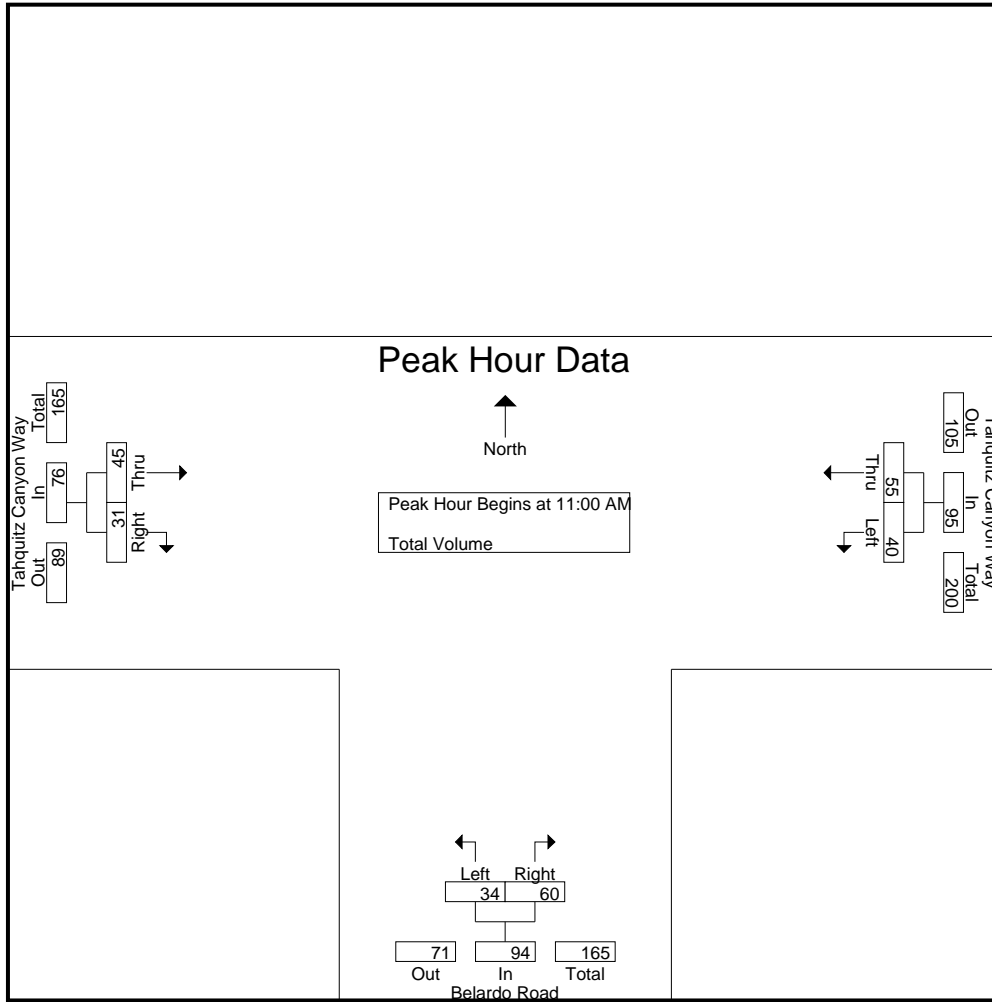
Groups Printed- Total Volume

Start Time	Tahquitz Canyon Way Westbound			Belardo Road Northbound			Tahquitz Canyon Way Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
11:00 AM	10	14	24	8	19	27	8	7	15	66
11:15 AM	15	15	30	8	10	18	15	2	17	65
11:30 AM	7	13	20	8	18	26	4	11	15	61
11:45 AM	8	13	21	10	13	23	18	11	29	73
Total	40	55	95	34	60	94	45	31	76	265
12:00 PM	7	8	15	6	10	16	12	15	27	58
12:15 PM	11	4	15	6	14	20	13	11	24	59
12:30 PM	7	11	18	20	9	29	7	6	13	60
12:45 PM	14	12	26	5	11	16	7	14	21	63
Total	39	35	74	37	44	81	39	46	85	240
Grand Total	79	90	169	71	104	175	84	77	161	505
Apprch %	46.7	53.3		40.6	59.4		52.2	47.8		
Total %	15.6	17.8	33.5	14.1	20.6	34.7	16.6	15.2	31.9	

Start Time	Tahquitz Canyon Way Westbound			Belardo Road Northbound			Tahquitz Canyon Way Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 11:00 AM										
11:00 AM	10	14	24	8	19	27	8	7	15	66
11:15 AM	15	15	30	8	10	18	15	2	17	65
11:30 AM	7	13	20	8	18	26	4	11	15	61
11:45 AM	8	13	21	10	13	23	18	11	29	73
Total Volume	40	55	95	34	60	94	45	31	76	265
% App. Total	42.1	57.9		36.2	63.8		59.2	40.8		
PHF	.667	.917	.792	.850	.789	.870	.625	.705	.655	.908

City of Palm Springs
 N/S: Belardo Road
 E/W: Tahquitz Canyon Way
 Weather: Clear

File Name : PLSBETAMD
 Site Code : 00915442
 Start Date : 8/19/2015
 Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	11:00 AM			11:00 AM			11:30 AM		
+0 mins.	10	14	24	8	19	27	4	11	15
+15 mins.	15	15	30	8	10	18	18	11	29
+30 mins.	7	13	20	8	18	26	12	15	27
+45 mins.	8	13	21	10	13	23	13	11	24
Total Volume	40	55	95	34	60	94	47	48	95
% App. Total	42.1	57.9		36.2	63.8		49.5	50.5	
PHF	.667	.917	.792	.850	.789	.870	.653	.800	.819

City of Palm Springs
 N/S: Belardo Road
 E/W: Tahquitz Canyon Way
 Weather: Clear

File Name : PLSBETAPM
 Site Code : 00915442
 Start Date : 8/19/2015
 Page No : 1

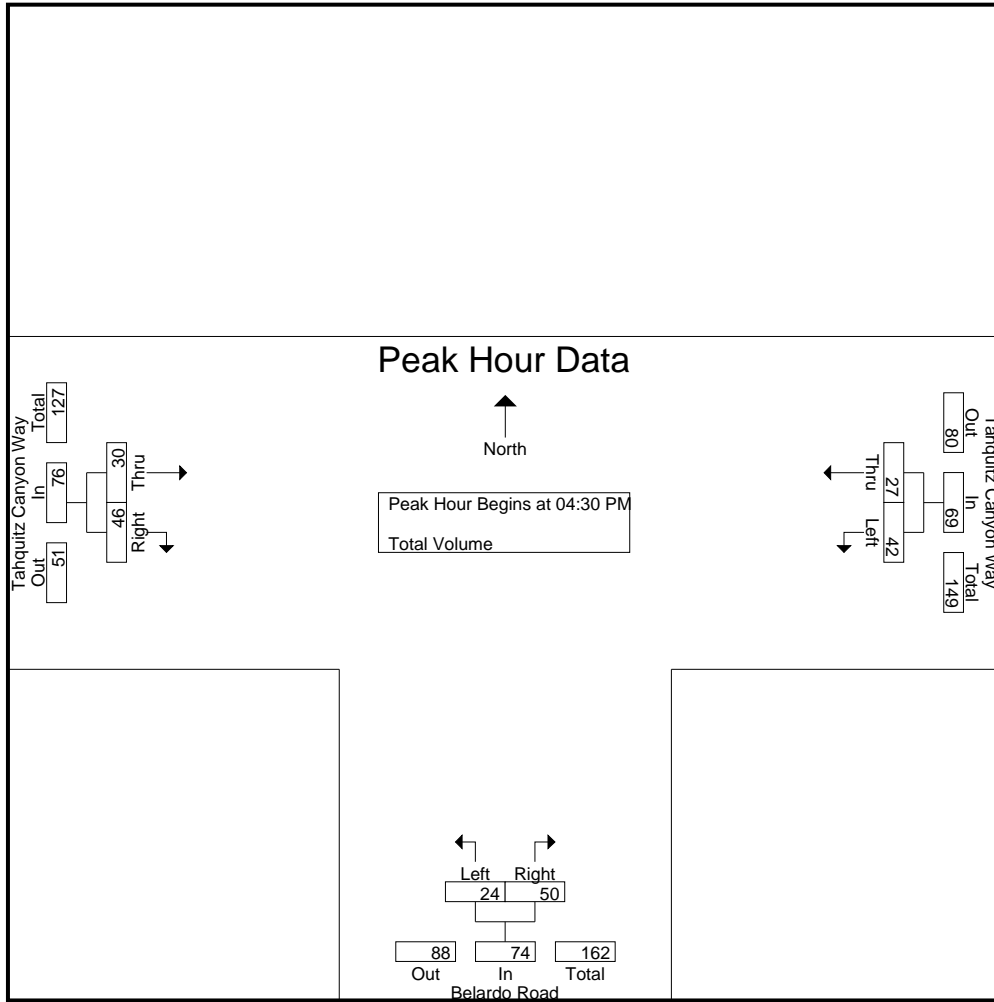
Groups Printed- Total Volume

Start Time	Tahquitz Canyon Way Westbound			Belardo Road Northbound			Tahquitz Canyon Way Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	11	7	18	9	13	22	2	6	8	48
04:15 PM	5	4	9	7	9	16	3	7	10	35
04:30 PM	13	10	23	6	16	22	10	14	24	69
04:45 PM	14	4	18	6	13	19	5	9	14	51
Total	43	25	68	28	51	79	20	36	56	203
05:00 PM	5	6	11	7	9	16	8	10	18	45
05:15 PM	10	7	17	5	12	17	7	13	20	54
05:30 PM	6	5	11	9	10	19	5	5	10	40
05:45 PM	6	6	12	7	7	14	4	6	10	36
Total	27	24	51	28	38	66	24	34	58	175
Grand Total	70	49	119	56	89	145	44	70	114	378
Apprch %	58.8	41.2		38.6	61.4		38.6	61.4		
Total %	18.5	13	31.5	14.8	23.5	38.4	11.6	18.5	30.2	

Start Time	Tahquitz Canyon Way Westbound			Belardo Road Northbound			Tahquitz Canyon Way Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	13	10	23	6	16	22	10	14	24	69
04:45 PM	14	4	18	6	13	19	5	9	14	51
05:00 PM	5	6	11	7	9	16	8	10	18	45
05:15 PM	10	7	17	5	12	17	7	13	20	54
Total Volume	42	27	69	24	50	74	30	46	76	219
% App. Total	60.9	39.1		32.4	67.6		39.5	60.5		
PHF	.750	.675	.750	.857	.781	.841	.750	.821	.792	.793

City of Palm Springs
 N/S: Belardo Road
 E/W: Tahquitz Canyon Way
 Weather: Clear

File Name : PLSBETAPM
 Site Code : 00915442
 Start Date : 8/19/2015
 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:

	04:30 PM			04:00 PM			04:30 PM		
+0 mins.	13	10	23	9	13	22	10	14	24
+15 mins.	14	4	18	7	9	16	5	9	14
+30 mins.	5	6	11	6	16	22	8	10	18
+45 mins.	10	7	17	6	13	19	7	13	20
Total Volume	42	27	69	28	51	79	30	46	76
% App. Total	60.9	39.1		35.4	64.6		39.5	60.5	
PHF	.750	.675	.750	.778	.797	.898	.750	.821	.792

City of Palm Springs
 N/S: Belardo Road
 E/W: Tahquitz Canyon Way
 Weather: Clear

File Name : PLSBETATH
 Site Code : 00915442
 Start Date : 8/20/2015
 Page No : 1

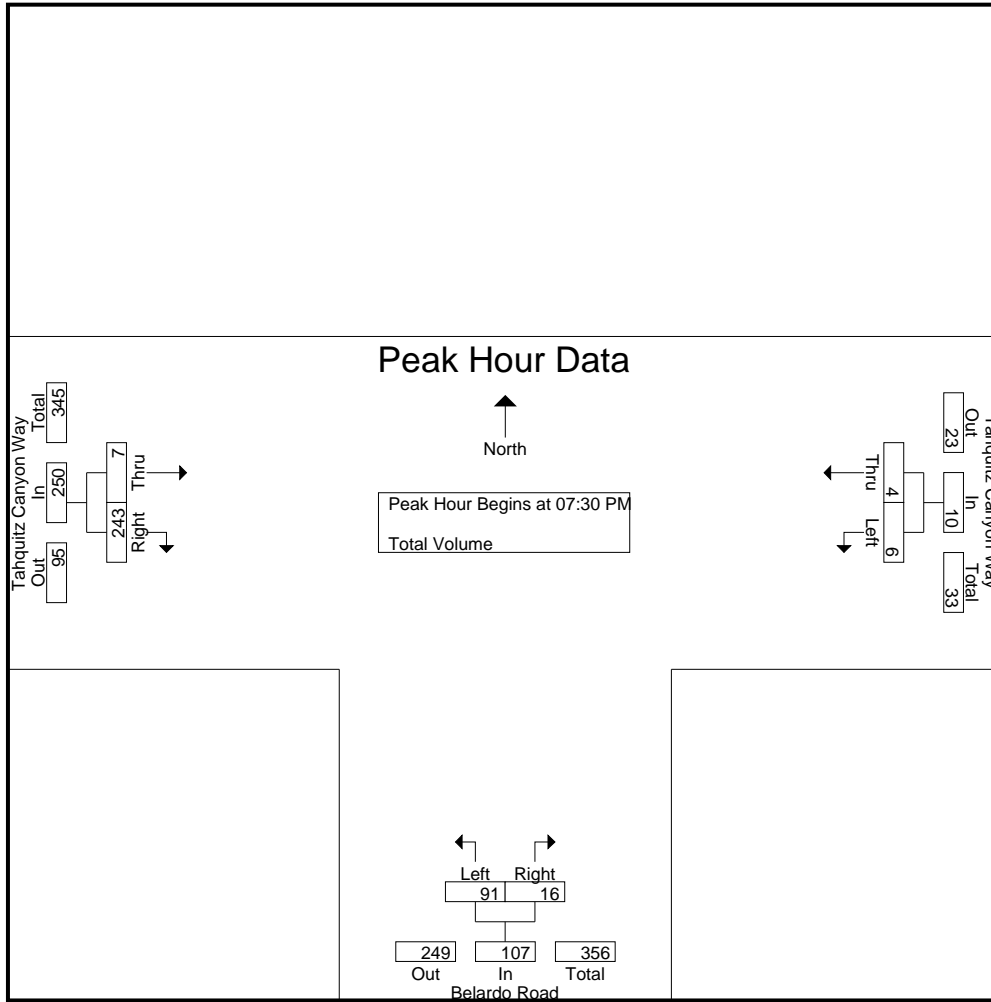
Groups Printed- Total Volume

Start Time	Tahquitz Canyon Way Westbound			Belardo Road Northbound			Tahquitz Canyon Way Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
06:30 PM	4	1	5	17	2	19	5	57	62	86
06:45 PM	0	0	0	22	3	25	1	57	58	83
Total	4	1	5	39	5	44	6	114	120	169
07:00 PM	2	0	2	19	1	20	5	57	62	84
07:15 PM	0	0	0	12	2	14	0	42	42	56
07:30 PM	1	0	1	26	4	30	1	55	56	87
07:45 PM	0	0	0	17	5	22	2	56	58	80
Total	3	0	3	74	12	86	8	210	218	307
08:00 PM	1	2	3	26	5	31	0	74	74	108
08:15 PM	4	2	6	22	2	24	4	58	62	92
Grand Total	12	5	17	161	24	185	18	456	474	676
Apprch %	70.6	29.4		87	13		3.8	96.2		
Total %	1.8	0.7	2.5	23.8	3.6	27.4	2.7	67.5	70.1	

Start Time	Tahquitz Canyon Way Westbound			Belardo Road Northbound			Tahquitz Canyon Way Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 06:30 PM to 08:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 PM										
07:30 PM	1	0	1	26	4	30	1	55	56	87
07:45 PM	0	0	0	17	5	22	2	56	58	80
08:00 PM	1	2	3	26	5	31	0	74	74	108
08:15 PM	4	2	6	22	2	24	4	58	62	92
Total Volume	6	4	10	91	16	107	7	243	250	367
% App. Total	60	40		85	15		2.8	97.2		
PHF	.375	.500	.417	.875	.800	.863	.438	.821	.845	.850

City of Palm Springs
 N/S: Belardo Road
 E/W: Tahquitz Canyon Way
 Weather: Clear

File Name : PLSBETATH
 Site Code : 00915442
 Start Date : 8/20/2015
 Page No : 2



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

	07:30 PM			07:30 PM			07:30 PM		
+0 mins.	1	0	1	26	4	30	1	55	56
+15 mins.	0	0	0	17	5	22	2	56	58
+30 mins.	1	2	3	26	5	31	0	74	74
+45 mins.	4	2	6	22	2	24	4	58	62
Total Volume	6	4	10	91	16	107	7	243	250
% App. Total	60	40		85	15		2.8	97.2	
PHF	.375	.500	.417	.875	.800	.863	.438	.821	.845

City of Palm Springs
 N/S: Belardo Road
 E/W: Tahquitz Canyon Way
 Weather: Clear

File Name : PLSBETASA
 Site Code : 00915442
 Start Date : 8/22/2015
 Page No : 1

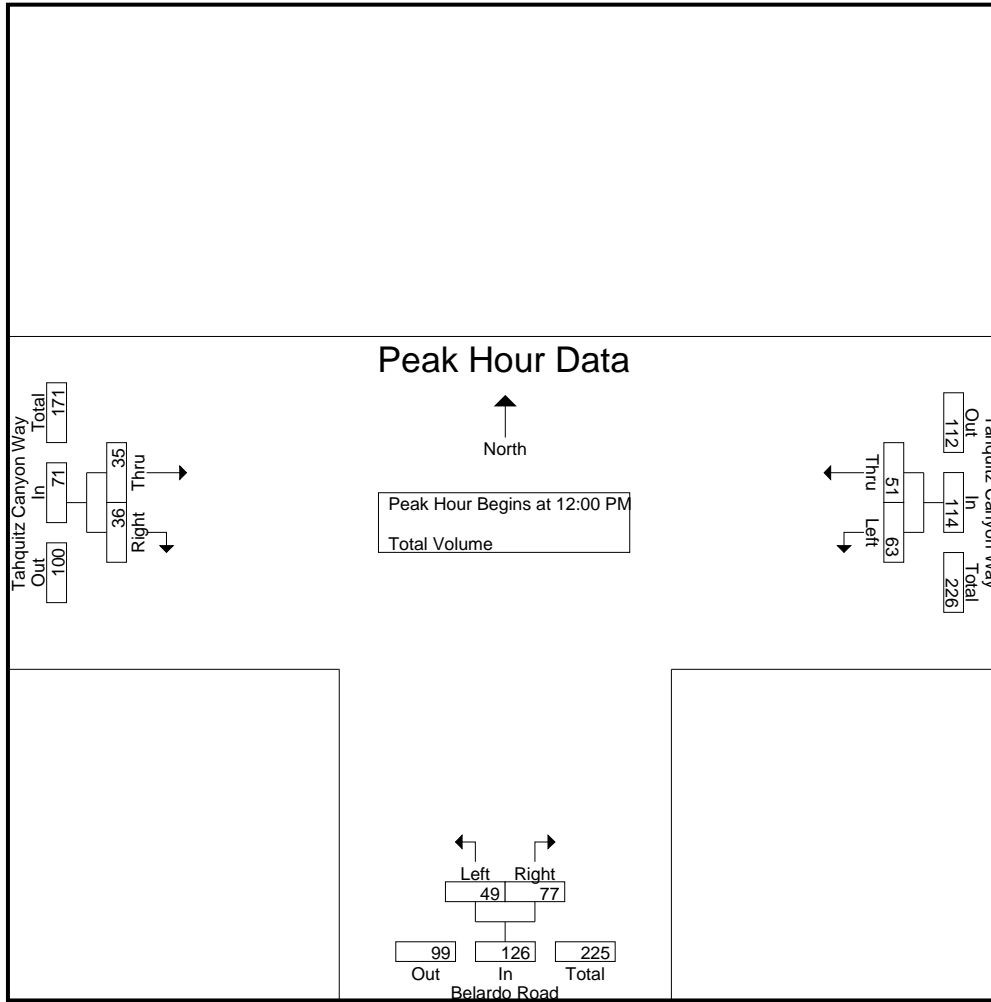
Groups Printed- Total Volume

Start Time	Tahquitz Canyon Way Westbound			Belardo Road Northbound			Tahquitz Canyon Way Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
11:00 AM	8	13	21	9	9	18	14	6	20	59
11:15 AM	19	14	33	10	15	25	7	10	17	75
11:30 AM	17	12	29	11	14	25	9	9	18	72
11:45 AM	13	14	27	7	14	21	6	14	20	68
Total	57	53	110	37	52	89	36	39	75	274
12:00 PM	15	19	34	9	15	24	14	12	26	84
12:15 PM	12	10	22	13	13	26	11	4	15	63
12:30 PM	20	10	30	12	23	35	4	13	17	82
12:45 PM	16	12	28	15	26	41	6	7	13	82
Total	63	51	114	49	77	126	35	36	71	311
Grand Total	120	104	224	86	129	215	71	75	146	585
Apprch %	53.6	46.4		40	60		48.6	51.4		
Total %	20.5	17.8	38.3	14.7	22.1	36.8	12.1	12.8	25	

Start Time	Tahquitz Canyon Way Westbound			Belardo Road Northbound			Tahquitz Canyon Way Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:00 PM										
12:00 PM	15	19	34	9	15	24	14	12	26	84
12:15 PM	12	10	22	13	13	26	11	4	15	63
12:30 PM	20	10	30	12	23	35	4	13	17	82
12:45 PM	16	12	28	15	26	41	6	7	13	82
Total Volume	63	51	114	49	77	126	35	36	71	311
% App. Total	55.3	44.7		38.9	61.1		49.3	50.7		
PHF	.788	.671	.838	.817	.740	.768	.625	.692	.683	.926

City of Palm Springs
 N/S: Belardo Road
 E/W: Tahquitz Canyon Way
 Weather: Clear

File Name : PLSBETASA
 Site Code : 00915442
 Start Date : 8/22/2015
 Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	11:15 AM			12:00 PM			11:15 AM		
+0 mins.	19	14	33	9	15	24	7	10	17
+15 mins.	17	12	29	13	13	26	9	9	18
+30 mins.	13	14	27	12	23	35	6	14	20
+45 mins.	15	19	34	15	26	41	14	12	26
Total Volume	64	59	123	49	77	126	36	45	81
% App. Total	52	48		38.9	61.1		44.4	55.6	
PHF	.842	.776	.904	.817	.740	.768	.643	.804	.779

City of Palm Springs
 N/S: Belardo Road
 E/W: Arenas Road
 Weather: Clear

File Name : PLSBEARMD
 Site Code : 00915442
 Start Date : 8/19/2015
 Page No : 1

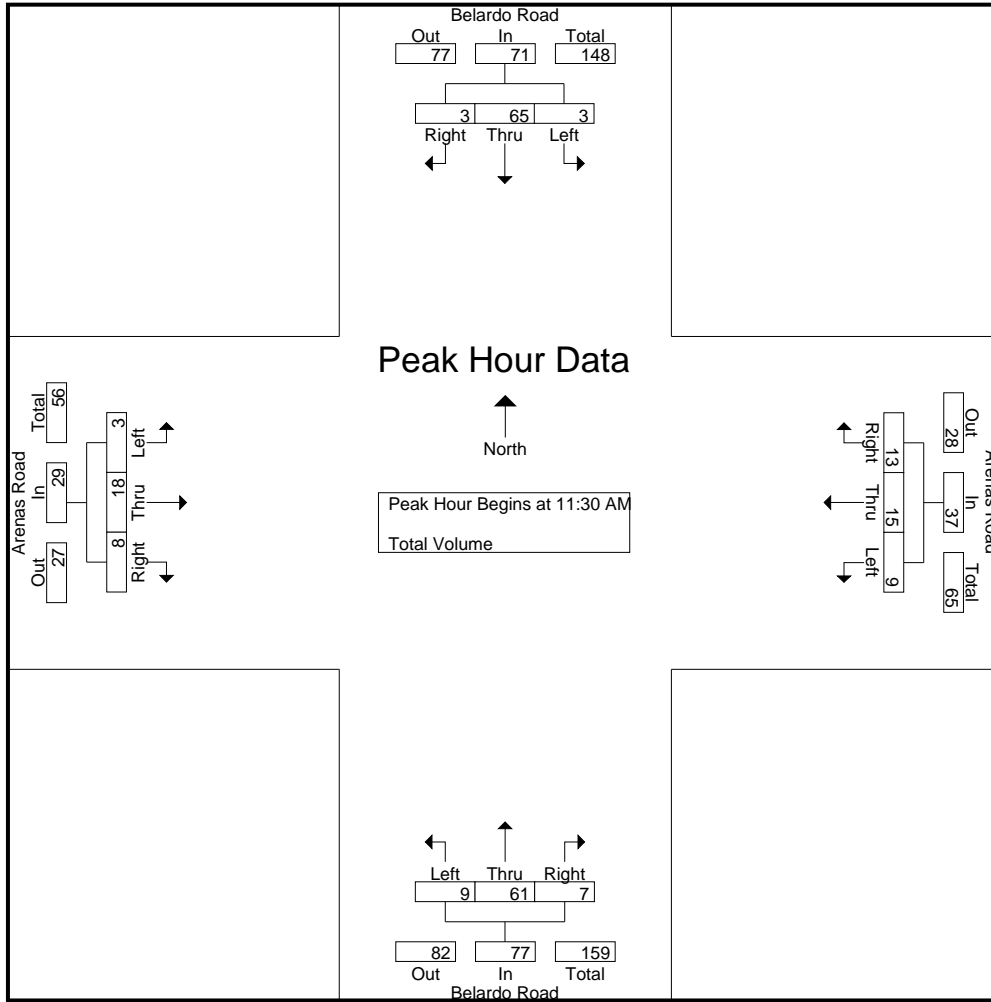
Groups Printed- Total Volume

Start Time	Belardo Road Southbound				Arenas Road Westbound				Belardo Road Northbound				Arenas Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
11:00 AM	4	11	0	15	2	1	3	6	2	15	0	17	0	7	4	11	49
11:15 AM	1	14	0	15	2	2	2	6	2	9	4	15	0	8	0	8	44
11:30 AM	1	16	0	17	2	2	3	7	4	17	0	21	1	3	2	6	51
11:45 AM	1	12	2	15	2	7	7	16	2	16	3	21	1	2	1	4	56
Total	7	53	2	62	8	12	15	35	10	57	7	74	2	20	7	29	200
12:00 PM	0	20	0	20	4	3	1	8	1	12	3	16	0	5	2	7	51
12:15 PM	1	17	1	19	1	3	2	6	2	16	1	19	1	8	3	12	56
12:30 PM	1	12	0	13	2	3	5	10	4	17	3	24	0	0	2	2	49
12:45 PM	3	18	2	23	5	5	3	13	2	12	0	14	0	4	1	5	55
Total	5	67	3	75	12	14	11	37	9	57	7	73	1	17	8	26	211
Grand Total	12	120	5	137	20	26	26	72	19	114	14	147	3	37	15	55	411
Apprch %	8.8	87.6	3.6		27.8	36.1	36.1		12.9	77.6	9.5		5.5	67.3	27.3		
Total %	2.9	29.2	1.2	33.3	4.9	6.3	6.3	17.5	4.6	27.7	3.4	35.8	0.7	9	3.6	13.4	

Start Time	Belardo Road Southbound				Arenas Road Westbound				Belardo Road Northbound				Arenas Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:30 AM																	
11:30 AM	1	16	0	17	2	2	3	7	4	17	0	21	1	3	2	6	51
11:45 AM	1	12	2	15	2	7	7	16	2	16	3	21	1	2	1	4	56
12:00 PM	0	20	0	20	4	3	1	8	1	12	3	16	0	5	2	7	51
12:15 PM	1	17	1	19	1	3	2	6	2	16	1	19	1	8	3	12	56
Total Volume	3	65	3	71	9	15	13	37	9	61	7	77	3	18	8	29	214
% App. Total	4.2	91.5	4.2		24.3	40.5	35.1		11.7	79.2	9.1		10.3	62.1	27.6		
PHF	.750	.813	.375	.888	.563	.536	.464	.578	.563	.897	.583	.917	.750	.563	.667	.604	.955

City of Palm Springs
 N/S: Belardo Road
 E/W: Arenas Road
 Weather: Clear

File Name : PLSBEARMD
 Site Code : 00915442
 Start Date : 8/19/2015
 Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	12:00 PM				11:45 AM				11:45 AM				11:00 AM			
+0 mins.	0	20	0	20	2	7	7	16	2	16	3	21	0	7	4	11
+15 mins.	1	17	1	19	4	3	1	8	1	12	3	16	0	8	0	8
+30 mins.	1	12	0	13	1	3	2	6	2	16	1	19	1	3	2	6
+45 mins.	3	18	2	23	2	3	5	10	4	17	3	24	1	2	1	4
Total Volume	5	67	3	75	9	16	15	40	9	61	10	80	2	20	7	29
% App. Total	6.7	89.3	4		22.5	40	37.5		11.2	76.2	12.5		6.9	69	24.1	
PHF	.417	.838	.375	.815	.563	.571	.536	.625	.563	.897	.833	.833	.500	.625	.438	.659

City of Palm Springs
 N/S: Belardo Road
 E/W: Arenas Road
 Weather: Clear

File Name : PLSBEARPM
 Site Code : 00915442
 Start Date : 8/19/2015
 Page No : 1

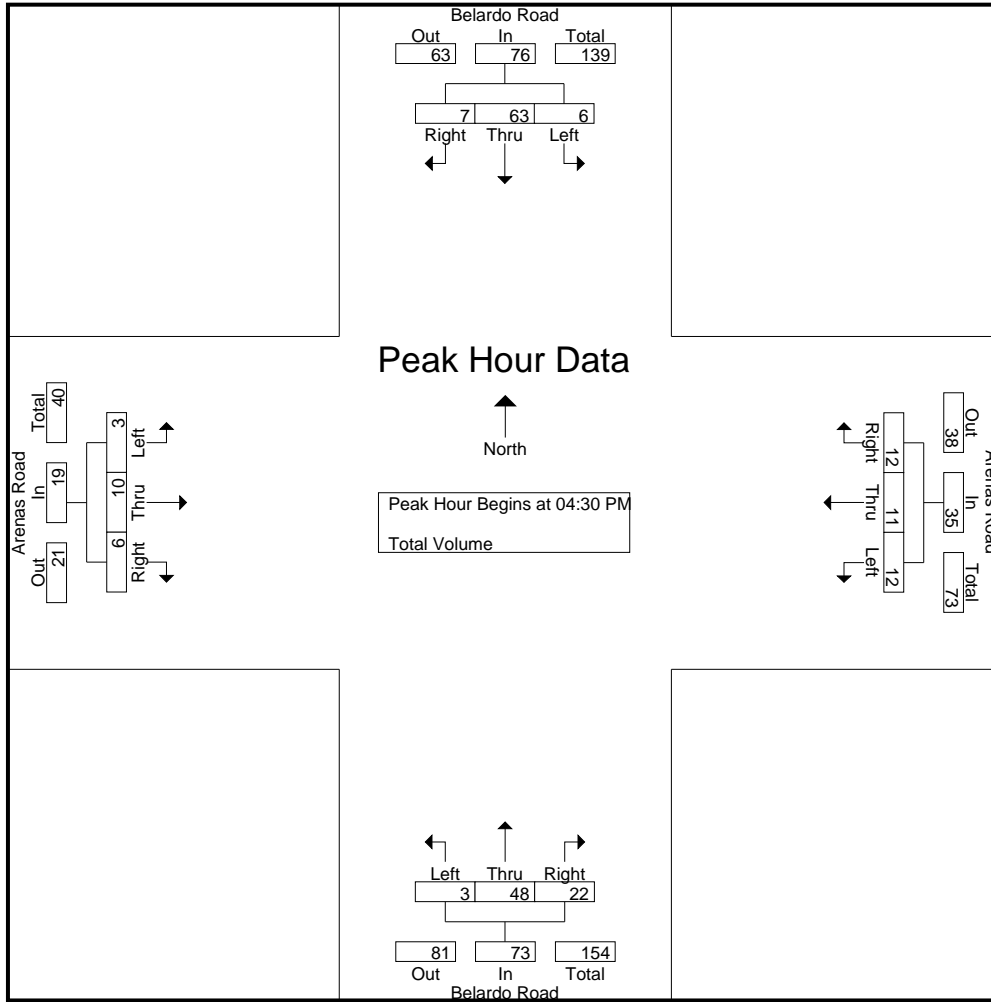
Groups Printed- Total Volume

Start Time	Belardo Road Southbound				Arenas Road Westbound				Belardo Road Northbound				Arenas Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	9	2	12	3	1	1	5	1	13	7	21	1	5	0	6	44
04:15 PM	0	7	0	7	2	4	3	9	0	12	4	16	0	3	0	3	35
04:30 PM	2	22	1	25	1	2	5	8	1	12	3	16	0	3	2	5	54
04:45 PM	1	14	3	18	4	4	2	10	1	15	7	23	1	4	1	6	57
Total	4	52	6	62	10	11	11	32	3	52	21	76	2	15	3	20	190
05:00 PM	1	14	1	16	7	3	2	12	0	7	5	12	0	1	2	3	43
05:15 PM	2	13	2	17	0	2	3	5	1	14	7	22	2	2	1	5	49
05:30 PM	0	12	0	12	1	0	3	4	1	10	9	20	0	1	1	2	38
05:45 PM	1	9	2	12	2	1	1	4	1	15	7	23	1	4	2	7	46
Total	4	48	5	57	10	6	9	25	3	46	28	77	3	8	6	17	176
Grand Total	8	100	11	119	20	17	20	57	6	98	49	153	5	23	9	37	366
Apprch %	6.7	84	9.2		35.1	29.8	35.1		3.9	64.1	32		13.5	62.2	24.3		
Total %	2.2	27.3	3	32.5	5.5	4.6	5.5	15.6	1.6	26.8	13.4	41.8	1.4	6.3	2.5	10.1	

Start Time	Belardo Road Southbound				Arenas Road Westbound				Belardo Road Northbound				Arenas Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	2	22	1	25	1	2	5	8	1	12	3	16	0	3	2	5	54
04:45 PM	1	14	3	18	4	4	2	10	1	15	7	23	1	4	1	6	57
05:00 PM	1	14	1	16	7	3	2	12	0	7	5	12	0	1	2	3	43
05:15 PM	2	13	2	17	0	2	3	5	1	14	7	22	2	2	1	5	49
Total Volume	6	63	7	76	12	11	12	35	3	48	22	73	3	10	6	19	203
% App. Total	7.9	82.9	9.2		34.3	31.4	34.3		4.1	65.8	30.1		15.8	52.6	31.6		
PHF	.750	.716	.583	.760	.429	.688	.600	.729	.750	.800	.786	.793	.375	.625	.750	.792	.890

City of Palm Springs
 N/S: Belardo Road
 E/W: Arenas Road
 Weather: Clear

File Name : PLSBEARPM
 Site Code : 00915442
 Start Date : 8/19/2015
 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:

	04:30 PM				04:15 PM				04:45 PM				04:00 PM			
+0 mins.	2	22	1	25	2	4	3	9	1	15	7	23	1	5	0	6
+15 mins.	1	14	3	18	1	2	5	8	0	7	5	12	0	3	0	3
+30 mins.	1	14	1	16	4	4	2	10	1	14	7	22	0	3	2	5
+45 mins.	2	13	2	17	7	3	2	12	1	10	9	20	1	4	1	6
Total Volume	6	63	7	76	14	13	12	39	3	46	28	77	2	15	3	20
% App. Total	7.9	82.9	9.2		35.9	33.3	30.8		3.9	59.7	36.4		10	75	15	
PHF	.750	.716	.583	.760	.500	.813	.600	.813	.750	.767	.778	.837	.500	.750	.375	.833

City of Palm Springs
 N/S: Belardo Road
 E/W: Arenas Road
 Weather: Clear

File Name : PLSBEARTH
 Site Code : 00915442
 Start Date : 8/20/2015
 Page No : 1

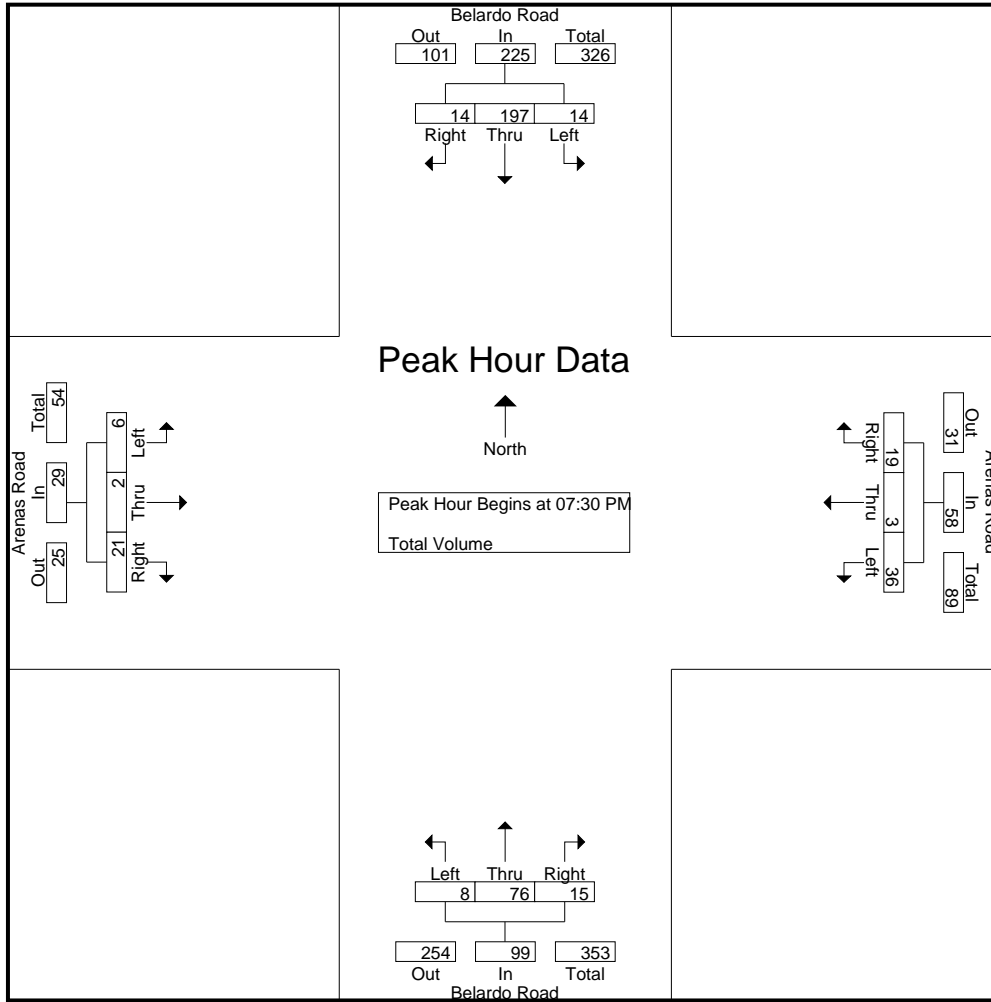
Groups Printed- Total Volume

Start Time	Belardo Road Southbound				Arenas Road Westbound				Belardo Road Northbound				Arenas Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 PM	2	55	4	61	8	2	2	12	1	18	5	24	1	0	5	6	103
06:45 PM	1	54	4	59	4	2	2	8	2	21	7	30	5	0	10	15	112
Total	3	109	8	120	12	4	4	20	3	39	12	54	6	0	15	21	215
07:00 PM	3	42	4	49	11	2	3	16	0	17	4	21	0	1	15	16	102
07:15 PM	2	34	1	37	8	1	1	10	3	13	6	22	4	0	10	14	83
07:30 PM	4	42	6	52	9	2	4	15	4	18	5	27	2	1	8	11	105
07:45 PM	3	40	2	45	6	1	4	11	0	16	2	18	1	1	2	4	78
Total	12	158	13	183	34	6	12	52	7	64	17	88	7	3	35	45	368
08:00 PM	5	65	3	73	6	0	7	13	3	23	5	31	3	0	7	10	127
08:15 PM	2	50	3	55	15	0	4	19	1	19	3	23	0	0	4	4	101
Grand Total	22	382	27	431	67	10	27	104	14	145	37	196	16	3	61	80	811
Apprch %	5.1	88.6	6.3		64.4	9.6	26		7.1	74	18.9		20	3.8	76.2		
Total %	2.7	47.1	3.3	53.1	8.3	1.2	3.3	12.8	1.7	17.9	4.6	24.2	2	0.4	7.5	9.9	

Start Time	Belardo Road Southbound				Arenas Road Westbound				Belardo Road Northbound				Arenas Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:30 PM to 08:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 PM																	
07:30 PM	4	42	6	52	9	2	4	15	4	18	5	27	2	1	8	11	105
07:45 PM	3	40	2	45	6	1	4	11	0	16	2	18	1	1	2	4	78
08:00 PM	5	65	3	73	6	0	7	13	3	23	5	31	3	0	7	10	127
08:15 PM	2	50	3	55	15	0	4	19	1	19	3	23	0	0	4	4	101
Total Volume	14	197	14	225	36	3	19	58	8	76	15	99	6	2	21	29	411
% App. Total	6.2	87.6	6.2		62.1	5.2	32.8		8.1	76.8	15.2		20.7	6.9	72.4		
PHF	.700	.758	.583	.771	.600	.375	.679	.763	.500	.826	.750	.798	.500	.500	.656	.659	.809

City of Palm Springs
 N/S: Belardo Road
 E/W: Arenas Road
 Weather: Clear

File Name : PLSBEARTH
 Site Code : 00915442
 Start Date : 8/20/2015
 Page No : 2



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

	07:30 PM				07:30 PM				06:45 PM				06:45 PM			
+0 mins.	4	42	6	52	9	2	4	15	2	21	7	30	5	0	10	15
+15 mins.	3	40	2	45	6	1	4	11	0	17	4	21	0	1	15	16
+30 mins.	5	65	3	73	6	0	7	13	3	13	6	22	4	0	10	14
+45 mins.	2	50	3	55	15	0	4	19	4	18	5	27	2	1	8	11
Total Volume	14	197	14	225	36	3	19	58	9	69	22	100	11	2	43	56
% App. Total	6.2	87.6	6.2		62.1	5.2	32.8		9	69	22		19.6	3.6	76.8	
PHF	.700	.758	.583	.771	.600	.375	.679	.763	.563	.821	.786	.833	.550	.500	.717	.875

City of Palm Springs
 N/S: Belardo Road
 E/W: Arenas Road
 Weather: Clear

File Name : PLSBEARSA
 Site Code : 00915442
 Start Date : 8/22/2015
 Page No : 1

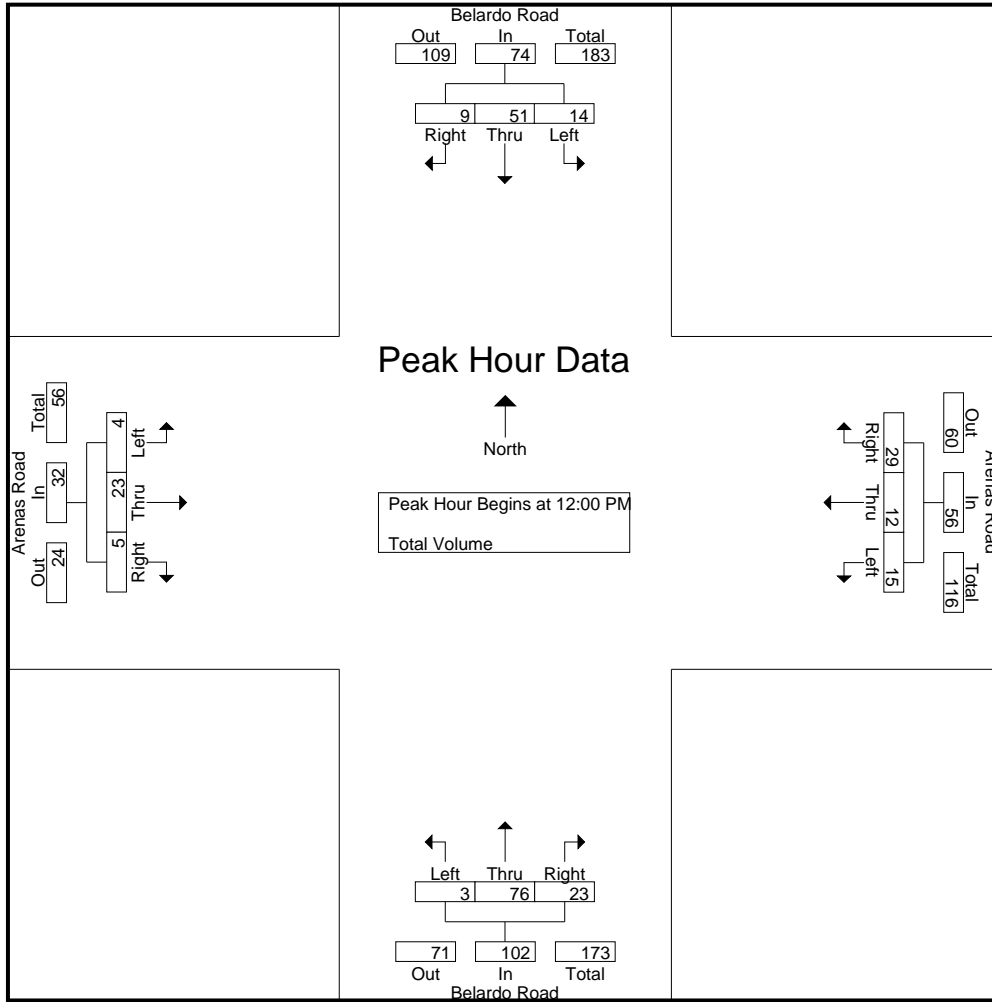
Groups Printed- Total Volume

Start Time	Belardo Road Southbound				Arenas Road Westbound				Belardo Road Northbound				Arenas Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
11:00 AM	0	10	2	12	3	5	5	13	0	9	9	18	1	3	2	6	49
11:15 AM	1	14	2	17	3	2	6	11	1	17	4	22	0	3	3	6	56
11:30 AM	6	10	1	17	2	0	2	4	1	12	3	16	2	7	0	9	46
11:45 AM	6	14	2	22	2	6	6	14	2	13	4	19	1	4	3	8	63
Total	13	48	7	68	10	13	19	42	4	51	20	75	4	17	8	29	214
12:00 PM	5	12	2	19	3	5	10	18	1	13	4	18	0	3	1	4	59
12:15 PM	2	8	2	12	7	3	6	16	1	18	5	24	2	8	3	13	65
12:30 PM	5	17	2	24	2	2	4	8	0	19	9	28	2	6	1	9	69
12:45 PM	2	14	3	19	3	2	9	14	1	26	5	32	0	6	0	6	71
Total	14	51	9	74	15	12	29	56	3	76	23	102	4	23	5	32	264
Grand Total	27	99	16	142	25	25	48	98	7	127	43	177	8	40	13	61	478
Apprch %	19	69.7	11.3		25.5	25.5	49		4	71.8	24.3		13.1	65.6	21.3		
Total %	5.6	20.7	3.3	29.7	5.2	5.2	10	20.5	1.5	26.6	9	37	1.7	8.4	2.7	12.8	

Start Time	Belardo Road Southbound				Arenas Road Westbound				Belardo Road Northbound				Arenas Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	5	12	2	19	3	5	10	18	1	13	4	18	0	3	1	4	59
12:15 PM	2	8	2	12	7	3	6	16	1	18	5	24	2	8	3	13	65
12:30 PM	5	17	2	24	2	2	4	8	0	19	9	28	2	6	1	9	69
12:45 PM	2	14	3	19	3	2	9	14	1	26	5	32	0	6	0	6	71
Total Volume	14	51	9	74	15	12	29	56	3	76	23	102	4	23	5	32	264
% App. Total	18.9	68.9	12.2		26.8	21.4	51.8		2.9	74.5	22.5		12.5	71.9	15.6		
PHF	.700	.750	.750	.771	.536	.600	.725	.778	.750	.731	.639	.797	.500	.719	.417	.615	.930

City of Palm Springs
 N/S: Belardo Road
 E/W: Arenas Road
 Weather: Clear

File Name : PLSBEARSA
 Site Code : 00915442
 Start Date : 8/22/2015
 Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	11:45 AM				11:45 AM				12:00 PM				11:30 AM			
+0 mins.	6	14	2	22	2	6	6	14	1	13	4	18	2	7	0	9
+15 mins.	5	12	2	19	3	5	10	18	1	18	5	24	1	4	3	8
+30 mins.	2	8	2	12	7	3	6	16	0	19	9	28	0	3	1	4
+45 mins.	5	17	2	24	2	2	4	8	1	26	5	32	2	8	3	13
Total Volume	18	51	8	77	14	16	26	56	3	76	23	102	5	22	7	34
% App. Total	23.4	66.2	10.4		25	28.6	46.4		2.9	74.5	22.5		14.7	64.7	20.6	
PHF	.750	.750	1.000	.802	.500	.667	.650	.778	.750	.731	.639	.797	.625	.688	.583	.654

City of Palm Springs
 N/S: Cahuilla Road
 E/W: Tahquitz Canyon Way
 Weather: Clear

File Name : PLSCATAMD
 Site Code : 00915442
 Start Date : 8/19/2015
 Page No : 1

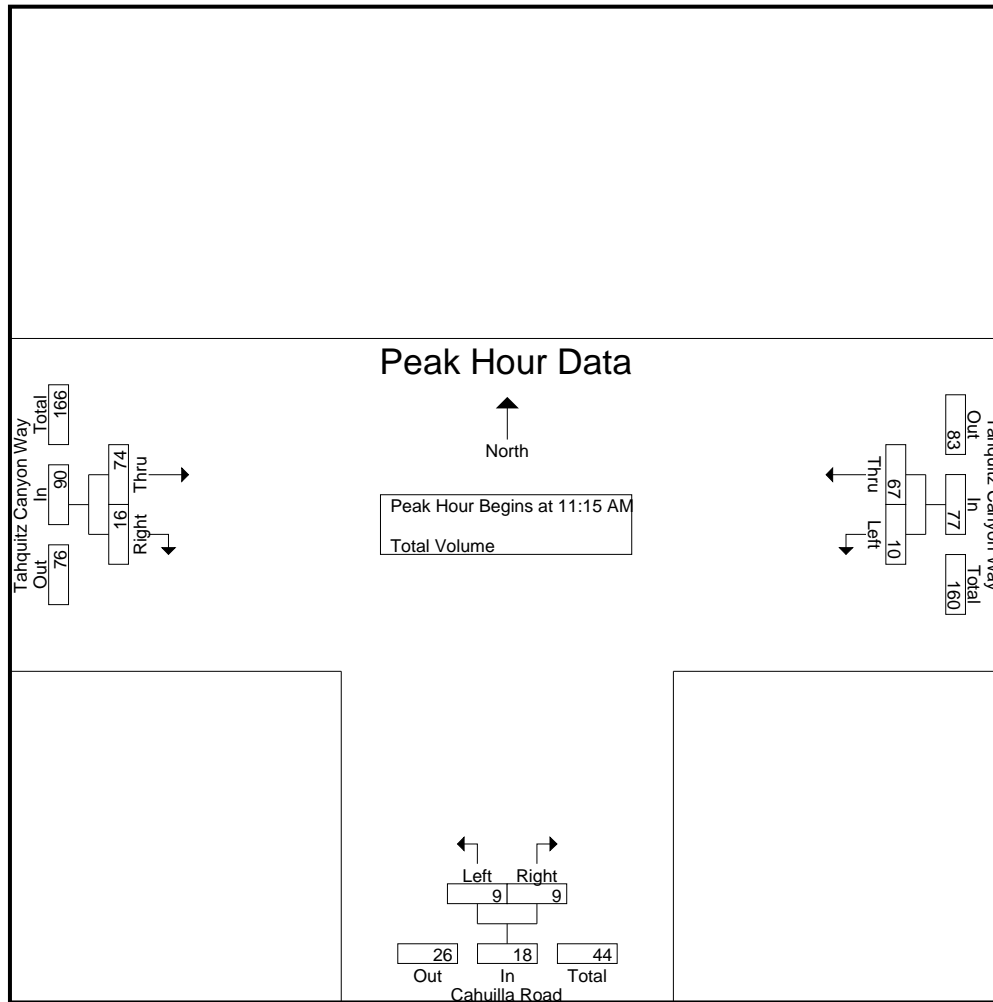
Groups Printed- Total Volume

Start Time	Tahquitz Canyon Way Westbound			Cahuilla Road Northbound			Tahquitz Canyon Way Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
11:00 AM	3	15	18	1	2	3	14	3	17	38
11:15 AM	5	15	20	2	3	5	12	2	14	39
11:30 AM	2	18	20	3	1	4	15	7	22	46
11:45 AM	3	20	23	2	4	6	21	0	21	50
Total	13	68	81	8	10	18	62	12	74	173
12:00 PM	0	14	14	2	1	3	26	7	33	50
12:15 PM	1	9	10	2	1	3	20	4	24	37
12:30 PM	2	25	27	2	1	3	9	6	15	45
12:45 PM	0	15	15	2	0	2	18	4	22	39
Total	3	63	66	8	3	11	73	21	94	171
Grand Total	16	131	147	16	13	29	135	33	168	344
Apprch %	10.9	89.1		55.2	44.8		80.4	19.6		
Total %	4.7	38.1	42.7	4.7	3.8	8.4	39.2	9.6	48.8	

Start Time	Tahquitz Canyon Way Westbound			Cahuilla Road Northbound			Tahquitz Canyon Way Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 11:15 AM										
11:15 AM	5	15	20	2	3	5	12	2	14	39
11:30 AM	2	18	20	3	1	4	15	7	22	46
11:45 AM	3	20	23	2	4	6	21	0	21	50
12:00 PM	0	14	14	2	1	3	26	7	33	50
Total Volume	10	67	77	9	9	18	74	16	90	185
% App. Total	13	87		50	50		82.2	17.8		
PHF	.500	.838	.837	.750	.563	.750	.712	.571	.682	.925

City of Palm Springs
 N/S: Cahuilla Road
 E/W: Tahquitz Canyon Way
 Weather: Clear

File Name : PLSCATAMD
 Site Code : 00915442
 Start Date : 8/19/2015
 Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	11:00 AM			11:00 AM			11:30 AM		
+0 mins.	3	15	18	1	2	3	15	7	22
+15 mins.	5	15	20	2	3	5	21	0	21
+30 mins.	2	18	20	3	1	4	26	7	33
+45 mins.	3	20	23	2	4	6	20	4	24
Total Volume	13	68	81	8	10	18	82	18	100
% App. Total	16	84		44.4	55.6		82	18	
PHF	.650	.850	.880	.667	.625	.750	.788	.643	.758

City of Palm Springs
 N/S: Cahuilla Road
 E/W: Tahquitz Canyon Way
 Weather: Clear

File Name : PLSCATAPM
 Site Code : 00915442
 Start Date : 8/19/2015
 Page No : 1

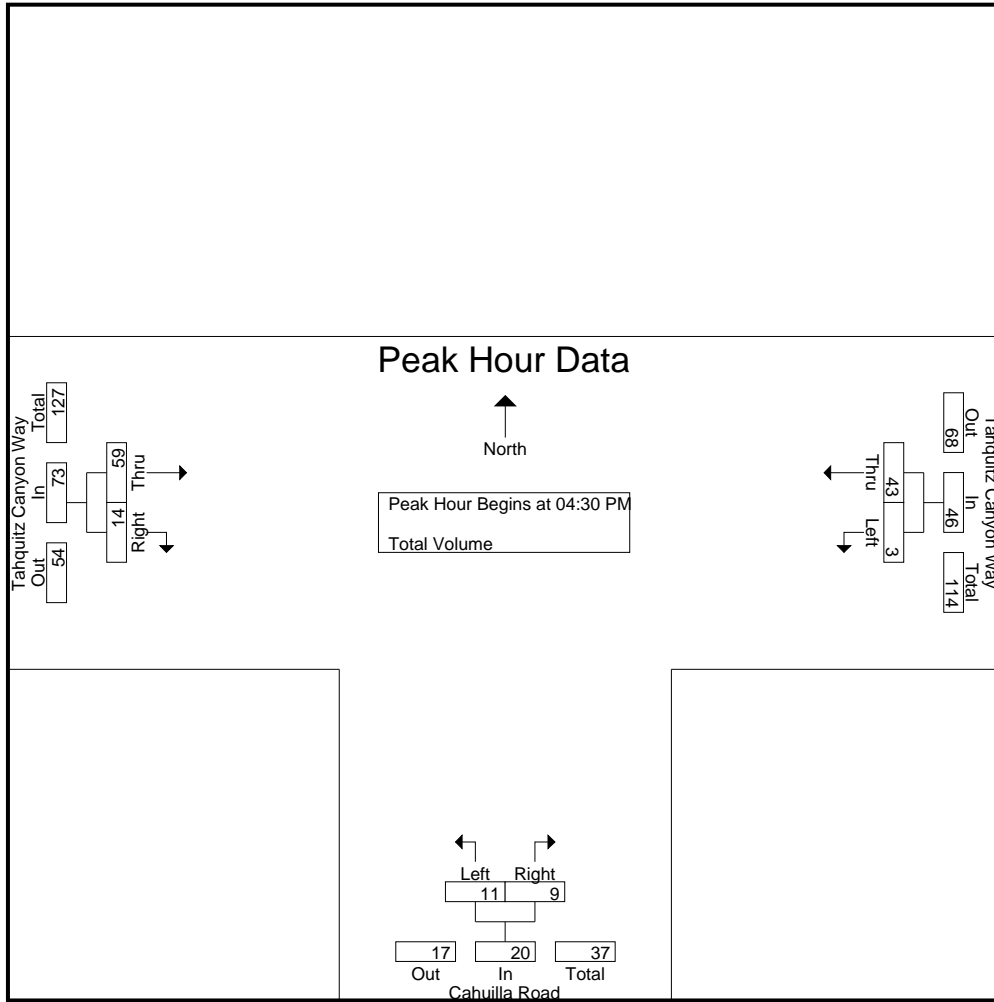
Groups Printed- Total Volume

Start Time	Tahquitz Canyon Way Westbound			Cahuilla Road Northbound			Tahquitz Canyon Way Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	4	9	13	1	0	1	8	1	9	23
04:15 PM	0	10	10	3	2	5	10	4	14	29
04:30 PM	1	11	12	5	0	5	22	5	27	44
04:45 PM	1	9	10	2	2	4	11	3	14	28
Total	6	39	45	11	4	15	51	13	64	124
05:00 PM	0	13	13	3	3	6	12	5	17	36
05:15 PM	1	10	11	1	4	5	14	1	15	31
05:30 PM	2	9	11	2	0	2	9	2	11	24
05:45 PM	1	12	13	0	3	3	8	5	13	29
Total	4	44	48	6	10	16	43	13	56	120
Grand Total	10	83	93	17	14	31	94	26	120	244
Apprch %	10.8	89.2		54.8	45.2		78.3	21.7		
Total %	4.1	34	38.1	7	5.7	12.7	38.5	10.7	49.2	

Start Time	Tahquitz Canyon Way Westbound			Cahuilla Road Northbound			Tahquitz Canyon Way Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	1	11	12	5	0	5	22	5	27	44
04:45 PM	1	9	10	2	2	4	11	3	14	28
05:00 PM	0	13	13	3	3	6	12	5	17	36
05:15 PM	1	10	11	1	4	5	14	1	15	31
Total Volume	3	43	46	11	9	20	59	14	73	139
% App. Total	6.5	93.5		55	45		80.8	19.2		
PHF	.750	.827	.885	.550	.563	.833	.670	.700	.676	.790

City of Palm Springs
 N/S: Cahuilla Road
 E/W: Tahquitz Canyon Way
 Weather: Clear

File Name : PLSCATAPM
 Site Code : 00915442
 Start Date : 8/19/2015
 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:

	05:00 PM			04:15 PM			04:30 PM		
+0 mins.	0	13	13	3	2	5	22	5	27
+15 mins.	1	10	11	5	0	5	11	3	14
+30 mins.	2	9	11	2	2	4	12	5	17
+45 mins.	1	12	13	3	3	6	14	1	15
Total Volume	4	44	48	13	7	20	59	14	73
% App. Total	8.3	91.7		65	35		80.8	19.2	
PHF	.500	.846	.923	.650	.583	.833	.670	.700	.676

City of Palm Springs
 N/S: Cahuilla Road
 E/W: Arenas Road
 Weather: Clear

File Name : PLSCAARMMD
 Site Code : 00915442
 Start Date : 8/19/2015
 Page No : 1

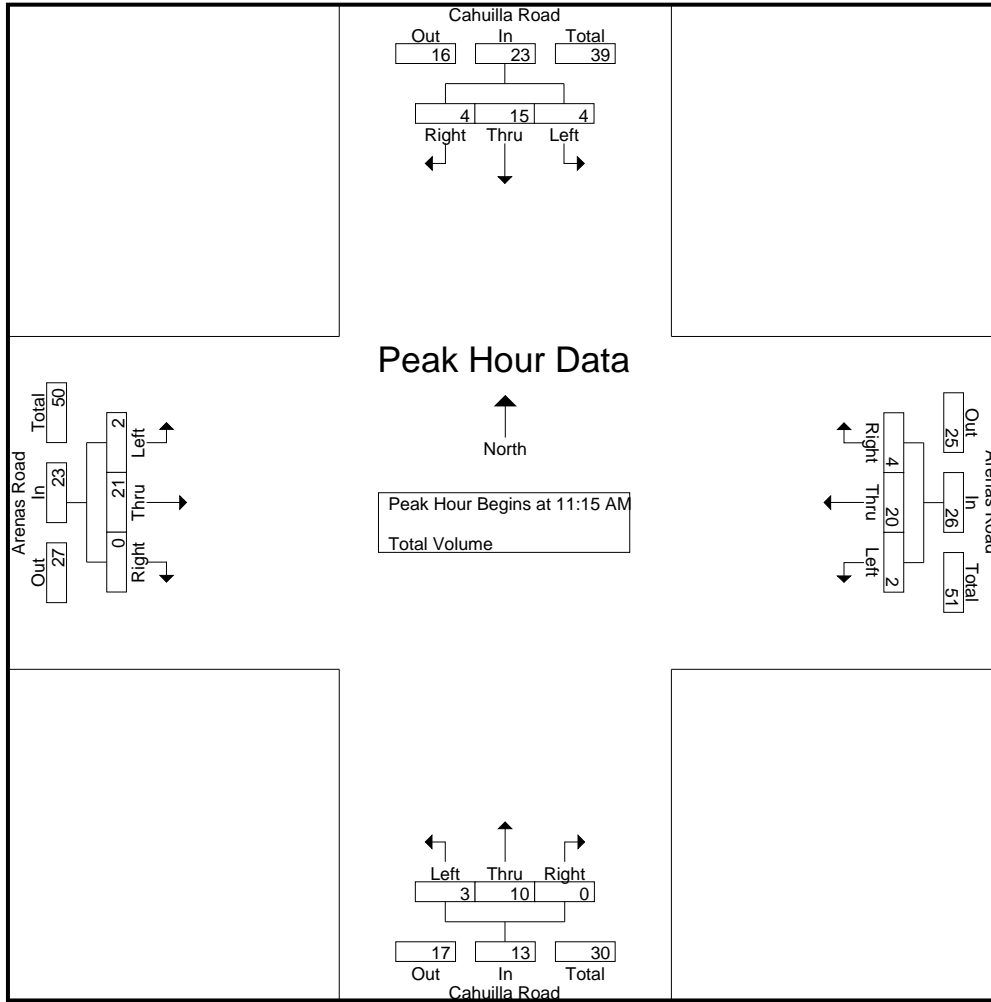
Groups Printed- Total Volume

Start Time	Cahuilla Road Southbound				Arenas Road Westbound				Cahuilla Road Northbound				Arenas Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
11:00 AM	3	2	2	7	1	1	1	3	0	0	1	1	1	7	0	8	19
11:15 AM	2	4	0	6	1	2	2	5	1	3	0	4	0	7	0	7	22
11:30 AM	1	4	2	7	1	3	2	6	0	1	0	1	1	5	0	6	20
11:45 AM	0	3	0	3	0	10	0	10	0	5	0	5	0	4	0	4	22
Total	6	13	4	23	3	16	5	24	1	9	1	11	2	23	0	25	83
12:00 PM	1	4	2	7	0	5	0	5	2	1	0	3	1	5	0	6	21
12:15 PM	2	3	0	5	0	5	0	5	0	3	1	4	0	5	0	5	19
12:30 PM	1	7	0	8	0	6	1	7	0	2	1	3	1	2	0	3	21
12:45 PM	2	1	2	5	0	7	2	9	0	2	0	2	0	2	0	2	18
Total	6	15	4	25	0	23	3	26	2	8	2	12	2	14	0	16	79
Grand Total	12	28	8	48	3	39	8	50	3	17	3	23	4	37	0	41	162
Apprch %	25	58.3	16.7		6	78	16		13	73.9	13		9.8	90.2	0		
Total %	7.4	17.3	4.9	29.6	1.9	24.1	4.9	30.9	1.9	10.5	1.9	14.2	2.5	22.8	0	25.3	

Start Time	Cahuilla Road Southbound				Arenas Road Westbound				Cahuilla Road Northbound				Arenas Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:15 AM																	
11:15 AM	2	4	0	6	1	2	2	5	1	3	0	4	0	7	0	7	22
11:30 AM	1	4	2	7	1	3	2	6	0	1	0	1	1	5	0	6	20
11:45 AM	0	3	0	3	0	10	0	10	0	5	0	5	0	4	0	4	22
12:00 PM	1	4	2	7	0	5	0	5	2	1	0	3	1	5	0	6	21
Total Volume	4	15	4	23	2	20	4	26	3	10	0	13	2	21	0	23	85
% App. Total	17.4	65.2	17.4		7.7	76.9	15.4		23.1	76.9	0		8.7	91.3	0		
PHF	.500	.938	.500	.821	.500	.500	.500	.650	.375	.500	.000	.650	.500	.750	.000	.821	.966

City of Palm Springs
 N/S: Cahuilla Road
 E/W: Arenas Road
 Weather: Clear

File Name : PLSCAARMMD
 Site Code : 00915442
 Start Date : 8/19/2015
 Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	12:00 PM				11:45 AM				11:45 AM				11:00 AM			
+0 mins.	1	4	2	7	0	10	0	10	0	5	0	5	1	7	0	8
+15 mins.	2	3	0	5	0	5	0	5	2	1	0	3	0	7	0	7
+30 mins.	1	7	0	8	0	5	0	5	0	3	1	4	1	5	0	6
+45 mins.	2	1	2	5	0	6	1	7	0	2	1	3	0	4	0	4
Total Volume	6	15	4	25	0	26	1	27	2	11	2	15	2	23	0	25
% App. Total	24	60	16		0	96.3	3.7		13.3	73.3	13.3		8	92	0	
PHF	.750	.536	.500	.781	.000	.650	.250	.675	.250	.550	.500	.750	.500	.821	.000	.781

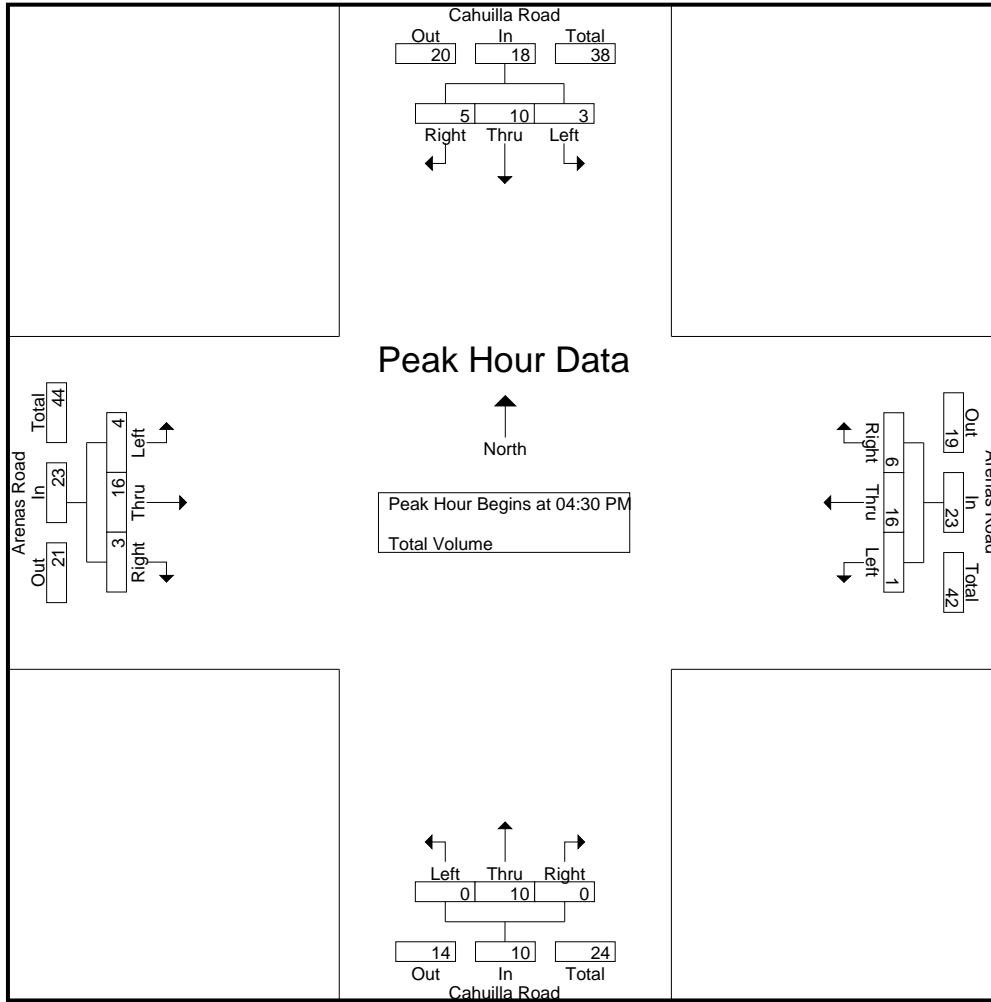
City of Palm Springs
 N/S: Cahuilla Road
 E/W: Arenas Road
 Weather: Clear

File Name : PLSCAARPM
 Site Code : 00915442
 Start Date : 8/19/2015
 Page No : 1

Groups Printed- Total Volume

Start Time	Cahuilla Road Southbound				Arenas Road Westbound				Cahuilla Road Northbound				Arenas Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	2	2	5	1	3	2	6	0	1	1	2	0	4	0	4	17
04:15 PM	0	1	2	3	0	3	0	3	2	3	0	5	0	3	0	3	14
04:30 PM	1	3	3	7	0	5	0	5	0	3	0	3	2	4	1	7	22
04:45 PM	1	2	0	3	0	4	3	7	0	2	0	2	1	6	0	7	19
Total	3	8	7	18	1	15	5	21	2	9	1	12	3	17	1	21	72
05:00 PM	0	4	1	5	0	3	1	4	0	4	0	4	0	2	2	4	17
05:15 PM	1	1	1	3	1	4	2	7	0	1	0	1	1	4	0	5	16
05:30 PM	0	3	0	3	0	1	0	1	0	0	0	0	1	2	0	3	7
05:45 PM	1	2	1	4	0	2	2	4	1	1	1	3	0	6	0	6	17
Total	2	10	3	15	1	10	5	16	1	6	1	8	2	14	2	18	57
Grand Total	5	18	10	33	2	25	10	37	3	15	2	20	5	31	3	39	129
Apprch %	15.2	54.5	30.3		5.4	67.6	27		15	75	10		12.8	79.5	7.7		
Total %	3.9	14	7.8	25.6	1.6	19.4	7.8	28.7	2.3	11.6	1.6	15.5	3.9	24	2.3	30.2	

Start Time	Cahuilla Road Southbound				Arenas Road Westbound				Cahuilla Road Northbound				Arenas Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	3	3	7	0	5	0	5	0	3	0	3	2	4	1	7	22
04:45 PM	1	2	0	3	0	4	3	7	0	2	0	2	1	6	0	7	19
05:00 PM	0	4	1	5	0	3	1	4	0	4	0	4	0	2	2	4	17
05:15 PM	1	1	1	3	1	4	2	7	0	1	0	1	1	4	0	5	16
Total Volume	3	10	5	18	1	16	6	23	0	10	0	10	4	16	3	23	74
% App. Total	16.7	55.6	27.8		4.3	69.6	26.1		0	100	0		17.4	69.6	13		
PHF	.750	.625	.417	.643	.250	.800	.500	.821	.000	.625	.000	.625	.500	.667	.375	.821	.841



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

	04:00 PM				04:30 PM				04:15 PM				04:30 PM			
+0 mins.	1	2	2	5	0	5	0	5	2	3	0	5	2	4	1	7
+15 mins.	0	1	2	3	0	4	3	7	0	3	0	3	1	6	0	7
+30 mins.	1	3	3	7	0	3	1	4	0	2	0	2	0	2	2	4
+45 mins.	1	2	0	3	1	4	2	7	0	4	0	4	1	4	0	5
Total Volume	3	8	7	18	1	16	6	23	2	12	0	14	4	16	3	23
% App. Total	16.7	44.4	38.9		4.3	69.6	26.1		14.3	85.7	0		17.4	69.6	13	
PHF	.750	.667	.583	.643	.250	.800	.500	.821	.250	.750	.000	.700	.500	.667	.375	.821

City of Palm Springs
 N/S: Museum Drive
 E/W: Tahquitz Canyon Way
 Weather: Clear

File Name : PLSMUTAMD
 Site Code : 00915442
 Start Date : 8/19/2015
 Page No : 1

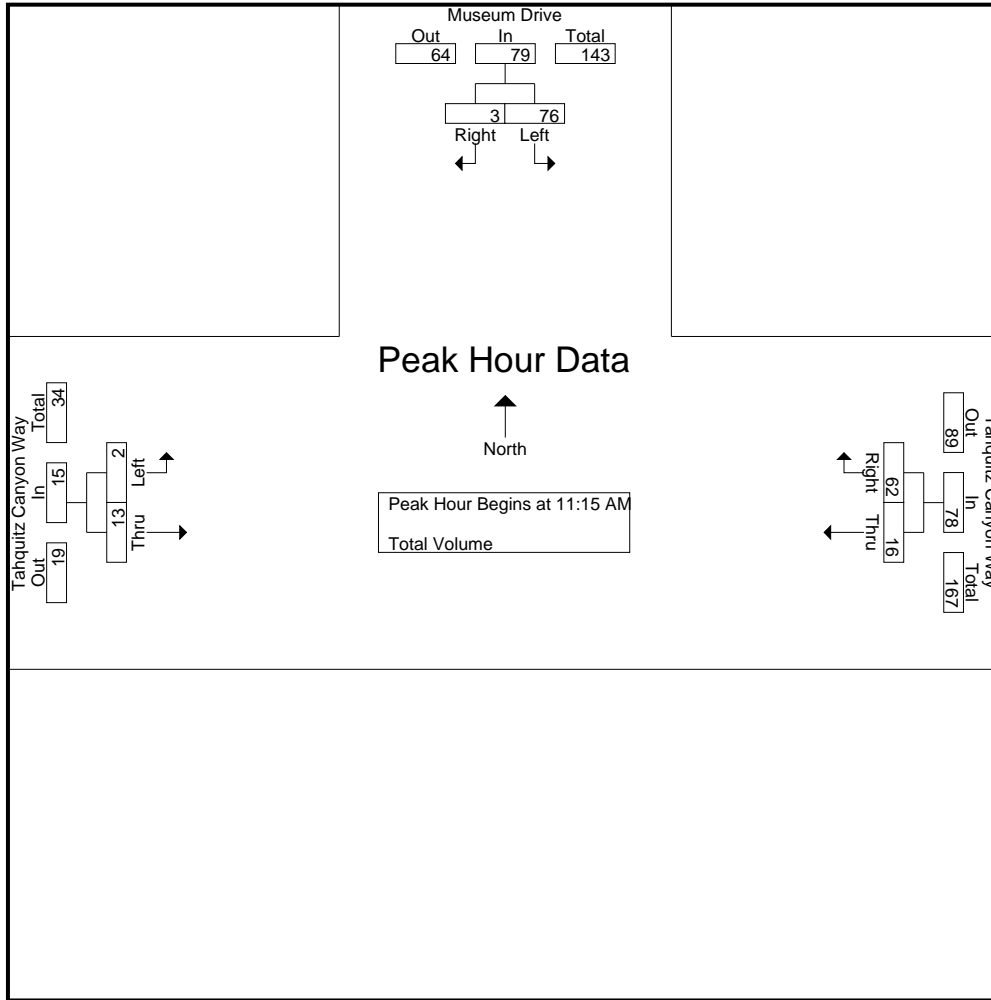
Groups Printed- Total Volume

Start Time	Museum Drive Southbound			Tahquitz Canyon Way Westbound			Tahquitz Canyon Way Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
11:00 AM	13	0	13	1	18	19	2	3	5	37
11:15 AM	12	2	14	3	17	20	0	4	4	38
11:30 AM	18	0	18	6	14	20	2	2	4	42
11:45 AM	20	1	21	1	21	22	0	3	3	46
Total	63	3	66	11	70	81	4	12	16	163
12:00 PM	26	0	26	6	10	16	0	4	4	46
12:15 PM	23	1	24	1	6	7	0	1	1	32
12:30 PM	13	1	14	2	22	24	0	4	4	42
12:45 PM	14	2	16	4	16	20	0	3	3	39
Total	76	4	80	13	54	67	0	12	12	159
Grand Total	139	7	146	24	124	148	4	24	28	322
Apprch %	95.2	4.8		16.2	83.8		14.3	85.7		
Total %	43.2	2.2	45.3	7.5	38.5	46	1.2	7.5	8.7	

Start Time	Museum Drive Southbound			Tahquitz Canyon Way Westbound			Tahquitz Canyon Way Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 11:15 AM										
11:15 AM	12	2	14	3	17	20	0	4	4	38
11:30 AM	18	0	18	6	14	20	2	2	4	42
11:45 AM	20	1	21	1	21	22	0	3	3	46
12:00 PM	26	0	26	6	10	16	0	4	4	46
Total Volume	76	3	79	16	62	78	2	13	15	172
% App. Total	96.2	3.8		20.5	79.5		13.3	86.7		
PHF	.731	.375	.760	.667	.738	.886	.250	.813	.938	.935

City of Palm Springs
 N/S: Museum Drive
 E/W: Tahquitz Canyon Way
 Weather: Clear

File Name : PLSMUTAMD
 Site Code : 00915442
 Start Date : 8/19/2015
 Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	11:30 AM			11:00 AM			11:00 AM		
+0 mins.	18	0	18	1	18	19	2	3	5
+15 mins.	20	1	21	3	17	20	0	4	4
+30 mins.	26	0	26	6	14	20	2	2	4
+45 mins.	23	1	24	1	21	22	0	3	3
Total Volume	87	2	89	11	70	81	4	12	16
% App. Total	97.8	2.2		13.6	86.4		25	75	
PHF	.837	.500	.856	.458	.833	.920	.500	.750	.800

City of Palm Springs
 N/S: Museum Drive
 E/W: Tahquitz Canyon Way
 Weather: Clear

File Name : PLSMUTAPM
 Site Code : 00915442
 Start Date : 8/19/2015
 Page No : 1

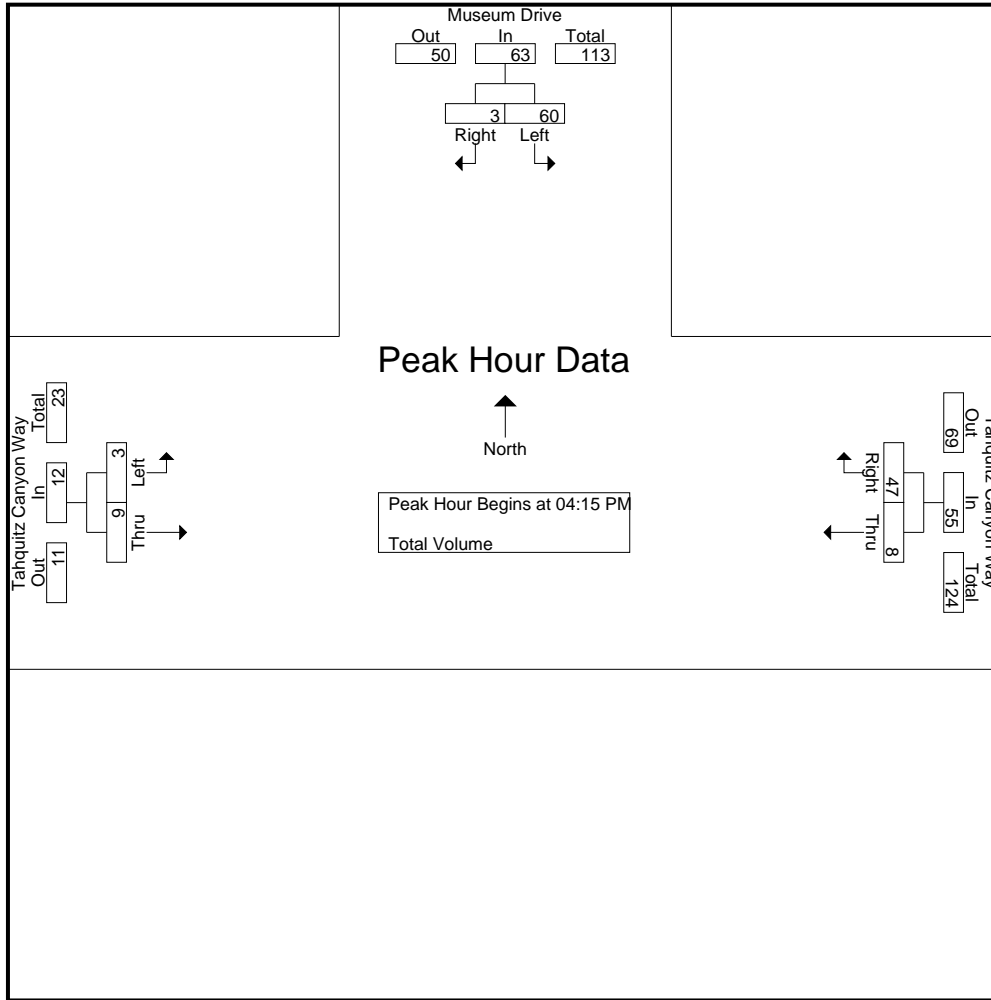
Groups Printed- Total Volume

Start Time	Museum Drive Southbound			Tahquitz Canyon Way Westbound			Tahquitz Canyon Way Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	9	1	10	0	11	11	1	0	1	22
04:15 PM	9	1	10	3	10	13	3	1	4	27
04:30 PM	27	0	27	2	10	12	0	3	3	42
04:45 PM	12	1	13	2	13	15	0	3	3	31
Total	57	3	60	7	44	51	4	7	11	122
05:00 PM	12	1	13	1	14	15	0	2	2	30
05:15 PM	16	0	16	2	6	8	1	1	2	26
05:30 PM	12	0	12	0	13	13	0	1	1	26
05:45 PM	10	0	10	2	8	10	1	0	1	21
Total	50	1	51	5	41	46	2	4	6	103
Grand Total	107	4	111	12	85	97	6	11	17	225
Apprch %	96.4	3.6		12.4	87.6		35.3	64.7		
Total %	47.6	1.8	49.3	5.3	37.8	43.1	2.7	4.9	7.6	

Start Time	Museum Drive Southbound			Tahquitz Canyon Way Westbound			Tahquitz Canyon Way Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	9	1	10	3	10	13	3	1	4	27
04:30 PM	27	0	27	2	10	12	0	3	3	42
04:45 PM	12	1	13	2	13	15	0	3	3	31
05:00 PM	12	1	13	1	14	15	0	2	2	30
Total Volume	60	3	63	8	47	55	3	9	12	130
% App. Total	95.2	4.8		14.5	85.5		25	75		
PHF	.556	.750	.583	.667	.839	.917	.250	.750	.750	.774

City of Palm Springs
 N/S: Museum Drive
 E/W: Tahquitz Canyon Way
 Weather: Clear

File Name : PLSMUTAPM
 Site Code : 00915442
 Start Date : 8/19/2015
 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:

	04:30 PM			04:15 PM			04:15 PM		
+0 mins.	27	0	27	3	10	13	3	1	4
+15 mins.	12	1	13	2	10	12	0	3	3
+30 mins.	12	1	13	2	13	15	0	3	3
+45 mins.	16	0	16	1	14	15	0	2	2
Total Volume	67	2	69	8	47	55	3	9	12
% App. Total	97.1	2.9		14.5	85.5		25	75	
PHF	.620	.500	.639	.667	.839	.917	.250	.750	.750

Appendix B

HCM 2000 OPERATIONAL ANALYSIS

1. HCM 2000 Methodology
 2. Intersection Analysis Worksheets
-

Appendix B

Highway Capacity Manual

Unsignalized Intersection Methodology

Some of the key intersections in the study area are unsignalized and controlled by STOP signs on one or more of the approaches. Unsignalized intersections are typically categorized as either two-way stop-controlled (TWSC) or all-way stop-controlled (AWSC) intersections. At TWSC intersections, the approaches controlled by the STOP signs (either public streets or private driveways) are referred to as the minor-street approaches. The intersection approaches that are not controlled by STOP signs are called the major-street approaches.

To evaluate the ability of these intersections to serve traffic demands during peak hours, the capacity is determined for each minor approach movement and the left-turn movements from the major street onto the minor street, and then compared to the demand for each movement. The methodology utilized to determine the maximum capacity of the minor approach movements and the left turn onto the minor street (in passenger car equivalents per hour or PCPH) accounts for approach grade and speed, heavy vehicle mix, lane configuration, and type of traffic control. It allows the maximum potential capacity to be determined from the conflicting volumes and the critical gap associated with each type of vehicle maneuver. Once the capacity of each of the critical movements is calculated, the anticipated delay and the level of service for each of the intersection movements and each minor approach can be evaluated. Table B-1 shows the average control delay range associated with each level of service at unsignalized intersections.

Table B-1
Unsignalized Intersection Level of Service Criteria^a

Level of Service ^b	Average Control Delay (Seconds/Vehicle)
A	≤ 10.0
B	>10.0 and ≤15.0
C	>15.0 and ≤25.0
D	>25.0 and ≤35.0
E	>35.0 and ≤50.0
F	> 50.0

a. Source: *Highway Capacity Manual, Special Report 209*, Transportation Research Board, 2000; pg. 17-2 and 17-32.

b. Note that a level of service is not defined for the overall TWSC intersection, but rather for individual movements and intersection approaches.

Typically, the movement with the longest average control delay or worst level of service defines the overall intersection evaluation; however, this may be tempered by engineering judgment, when conditions warrant it. Although the level of service is primarily related to the average control delay, which is given in terms of seconds of delay per vehicle by minor movement and intersection approach, other performance measures for TWSC and AWSC intersections include: delay to major street through vehicles, queue length, and volume-to-capacity ratio.

Left turns from the minor leg may experience delay consistent with LOS F operation, while the major street through movements experience little or no delay and LOS A. Since the major-street through movements typically accommodate the majority of the traffic demand at the intersection, the overall intersection LOS would most likely be LOS A or LOS B. If the delay for the traffic on the minor leg is reduced by installing a traffic signal, the overall

intersection delay will increase, as large numbers of vehicles on the major through moves are delayed by the new signal. The increase in total delay may lower the overall intersection LOS. For this reason, excessive delays on the minor legs of two-way stop intersections are only mitigated with a traffic signal when the minor street can no longer effectively provide access, as evidenced by traffic signal warrants being met. This eliminates situations where a large number of motorists are delayed for the benefit of only a few cars.

A two-way left-turn lane (TWLTL) or a raised or striped median allows a minor stream vehicle to cross one major traffic stream at a time. It results in two-stage gap acceptance, provided that sufficient storage space is available in the median or TWLTL to store vehicles. It reduces the critical gap (the minimum gap that would be acceptable to a driver on the minor approach) in the stream of traffic on the major street and increases the capacity of the minor approach.

A flared approach on the minor street increases the capacity of the minor street approach. It allows more vehicles to be served simultaneously. Increasing the length of the flared pavement improves access to the additional lane. Even with a flared approach, vehicles seeking to use the flared lane may be delayed by queued vehicles blocking access to the additional lane. Therefore, flaring does not increase the capacity of the approach to the extent that an additional lane would.

The presence of traffic signals upstream from the intersection on the major street will produce platoons and affect the capacity of the minor street approaches if the signal is located within 0.25 mile of the intersection. Four flow regimes can result: no platoons, platoons from the left only, platoons from the right only and platoons from both directions.

Appendix B

Highway Capacity Manual

Signalized Intersection Methodology

The *Highway Capacity Manual* (HCM 2000) signalized intersection capacity and level of service methodology addresses the capacity and level of service of intersection approach land groups as well as the level of service of the intersection as a whole. The analysis is undertaken in terms of the ratio of demand flow rate to capacity (V/C ratio) for individual movements during a peak 15-minute interval and the composite V/C ratio for the sum of critical movements or lane groups within the intersection. The level of service is determined based upon average control delay per vehicle, as shown in Table B-2 below.

Table B-2
2000 HCM Signalized Intersection LOS Criteria

Level of Service	Traffic Flow Characteristics	Avg. Control Delay (Seconds/Vehicle)
A	Extremely favorable progression with very low control delay. Most vehicles arrive during the green phase and do not stop.	≤ 10
B	Good progression and short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average delay.	> 10 and ≤ 20
C	Satisfactory operation with fair progression and longer cycle lengths. Individual cycle failures may begin to appear. A significant number of vehicles stop but many pass through without stopping.	> 20 and ≤ 35
D	Tolerable delay where congestion becomes more noticeable and many vehicles stop. Many vehicles stop. Individual cycle failures are noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high V/C ratios.	> 35 and ≤ 55
E	Unstable flow with poor progression, frequent cycle failures, long cycle lengths and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered the limit of acceptable delay by many agencies.	> 55 and ≤ 80
F	Oversaturation with arrival flow rates exceeding the capacity of the intersection and many individual cycle failures. Poor progression and long cycle lengths as well as high V/C ratios and high delay values occur at LOS F. Considered unacceptable to most drivers.	> 80

Source: *Highway Capacity Manual*, Special Report 209, Transportation Research Board, Fourth Edition, 2000; pp. 10-16.

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/2015</i> Time Period <i>Midday Peak Hour</i>						Intersection <i>Indian Canyon Dr @ Amado Rd</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	27	55			26	47	69	838	100			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 11.0	G =	G =	G =	G = 41.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	27	55			26	47		1007				
Lane Group Capacity	239	322			322	1495		4287				
v/c Ratio	0.11	0.17			0.08	0.03		0.23				
Green Ratio	0.18	0.18			0.18	1.00		0.68				
Uniform Delay d ₁	20.4	20.7			20.3	0.0		3.6				
Delay Factor k	0.11	0.11			0.11	0.11		0.11				
Incremental Delay d ₂	0.2	0.3			0.1	0.0		0.0				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	20.6	20.9			20.4	0.0		3.6				
Lane Group LOS	C	C			C	A		A				
Approach Delay	20.8			7.3			3.6					
Approach LOS	C			A			A					
Intersection Delay	5.1			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Canyon Dr @ Amado Rd					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	PM Peak Hour					Analysis Year	Existing					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	34	59			51	58	98	940	121			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 11.0	G =	G =	G =	G = 41.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	34	59			51	58		1159				
Lane Group Capacity	233	322			322	1495		4280				
v/c Ratio	0.15	0.18			0.16	0.04		0.27				
Green Ratio	0.18	0.18			0.18	1.00		0.68				
Uniform Delay d ₁	20.6	20.7			20.6	0.0		3.7				
Delay Factor k	0.11	0.11			0.11	0.11		0.11				
Incremental Delay d ₂	0.3	0.3			0.2	0.0		0.0				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	20.8	21.0			20.8	0.0		3.7				
Lane Group LOS	C	C			C	A		A				
Approach Delay	20.9			9.8			3.7					
Approach LOS	C			A			A					
Intersection Delay	5.4			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/2015</i> Time Period <i>Saturday Midday Peak Hour</i>						Intersection <i>Indian Canyon Dr @ Amado Rd</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	40	58			41	50	104	803	65			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 11.0	G =	G =	G =	G = 41.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	40	58			41	50		972				
Lane Group Capacity	236	322			322	1495		4300				
v/c Ratio	0.17	0.18			0.13	0.03		0.23				
Green Ratio	0.18	0.18			0.18	1.00		0.68				
Uniform Delay d ₁	20.6	20.7			20.5	0.0		3.6				
Delay Factor k	0.11	0.11			0.11	0.11		0.11				
Incremental Delay d ₂	0.3	0.3			0.2	0.0		0.0				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	21.0	21.0			20.7	0.0		3.6				
Lane Group LOS	C	C			C	A		A				
Approach Delay	21.0			9.3			3.6					
Approach LOS	C			A			A					
Intersection Delay	5.5			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Canyon Dr @ Andreas Rd					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	Midday Peak Hour					Analysis Year	Existing					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	20	0			0	53	2	1072	33			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	20	0			53			1107				
Lane Group Capacity	196	276			239			4634				
v/c Ratio	0.10	0.00			0.22			0.24				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d ₁	25.3	24.9			25.8			3.1				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d ₂	0.2	0.0			0.5			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	25.5	24.9			26.2			3.1				
Lane Group LOS	C	C			C			A				
Approach Delay	25.5			26.2			3.1					
Approach LOS	C			C			A					
Intersection Delay	4.6			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>PM Peak Hour</i>						Intersection <i>Indian Canyon Dr @ Andreas Rd</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	25	0			0	50	0	919	26			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	25	0			50			945				
Lane Group Capacity	200	276			239			4636				
v/c Ratio	0.13	0.00			0.21			0.20				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d ₁	25.4	24.9			25.7			3.0				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d ₂	0.3	0.0			0.4			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	25.6	24.9			26.1			3.1				
Lane Group LOS	C	C			C			A				
Approach Delay	25.6			26.1			3.1					
Approach LOS	C			C			A					
Intersection Delay	4.7			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Canyon Dr @ Andreas Rd					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	Saturday Midday Peak Hour					Analysis Year	Existing					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	32	0			1	72	1	1188	43			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	32	0			73			1232				
Lane Group Capacity	171	276			240			4631				
v/c Ratio	0.19	0.00			0.30			0.27				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d ₁	25.6	24.9			26.1			3.2				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d ₂	0.5	0.0			0.7			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	26.2	24.9			26.8			3.2				
Lane Group LOS	C	C			C			A				
Approach Delay	26.2			26.8			3.2					
Approach LOS	C			C			A					
Intersection Delay	5.1			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>Midday Peak Hour</i>						Intersection <i>Indian Cyn Dr @ Tahquitz Cyn</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	78	104			96	134	56	897	110			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EB Only	WB Only	03	04	NB Only	06	07	08				
Timing	G = 11.0	G = 11.0	G =	G =	G = 36.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	78	104			96	134		1063				
Lane Group Capacity	263	276			276	1929		3227				
v/c Ratio	0.30	0.38			0.35	0.07		0.33				
Green Ratio	0.16	0.16			0.16	0.73		0.51				
Uniform Delay d ₁	26.1	26.4			26.3	2.7		9.9				
Delay Factor k	0.11	0.11			0.11	0.11		0.11				
Incremental Delay d ₂	0.6	0.9			0.8	0.0		0.1				
PF Factor	1.000	1.000			1.000	1.000		1.000				
Control Delay	26.7	27.3			27.1	2.7		10.0				
Lane Group LOS	C	C			C	A		B				
Approach Delay	27.0			12.9			10.0					
Approach LOS	C			B			B					
Intersection Delay	12.6			Intersection LOS						B		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Cyn Dr @ Tahquitz Cyn					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	PM Peak Hour					Analysis Year	Existing					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	69	70			102	103	34	769	70			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EB Only	WB Only	03	04	NB Only	06	07	08				
Timing	G = 11.0	G = 11.0	G =	G =	G = 36.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	69	70			102	103		873				
Lane Group Capacity	263	276			276	1929		3241				
v/c Ratio	0.26	0.25			0.37	0.05		0.27				
Green Ratio	0.16	0.16			0.16	0.73		0.51				
Uniform Delay d ₁	25.9	25.9			26.4	2.7		9.6				
Delay Factor k	0.11	0.11			0.11	0.11		0.11				
Incremental Delay d ₂	0.5	0.5			0.8	0.0		0.0				
PF Factor	1.000	1.000			1.000	1.000		1.000				
Control Delay	26.5	26.4			27.2	2.7		9.6				
Lane Group LOS	C	C			C	A		A				
Approach Delay	26.4			14.9			9.6					
Approach LOS	C			B			A					
Intersection Delay	12.4			Intersection LOS						B		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Cyn Dr @ Tahquitz Cyn					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	Saturday Midday Peak Hour					Analysis Year	Existing					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	87	103			108	103	70	753	105			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EB Only	WB Only	03	04	NB Only	06	07	08				
Timing	G = 11.0	G = 11.0	G =	G =	G = 36.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	87	103			108	103		928				
Lane Group Capacity	263	276			276	1929		3218				
v/c Ratio	0.33	0.37			0.39	0.05		0.29				
Green Ratio	0.16	0.16			0.16	0.73		0.51				
Uniform Delay d ₁	26.2	26.4			26.5	2.7		9.7				
Delay Factor k	0.11	0.11			0.11	0.11		0.11				
Incremental Delay d ₂	0.7	0.9			0.9	0.0		0.0				
PF Factor	1.000	1.000			1.000	1.000		1.000				
Control Delay	27.0	27.3			27.4	2.7		9.7				
Lane Group LOS	C	C			C	A		A				
Approach Delay	27.1			15.3			9.7					
Approach LOS	C			B			A					
Intersection Delay	13.1			Intersection LOS						B		

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>Midday Peak Hour</i>						Intersection <i>Indian Cyn Dr @ Tahquitz Cyn</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	61	38			36	27	45	981	70			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	61	38			63			1096				
Lane Group Capacity	183	276			260			4601				
v/c Ratio	0.33	0.14			0.24			0.24				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d ₁	26.2	25.4			25.8			3.1				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d ₂	1.1	0.2			0.5			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	27.3	25.6			26.3			3.1				
Lane Group LOS	C	C			C			A				
Approach Delay	26.7			26.3			3.1					
Approach LOS	C			C			A					
Intersection Delay	6.2			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>PM Peak Hour</i>						Intersection <i>Indian Cyn Dr @ Tahquitz Cyn</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	42	40			28	28	36	818	64			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	42	40			56			918				
Lane Group Capacity	192	276			258			4597				
v/c Ratio	0.22	0.14			0.22			0.20				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d ₁	25.7	25.4			25.7			3.0				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d ₂	0.6	0.2			0.4			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	26.3	25.7			26.2			3.0				
Lane Group LOS	C	C			C			A				
Approach Delay	26.0			26.2			3.0					
Approach LOS	C			C			A					
Intersection Delay	6.0			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Cyn Dr @ Tahquitz Cyn					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	Saturday Midday Peak Hour					Analysis Year	Existing					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	92	52			41	51	78	1081	101			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 12.0	G =	G =	G =	G = 50.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	92	52			92			1260				
Lane Group Capacity	170	302			279			4495				
v/c Ratio	0.54	0.17			0.33			0.28				
Green Ratio	0.17	0.17			0.17			0.71				
Uniform Delay d ₁	26.5	24.8			25.5			3.6				
Delay Factor k	0.14	0.11			0.11			0.11				
Incremental Delay d ₂	3.5	0.3			0.7			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	30.0	25.0			26.2			3.6				
Lane Group LOS	C	C			C			A				
Approach Delay	28.2			26.2			3.6					
Approach LOS	C			C			A					
Intersection Delay	7.4			Intersection LOS						A		

SHORT REPORT													
General Information						Site Information							
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>Midday Peak Hour</i>						Intersection <i>Palm Canyon Drive @ Amado Road</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing</i>							
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes		1	1	1	1					0	3	0	
Lane Group		T	R	L	T						LTR		
Volume (vph)		21	27	96	33					69	777	22	
% Heavy Vehicles		8	8	8	8					8	8	8	
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00	
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A	
Startup Lost Time		2.0	2.0	2.0	2.0						2.0		
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0		
Arrival Type		3	3	3	3						3		
Unit Extension		3.0	3.0	3.0	3.0						3.0		
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0	
Lane Width		12.0	12.0	12.0	12.0						12.0		
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/Hour													
Bus Stops/Hour		0	0	0	0						0		
Minimum Pedestrian Time		3.2			3.2			3.2			3.2		
Phasing	EW Perm	02		03		04		SB Only	06		07		08
Timing	G = 8.0	G =		G =		G =		G = 44.0	G =		G =		G =
	Y = 4	Y =		Y =		Y =		Y = 4	Y =		Y =		Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0							
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adjusted Flow Rate		21	27	96	33						868		
Lane Group Capacity		235	1495	174	235						3487		
v/c Ratio		0.09	0.02	0.55	0.14						0.25		
Green Ratio		0.13	1.00	0.13	0.13						0.73		
Uniform Delay d ₁		22.8	0.0	24.3	23.0						2.6		
Delay Factor k		0.11	0.11	0.15	0.11						0.11		
Incremental Delay d ₂		0.2	0.0	3.8	0.3						0.0		
PF Factor		1.000	0.950	1.000	1.000						1.000		
Control Delay		23.0	0.0	28.1	23.2						2.6		
Lane Group LOS		C	A	C	C						A		
Approach Delay		10.1			26.9						2.6		
Approach LOS		B			C						A		
Intersection Delay		6.0			Intersection LOS						A		

SHORT REPORT													
General Information						Site Information							
Analyst	Greg					Intersection	Palm Canyon Drive @						
Agency or Co.	Endo Engineering					Area Type	Amado Road						
Date Performed	9/22/15					Jurisdiction	All other areas						
Time Period	PM Peak Hour					Analysis Year	Existing						
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes		1	1	1	1					0	3	0	
Lane Group		T	R	L	T						LTR		
Volume (vph)		18	21	69	22					53	610	17	
% Heavy Vehicles		8	8	8	8					8	8	8	
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00	
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A	
Startup Lost Time		2.0	2.0	2.0	2.0						2.0		
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0		
Arrival Type		3	3	3	3						3		
Unit Extension		3.0	3.0	3.0	3.0						3.0		
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0	
Lane Width		12.0	12.0	12.0	12.0						12.0		
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/Hour													
Bus Stops/Hour		0	0	0	0						0		
Minimum Pedestrian Time		3.2			3.2			3.2			3.2		
Phasing	EW Perm	02		03		04		SB Only	06		07		08
Timing	G = 8.0	G =		G =		G =		G = 44.0	G =		G =		G =
	Y = 4	Y =		Y =		Y =		Y = 4	Y =		Y =		Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0							
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adjusted Flow Rate		18	21	69	22						680		
Lane Group Capacity		235	1495	175	235						3488		
v/c Ratio		0.08	0.01	0.39	0.09						0.19		
Green Ratio		0.13	1.00	0.13	0.13						0.73		
Uniform Delay d ₁		22.8	0.0	23.8	22.8						2.5		
Delay Factor k		0.11	0.11	0.11	0.11						0.11		
Incremental Delay d ₂		0.1	0.0	1.5	0.2						0.0		
PF Factor		1.000	0.950	1.000	1.000						1.000		
Control Delay		22.9	0.0	25.3	23.0						2.5		
Lane Group LOS		C	A	C	C						A		
Approach Delay		10.6			24.7						2.5		
Approach LOS		B			C						A		
Intersection Delay		5.4			Intersection LOS					A			

SHORT REPORT													
General Information						Site Information							
Analyst	Greg					Intersection	Palm Canyon Drive @ Amado Road						
Agency or Co.	Endo Engineering					Area Type	All other areas						
Date Performed	9/22/15					Jurisdiction	Palm Springs						
Time Period	Saturday Midday Peak Hour					Analysis Year	Existing						
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes		1	1	1	1					0	3	0	
Lane Group		T	R	L	T						LTR		
Volume (vph)		23	37	104	40					69	759	28	
% Heavy Vehicles		8	8	8	8					8	8	8	
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00	
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A	
Startup Lost Time		2.0	2.0	2.0	2.0						2.0		
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0		
Arrival Type		3	3	3	3						3		
Unit Extension		3.0	3.0	3.0	3.0						3.0		
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0	
Lane Width		12.0	12.0	12.0	12.0						12.0		
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/Hour													
Bus Stops/Hour		0	0	0	0						0		
Minimum Pedestrian Time		3.2			3.2			3.2			3.2		
Phasing	EW Perm	02		03		04		SB Only	06		07		08
Timing	G = 8.0	G =		G =		G =		G = 44.0	G =		G =		G =
	Y = 4	Y =		Y =		Y =		Y = 4	Y =		Y =		Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0							
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adjusted Flow Rate		23	37	104	40						856		
Lane Group Capacity		235	1495	174	235						3483		
v/c Ratio		0.10	0.02	0.60	0.17						0.25		
Green Ratio		0.13	1.00	0.13	0.13						0.73		
Uniform Delay d ₁		22.8	0.0	24.5	23.1						2.6		
Delay Factor k		0.11	0.11	0.19	0.11						0.11		
Incremental Delay d ₂		0.2	0.0	5.7	0.3						0.0		
PF Factor		1.000	0.950	1.000	1.000						1.000		
Control Delay		23.0	0.0	30.2	23.4						2.6		
Lane Group LOS		C	A	C	C						A		
Approach Delay		8.8			28.3						2.6		
Approach LOS		A			C						A		
Intersection Delay		6.5			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Palm Cyn Dr @ Tahquitz					
Agency or Co.	Endo Engineering						Cyn Way					
Date Performed	9/22/15					Area Type	All other areas					
Time Period	Midday Peak Hour					Jurisdiction	Palm Springs					
						Analysis Year	Existing					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T					LT	R	
Volume (vph)		102	36	107	77					100	659	47
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0					2.0	2.0	
Extension of Effective Green		2.0		2.0	2.0					2.0	2.0	
Arrival Type		3		3	3					3	3	
Unit Extension		3.0		3.0	3.0					3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0					12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0					0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08				
Timing	G = 11.0	G = 11.0	G =	G =	G = 36.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		138		107	77						759	47
Lane Group Capacity		267		263	653						3265	1495
v/c Ratio		0.52		0.41	0.12						0.23	0.03
Green Ratio		0.16		0.16	0.37						0.51	1.00
Uniform Delay d ₁		27.1		26.6	14.5						9.4	0.0
Delay Factor k		0.12		0.11	0.11						0.11	0.11
Incremental Delay d ₂		1.8		1.0	0.1						0.0	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		28.8		27.6	14.5						9.4	0.0
Lane Group LOS		C		C	B						A	A
Approach Delay		28.8			22.1						8.9	
Approach LOS		C			C						A	
Intersection Delay		13.5			Intersection LOS					B		

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>PM Peak Hour</i>						Intersection <i>Palm Cyn Dr @ Tahquitz Cyn Way</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T					LT	R	
Volume (vph)		82	16	83	51					56	559	42
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0					2.0	2.0	
Extension of Effective Green		2.0		2.0	2.0					2.0	2.0	
Arrival Type		3		3	3					3	3	
Unit Extension		3.0		3.0	3.0					3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0					12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0					0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08				
Timing	G = 11.0	G = 11.0	G =	G =	G = 36.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		98		83	51						615	42
Lane Group Capacity		270		263	653						3271	1495
v/c Ratio		0.36		0.32	0.08						0.19	0.03
Green Ratio		0.16		0.16	0.37						0.51	1.00
Uniform Delay d ₁		26.4		26.2	14.2						9.1	0.0
Delay Factor k		0.11		0.11	0.11						0.11	0.11
Incremental Delay d ₂		0.8		0.7	0.1						0.0	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		27.2		26.9	14.3						9.2	0.0
Lane Group LOS		C		C	B						A	A
Approach Delay		27.2			22.1						8.6	
Approach LOS		C			C						A	
Intersection Delay		12.7			Intersection LOS						B	

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Palm Cyn Dr @ Tahquitz					
Agency or Co.	Endo Engineering						Cyn Way					
Date Performed	9/22/15					Area Type	All other areas					
Time Period	Saturday Midday Peak Hour					Jurisdiction	Palm Springs					
						Analysis Year	Existing					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T						LT	R
Volume (vph)		90	28	119	51					109	700	65
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	2.0
Extension of Effective Green		2.0		2.0	2.0						2.0	2.0
Arrival Type		3		3	3						3	3
Unit Extension		3.0		3.0	3.0						3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08				
Timing	G = 11.0	G = 11.0	G =	G =	G = 36.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		118		119	51						809	65
Lane Group Capacity		268		263	653						3264	1495
v/c Ratio		0.44		0.45	0.08						0.25	0.04
Green Ratio		0.16		0.16	0.37						0.51	1.00
Uniform Delay d ₁		26.7		26.8	14.2						9.5	0.0
Delay Factor k		0.11		0.11	0.11						0.11	0.11
Incremental Delay d ₂		1.2		1.2	0.1						0.0	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		27.9		28.0	14.3						9.5	0.0
Lane Group LOS		C		C	B						A	A
Approach Delay		27.9			23.9						8.8	
Approach LOS		C			C						A	
Intersection Delay		12.9			Intersection LOS						B	

SHORT REPORT													
General Information						Site Information							
Analyst	Greg					Intersection	Palm Cyn Dr @ Arenas Road						
Agency or Co.	Endo Engineering					Area Type	All other areas						
Date Performed	9/22/15					Jurisdiction	Palm Springs						
Time Period	Midday Peak Hour					Analysis Year	Existing						
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes		1	0	1	1					0	3	0	
Lane Group		TR		L	T						LTR		
Volume (vph)		25	20	45	28					51	719	64	
% Heavy Vehicles		8	8	8	8					8	8	8	
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00	
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A	
Startup Lost Time		2.0		2.0	2.0						2.0		
Extension of Effective Green		2.0		2.0	2.0						2.0		
Arrival Type		3		3	3						3		
Unit Extension		3.0		3.0	3.0						3.0		
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0	
Lane Width		12.0		12.0	12.0						12.0		
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/Hour													
Bus Stops/Hour		0		0	0						0		
Minimum Pedestrian Time		3.2			3.2			3.2			3.2		
Phasing	EW Perm	02		03		04		SB Only	06		07		08
Timing	G = 8.0	G =		G =		G =		G = 54.0	G =		G =		G =
	Y = 4	Y =		Y =		Y =		Y = 4	Y =		Y =		Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0							
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adjusted Flow Rate		45		45	28						834		
Lane Group Capacity		189		146	201						3643		
v/c Ratio		0.24		0.31	0.14						0.23		
Green Ratio		0.11		0.11	0.11						0.77		
Uniform Delay d ₁		28.2		28.5	27.9						2.2		
Delay Factor k		0.11		0.11	0.11						0.11		
Incremental Delay d ₂		0.7		1.2	0.3						0.0		
PF Factor		1.000		1.000	1.000						1.000		
Control Delay		28.9		29.7	28.2						2.3		
Lane Group LOS		C		C	C						A		
Approach Delay		28.9			29.1						2.3		
Approach LOS		C			C						A		
Intersection Delay		5.6			Intersection LOS					A			

SHORT REPORT													
General Information						Site Information							
Analyst	Greg					Intersection	Palm Cyn Dr @ Arenas Road						
Agency or Co.	Endo Engineering					Area Type	All other areas						
Date Performed	9/22/15					Jurisdiction	Palm Springs						
Time Period	PM Peak Hour					Analysis Year	Existing						
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes		1	0	1	1					0	3	0	
Lane Group		TR		L	T						LTR		
Volume (vph)		39	13	32	31					28	557	47	
% Heavy Vehicles		8	8	8	8					8	8	8	
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00	
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A	
Startup Lost Time		2.0		2.0	2.0						2.0		
Extension of Effective Green		2.0		2.0	2.0						2.0		
Arrival Type		3		3	3						3		
Unit Extension		3.0		3.0	3.0						3.0		
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0	
Lane Width		12.0		12.0	12.0						12.0		
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/Hour													
Bus Stops/Hour		0		0	0						0		
Minimum Pedestrian Time		3.2			3.2			3.2			3.2		
Phasing	EW Perm	02		03		04		SB Only	06		07		08
Timing	G = 8.0	G =		G =		G =		G = 54.0	G =		G =		G =
	Y = 4	Y =		Y =		Y =		Y = 4	Y =		Y =		Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0							
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adjusted Flow Rate		52		32	31						632		
Lane Group Capacity		194		138	201						3647		
v/c Ratio		0.27		0.23	0.15						0.17		
Green Ratio		0.11		0.11	0.11						0.77		
Uniform Delay d ₁		28.3		28.2	27.9						2.1		
Delay Factor k		0.11		0.11	0.11						0.11		
Incremental Delay d ₂		0.7		0.9	0.4						0.0		
PF Factor		1.000		1.000	1.000						1.000		
Control Delay		29.1		29.1	28.3						2.1		
Lane Group LOS		C		C	C						A		
Approach Delay		29.1			28.7						2.1		
Approach LOS		C			C						A		
Intersection Delay		6.2			Intersection LOS						A		

SHORT REPORT													
General Information						Site Information							
Analyst	Greg					Intersection	Palm Cyn Dr @ Arenas Road						
Agency or Co.	Endo Engineering					Area Type	All other areas						
Date Performed	9/22/15					Jurisdiction	Palm Springs						
Time Period	Saturday Midday Peak Hour					Analysis Year	Existing						
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes		1	0	1	1					0	3	0	
Lane Group		TR		L	T						LTR		
Volume (vph)		59	36	51	39					92	936	76	
% Heavy Vehicles		8	8	8	8					8	8	8	
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00	
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A	
Startup Lost Time		2.0		2.0	2.0						2.0		
Extension of Effective Green		2.0		2.0	2.0						2.0		
Arrival Type		3		3	3						3		
Unit Extension		3.0		3.0	3.0						3.0		
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0	
Lane Width		12.0		12.0	12.0						12.0		
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/Hour													
Bus Stops/Hour		0		0	0						0		
Minimum Pedestrian Time		3.2			3.2			3.2			3.2		
Phasing	EW Perm	02		03		04		SB Only	06		07		08
Timing	G = 8.0	G =		G =		G =		G = 54.0	G =		G =		G =
	Y = 4	Y =		Y =		Y =		Y = 4	Y =		Y =		Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0							
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adjusted Flow Rate		95		51	39							1104	
Lane Group Capacity		191		103	201							3643	
v/c Ratio		0.50		0.50	0.19							0.30	
Green Ratio		0.11		0.11	0.11							0.77	
Uniform Delay d ₁		29.1		29.1	28.1							2.4	
Delay Factor k		0.11		0.11	0.11							0.11	
Incremental Delay d ₂		2.0		3.8	0.5							0.0	
PF Factor		1.000		1.000	1.000							1.000	
Control Delay		31.2		32.9	28.6							2.4	
Lane Group LOS		C		C	C							A	
Approach Delay		31.2			31.0						2.4		
Approach LOS		C			C						A		
Intersection Delay		6.5			Intersection LOS						A		

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Belardo Road @ Amado Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/15			Analysis Year	Existing		
Analysis Time Period	Midday Peak Hour						
Project Description DT PS							
East/West Street: Amado Road				North/South Street: Belardo Road			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		44	22	27	72		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	44	22	27	72	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration		T	R	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				22		36	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	22	0	36	
Percent Heavy Vehicles	0	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		27		58			
C (m) (veh/h)		1498		914			
v/c		0.02		0.06			
95% queue length		0.06		0.20			
Control Delay (s/veh)		7.4		9.2			
LOS		A		A			
Approach Delay (s/veh)	--	--		9.2			
Approach LOS	--	--		A			

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Belardo Road @ Amado Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing		
Analysis Time Period	PM Peak Hour						
Project Description DT PS							
East/West Street: Amado Road				North/South Street: Belardo Road			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		59	15	16	55		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	59	15	16	55	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	1	0	1	0	
Configuration		T	R	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				16		21	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	16	0	21	
Percent Heavy Vehicles	0	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		16		37			
C (m) (veh/h)		1488		910			
v/c		0.01		0.04			
95% queue length		0.03		0.13			
Control Delay (s/veh)		7.4		9.1			
LOS		A		A			
Approach Delay (s/veh)	--	--		9.1			
Approach LOS	--	--		A			

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Belardo Road @ Amado Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/15			Analysis Year	Existing		
Analysis Time Period	Saturday Midday Peak Hour						
Project Description DT PS							
East/West Street: Amado Road				North/South Street: Belardo Road			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		67	44	25	69		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	67	44	25	69	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration		T	R	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				32		40	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	32	0	40	
Percent Heavy Vehicles	0	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		25		72			
C (m) (veh/h)		1442		877			
v/c		0.02		0.08			
95% queue length		0.05		0.27			
Control Delay (s/veh)		7.5		9.5			
LOS		A		A			
Approach Delay (s/veh)	--	--		9.5			
Approach LOS	--	--		A			

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Belardo Road @ Amado Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing		
Analysis Time Period	Villagefest Peak Hour						
Project Description DT PS							
East/West Street: Amado Road				North/South Street: Belardo Road			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		75	55	12	102		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	75	55	12	102	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration		T	R	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				354		54	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	354	0	54	
Percent Heavy Vehicles	0	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		12		408			
C (m) (veh/h)		1419		789			
v/c		0.01		0.52			
95% queue length		0.03		3.16			
Control Delay (s/veh)		7.6		14.4			
LOS		A		B			
Approach Delay (s/veh)	--	--	14.4				
Approach LOS	--	--	B				

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	Greg			Intersection	Belardo Rd @ Tahquitz Cyn Way			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing			
Analysis Time Period	Midday Peak Hour							
Project Description DT PS								
East/West Street: Tahquitz Canyon Way				North/South Street: Belardo Road				
Intersection Orientation: East-West				Study Period (hrs): 1.00				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		55	38	49	67			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	55	38	49	67	0		
Percent Heavy Vehicles	8	--	--	8	--	--		
Median Type	Undivided							
RT Channelized			0				0	
Lanes	0	1	1	0	1		0	
Configuration		T	R	LT				
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	42		74					
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	42	0	74	0	0	0		
Percent Heavy Vehicles	8	0	8	8	0	8		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0				0	
Lanes	0	0	0	0	0		0	
Configuration		LR						
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		49		116				
C (m) (veh/h)		1464		879				
v/c		0.03		0.13				
95% queue length		0.10		0.46				
Control Delay (s/veh)		7.5		9.7				
LOS		A		A				
Approach Delay (s/veh)	--	--		9.7				
Approach LOS	--	--		A				

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Belardo Rd @ Tahquitz Cyn Way		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing		
Analysis Time Period	PM Peak Hour						
Project Description DT PS							
East/West Street: Tahquitz Canyon Way				North/South Street: Belardo Road			
Intersection Orientation: East-West				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		37	55	51	33		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	37	55	51	33	0	
Percent Heavy Vehicles	8	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration		T	R	LT			
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	29		61				
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	29	0	61	0	0	0	
Percent Heavy Vehicles	8	0	8	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0		0
Configuration		LR					
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		51		90			
C (m) (veh/h)		1466		925			
v/c		0.03		0.10			
95% queue length		0.11		0.32			
Control Delay (s/veh)		7.5		9.3			
LOS		A		A			
Approach Delay (s/veh)	--	--		9.3			
Approach LOS	--	--		A			

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	Greg			Intersection	Belardo Rd @ Tahquitz Cyn Way			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing			
Analysis Time Period	Saturday Midday Peak Hour							
Project Description DT PS								
East/West Street: Tahquitz Canyon Way				North/South Street: Belardo Road				
Intersection Orientation: East-West				Study Period (hrs): 1.00				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		47	48	84	68			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	47	48	84	68	0		
Percent Heavy Vehicles	8	--	--	8	--	--		
Median Type	Undivided							
RT Channelized			0				0	
Lanes	0	1	1	0	1		0	
Configuration		T	R	LT				
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	65		102					
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	65	0	102	0	0	0		
Percent Heavy Vehicles	8	0	8	8	0	8		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0				0	
Lanes	0	0	0	0	0	0		
Configuration		LR						
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		84		167				
C (m) (veh/h)		1462		832				
v/c		0.06		0.20				
95% queue length		0.18		0.75				
Control Delay (s/veh)		7.6		10.4				
LOS		A		B				
Approach Delay (s/veh)	--	--	10.4					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Belardo Rd @ Tahquitz Cyn Way		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing		
Analysis Time Period	Villagefest Peak Hour						
Project Description DT PS							
East/West Street: Tahquitz Canyon Way				North/South Street: Belardo Road			
Intersection Orientation: East-West				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		9	298	7	5		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	9	298	7	5	0	
Percent Heavy Vehicles	8	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration		T	R	LT			
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	111		20				
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	111	0	20	0	0	0	
Percent Heavy Vehicles	8	0	8	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration		LR					
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		7		131			
C (m) (veh/h)		1220		979			
v/c		0.01		0.13			
95% queue length		0.02		0.46			
Control Delay (s/veh)		8.0		9.2			
LOS		A		A			
Approach Delay (s/veh)	--	--		9.2			
Approach LOS	--	--		A			

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	Greg				Intersection	Belardo Road @ Arenas Road			
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs			
Date Performed	9/22/2015				Analysis Year	Existing			
Analysis Time Period	Midday Peak Hour								
Project ID <i>DT PS</i>									
East/West Street: <i>Arenas Road</i>					North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	4	22	10	11	18	16			
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	11	75	9	4	80	4			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		
Flow Rate (veh/h)	<i>36</i>		<i>45</i>		<i>95</i>		<i>88</i>		
% Heavy Vehicles	<i>8</i>		<i>8</i>		<i>8</i>		<i>8</i>		
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Duration, T	<i>1.00</i>								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	<i>0.1</i>		<i>0.2</i>		<i>0.1</i>		<i>0.0</i>		
Prop. Right-Turns	<i>0.3</i>		<i>0.4</i>		<i>0.1</i>		<i>0.0</i>		
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	
hadj, computed	<i>-0.0</i>		<i>-0.0</i>		<i>0.1</i>		<i>0.1</i>		
Departure Headway and Service Time									
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		
x, initial	<i>0.03</i>		<i>0.04</i>		<i>0.08</i>		<i>0.08</i>		
hd, final value (s)	<i>4.36</i>		<i>4.33</i>		<i>4.28</i>		<i>4.30</i>		
x, final value	<i>0.04</i>		<i>0.05</i>		<i>0.11</i>		<i>0.11</i>		
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		
Service Time, t _s (s)	<i>2.4</i>		<i>2.3</i>		<i>2.3</i>		<i>2.3</i>		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	<i>286</i>		<i>295</i>		<i>345</i>		<i>338</i>		
Delay (s/veh)	<i>7.55</i>		<i>7.57</i>		<i>7.83</i>		<i>7.81</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>		
Approach: Delay (s/veh)	<i>7.55</i>		<i>7.57</i>		<i>7.83</i>		<i>7.81</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>		
Intersection Delay (s/veh)	<i>7.74</i>								
Intersection LOS	<i>A</i>								

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	Greg				Intersection	Belardo Road @ Arenas Road			
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs			
Date Performed	9/22/2015				Analysis Year	Existing			
Analysis Time Period	PM Peak Hour								
Project ID <i>DT PS</i>									
East/West Street: <i>Arenas Road</i>					North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R		L	T	R		
Volume (veh/h)	4	12	7		15	13	15		
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R		L	T	R		
Volume (veh/h)	4	59	27		7	77	9		
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		
Flow Rate (veh/h)	<i>23</i>		<i>43</i>		<i>90</i>		<i>93</i>		
% Heavy Vehicles	<i>8</i>		<i>8</i>		<i>8</i>		<i>8</i>		
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Duration, T	<i>1.00</i>								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	<i>0.2</i>		<i>0.3</i>		<i>0.0</i>		<i>0.1</i>		
Prop. Right-Turns	<i>0.3</i>		<i>0.3</i>		<i>0.3</i>		<i>0.1</i>		
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	
hadj, computed	<i>-0.0</i>		<i>-0.0</i>		<i>-0.0</i>		<i>0.1</i>		
Departure Headway and Service Time									
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		
x, initial	<i>0.02</i>		<i>0.04</i>		<i>0.08</i>		<i>0.08</i>		
hd, final value (s)	<i>4.34</i>		<i>4.33</i>		<i>4.11</i>		<i>4.23</i>		
x, final value	<i>0.03</i>		<i>0.05</i>		<i>0.10</i>		<i>0.11</i>		
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		
Service Time, t _s (s)	<i>2.3</i>		<i>2.3</i>		<i>2.1</i>		<i>2.2</i>		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	<i>273</i>		<i>293</i>		<i>340</i>		<i>343</i>		
Delay (s/veh)	<i>7.46</i>		<i>7.56</i>		<i>7.58</i>		<i>7.75</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>		
Approach: Delay (s/veh)	<i>7.46</i>		<i>7.56</i>		<i>7.58</i>		<i>7.75</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>		
Intersection Delay (s/veh)	<i>7.63</i>								
Intersection LOS	<i>A</i>								

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	Greg			Intersection	Belardo Road @ Arenas Road			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing			
Analysis Time Period	Saturday Midday Peak Hour							
Project ID <i>DT PS</i>								
East/West Street: <i>Arenas Road</i>				North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	5	31	7	20	16	39		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	4	101	31	19	68	12		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		<i>LTR</i>	
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>	
Flow Rate (veh/h)	<i>43</i>		<i>75</i>		<i>136</i>		<i>99</i>	
% Heavy Vehicles	<i>8</i>		<i>8</i>		<i>8</i>		<i>8</i>	
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>	
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>	
Duration, T	<i>1.00</i>							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	<i>0.1</i>		<i>0.3</i>		<i>0.0</i>		<i>0.2</i>	
Prop. Right-Turns	<i>0.2</i>		<i>0.5</i>		<i>0.2</i>		<i>0.1</i>	
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>	
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>
hadj, computed	<i>0.1</i>		<i>-0.1</i>		<i>0.0</i>		<i>0.1</i>	
Departure Headway and Service Time								
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>	
x, initial	<i>0.04</i>		<i>0.07</i>		<i>0.12</i>		<i>0.09</i>	
hd, final value (s)	<i>4.59</i>		<i>4.37</i>		<i>4.29</i>		<i>4.43</i>	
x, final value	<i>0.05</i>		<i>0.09</i>		<i>0.16</i>		<i>0.12</i>	
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>	
Service Time, t _s (s)	<i>2.6</i>		<i>2.4</i>		<i>2.3</i>		<i>2.4</i>	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	<i>293</i>		<i>325</i>		<i>386</i>		<i>349</i>	
Delay (s/veh)	<i>7.85</i>		<i>7.80</i>		<i>8.12</i>		<i>8.04</i>	
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>	
Approach: Delay (s/veh)	<i>7.85</i>		<i>7.80</i>		<i>8.12</i>		<i>8.04</i>	
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>	
Intersection Delay (s/veh)	<i>8.00</i>							
Intersection LOS	<i>A</i>							

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	Greg				Intersection	Belardo Road @ Arenas Road			
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs			
Date Performed	9/22/2015				Analysis Year	Existing			
Analysis Time Period	Villagefest Peak Hour								
Project ID <i>DT PS</i>									
East/West Street: <i>Arenas Road</i>					North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	7	2	26	44	4	23			
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	10	93	18	17	241	17			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		
Flow Rate (veh/h)	<i>35</i>		<i>71</i>		<i>121</i>		<i>275</i>		
% Heavy Vehicles	<i>8</i>		<i>8</i>		<i>8</i>		<i>8</i>		
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Duration, T	<i>1.00</i>								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	<i>0.2</i>		<i>0.6</i>		<i>0.1</i>		<i>0.1</i>		
Prop. Right-Turns	<i>0.7</i>		<i>0.3</i>		<i>0.1</i>		<i>0.1</i>		
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	
hadj, computed	<i>-0.3</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		
Departure Headway and Service Time									
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		
x, initial	<i>0.03</i>		<i>0.06</i>		<i>0.11</i>		<i>0.24</i>		
hd, final value (s)	<i>4.65</i>		<i>4.93</i>		<i>4.54</i>		<i>4.42</i>		
x, final value	<i>0.05</i>		<i>0.10</i>		<i>0.15</i>		<i>0.34</i>		
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		
Service Time, t _s (s)	<i>2.6</i>		<i>2.9</i>		<i>2.5</i>		<i>2.4</i>		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	<i>285</i>		<i>321</i>		<i>371</i>		<i>525</i>		
Delay (s/veh)	<i>7.87</i>		<i>8.46</i>		<i>8.35</i>		<i>9.67</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>		
Approach: Delay (s/veh)	<i>7.87</i>		<i>8.46</i>		<i>8.35</i>		<i>9.67</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>		
Intersection Delay (s/veh)	<i>9.06</i>								
Intersection LOS	<i>A</i>								

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Cahuilla Rd @ Tahquitz Cyn Way		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing		
Analysis Time Period	Midday Peak Hour						
Project Description DT PS							
East/West Street: Tahquitz Canyon Way				North/South Street: Cahuilla Road			
Intersection Orientation: East-West				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		91	20	12	82		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	91	20	12	82	0	
Percent Heavy Vehicles	8	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	1	0	1	0	
Configuration		T	R	LT			
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	11		11				
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	11	0	11	0	0	0	
Percent Heavy Vehicles	8	0	8	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration		LR					
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		12		22			
C (m) (veh/h)		1442		852			
v/c		0.01		0.03			
95% queue length		0.03		0.08			
Control Delay (s/veh)		7.5		9.3			
LOS		A		A			
Approach Delay (s/veh)	--	--		9.3			
Approach LOS	--	--		A			

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Cahuilla Rd @ Tahquitz Cyn Way		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing		
Analysis Time Period	PM Peak Hour						
Project Description DT PS							
East/West Street: Tahquitz Canyon Way				North/South Street: Cahuilla Road			
Intersection Orientation: East-West				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		72	17	4	53		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	72	17	4	53	0	
Percent Heavy Vehicles	8	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	1	0	1	0	
Configuration		T	R	LT			
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	13		11				
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	13	0	11	0	0	0	
Percent Heavy Vehicles	8	0	8	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration		LR					
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		4		24			
C (m) (veh/h)		1469		900			
v/c		0.00		0.03			
95% queue length		0.01		0.08			
Control Delay (s/veh)		7.5		9.1			
LOS		A		A			
Approach Delay (s/veh)	--	--		9.1			
Approach LOS	--	--		A			

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Cahuilla Road @ Arenas Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing		
Analysis Time Period	Midday Peak Hour						
Project Description DT PS							
East/West Street: Arenas Road				North/South Street: Cahuilla Road			
Intersection Orientation: East-West				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	2	26	0	2	25	5	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	2	26	0	2	25	5	
Percent Heavy Vehicles	8	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration	LT		R	LTR			
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	4	12	0	5	18	5	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	4	12	0	5	18	5	
Percent Heavy Vehicles	8	8	8	8	8	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration	LT		R		LTR		
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound		Southbound		
Movement	1	4	7	8	9	10	11
Lane Configuration	LT	LTR	LT		R		LTR
v (veh/h)	2	2	16		0		28
C (m) (veh/h)	1545	1550	829		1033		861
v/c	0.00	0.00	0.02		0.00		0.03
95% queue length	0.00	0.00	0.06		0.00		0.10
Control Delay (s/veh)	7.3	7.3	9.4		8.5		9.3
LOS	A	A	A		A		A
Approach Delay (s/veh)	--	--	9.4		9.3		
Approach LOS	--	--	A		A		

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Cahuilla Road @ Arenas Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing		
Analysis Time Period	PM Peak Hour						
Project Description DT PS							
East/West Street: Arenas Road				North/South Street: Cahuilla Road			
Intersection Orientation: East-West				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	5	20	4	1	20	7	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	5	20	4	1	20	7	
Percent Heavy Vehicles	8	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	1	0	1	0	
Configuration	LT		R	LTR			
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	0	12	0	4	12	6	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	12	0	4	12	6	
Percent Heavy Vehicles	8	8	8	8	8	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	1	1	0	1	0	
Configuration	LT		R		LTR		
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LT	LTR	LT		R		LTR
v (veh/h)	5	1	12		0		22
C (m) (veh/h)	1549	1553	817		1041		882
v/c	0.00	0.00	0.01		0.00		0.02
95% queue length	0.01	0.00	0.04		0.00		0.08
Control Delay (s/veh)	7.3	7.3	9.5		8.5		9.2
LOS	A	A	A		A		A
Approach Delay (s/veh)	--	--	9.5			9.2	
Approach LOS	--	--	A			A	

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Museum Dr @ Tahquitz Cyn Way		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing		
Analysis Time Period	Midday Peak Hour						
Project Description DT PS							
East/West Street: Tahquitz Canyon Way				North/South Street: Museum Drive			
Intersection Orientation: East-West				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	2	16			20	76	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	2	16	0	0	20	76	
Percent Heavy Vehicles	8	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	0	0	1	1	
Configuration	LT				T	R	
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				93		4	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	93	0	4	
Percent Heavy Vehicles	0	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	1	0	1	
Configuration				L		R	
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LT					L	R
v (veh/h)	2					93	4
C (m) (veh/h)	1461					956	1041
v/c	0.00					0.10	0.00
95% queue length	0.00					0.32	0.01
Control Delay (s/veh)	7.5					9.2	8.5
LOS	A					A	A
Approach Delay (s/veh)	--	--				9.1	
Approach LOS	--	--				A	

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Museum Dr @ Tahquitz Cyn Way		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing		
Analysis Time Period	PM Peak Hour						
Project Description DT PS							
East/West Street: Tahquitz Canyon Way				North/South Street: Museum Drive			
Intersection Orientation: East-West				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	4	11			10	58	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	4	11	0	0	10	58	
Percent Heavy Vehicles	8	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	0	0	1	1	
Configuration	LT				T	R	
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				74		4	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	74	0	4	
Percent Heavy Vehicles	0	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	1	0	1	
Configuration				L		R	
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LT					L	R
v (veh/h)	4					74	4
C (m) (veh/h)	1496					967	1054
v/c	0.00					0.08	0.00
95% queue length	0.01					0.25	0.01
Control Delay (s/veh)	7.4					9.0	8.4
LOS	A					A	A
Approach Delay (s/veh)	--	--				9.0	
Approach LOS	--	--				A	

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/2015</i> Time Period <i>Midday Peak Hour</i>						Intersection <i>Indian Canyon Dr @ Amado Rd</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Phase 1 No Park</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	70	69			53	47	69	878	103			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 11.0	G =	G =	G =	G = 41.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	70	69			53	47		1050				
Lane Group Capacity	233	322			322	1495		4288				
v/c Ratio	0.30	0.21			0.16	0.03		0.24				
Green Ratio	0.18	0.18			0.18	1.00		0.68				
Uniform Delay d ₁	21.2	20.8			20.6	0.0		3.6				
Delay Factor k	0.11	0.11			0.11	0.11		0.11				
Incremental Delay d ₂	0.7	0.3			0.2	0.0		0.0				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	21.9	21.2			20.9	0.0		3.6				
Lane Group LOS	C	C			C	A		A				
Approach Delay	21.5			11.1			3.6					
Approach LOS	C			B			A					
Intersection Delay	6.1			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>PM Peak Hour</i>						Intersection <i>Indian Canyon Dr @ Amado Rd</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Phase 1 No Park</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	111	85			74	58	98	101	126			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 23.0	G =	G =	G =	G = 29.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	111	85			74	58		325				
Lane Group Capacity	478	674			674	1495		2866				
v/c Ratio	0.23	0.13			0.11	0.04		0.11				
Green Ratio	0.38	0.38			0.38	1.00		0.48				
Uniform Delay d ₁	12.5	12.0			11.9	0.0		8.5				
Delay Factor k	0.11	0.11			0.11	0.11		0.11				
Incremental Delay d ₂	0.3	0.1			0.1	0.0		0.0				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	12.8	12.1			12.0	0.0		8.5				
Lane Group LOS	B	B			B	A		A				
Approach Delay	12.5			6.7			8.5					
Approach LOS	B			A			A					
Intersection Delay	9.3			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/2015</i> Time Period <i>Saturday Middy Peak Hour</i>						Intersection <i>Indian Canyon Dr @ Amado Rd</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Phase 1</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	132	99			87	61	127	1061	85			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 11.0	G =	G =	G =	G = 41.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	132	99			87	61		1273				
Lane Group Capacity	226	322			322	1495		4301				
v/c Ratio	0.58	0.31			0.27	0.04		0.30				
Green Ratio	0.18	0.18			0.18	1.00		0.68				
Uniform Delay d ₁	22.4	21.2			21.1	0.0		3.8				
Delay Factor k	0.18	0.11			0.11	0.11		0.11				
Incremental Delay d ₂	3.9	0.5			0.5	0.0		0.0				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	26.3	21.7			21.5	0.0		3.8				
Lane Group LOS	C	C			C	A		A				
Approach Delay	24.4			12.6			3.8					
Approach LOS	C			B			A					
Intersection Delay	7.5			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>Midday Peak Hour</i>						Intersection <i>Indian Canyon Dr @ Andreas Rd</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Phase 1 No Park</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	54	10			13	53	23	1080	34			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	54	10			66			1137				
Lane Group Capacity	180	276			247			4630				
v/c Ratio	0.30	0.04			0.27			0.25				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d ₁	26.1	25.0			26.0			3.1				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d ₂	0.9	0.1			0.6			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	27.0	25.1			26.5			3.2				
Lane Group LOS	C	C			C			A				
Approach Delay	26.7			26.5			3.2					
Approach LOS	C			C			A					
Intersection Delay	5.6			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>PM Peak Hour</i>						Intersection <i>Indian Canyon Dr @ Andreas Rd</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Phase 1 No Park</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	87	14			13	50	26	933	28			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 14.0	G =	G =	G =	G = 48.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	87	14			63			987				
Lane Group Capacity	242	352			314			4357				
v/c Ratio	0.36	0.04			0.20			0.23				
Green Ratio	0.20	0.20			0.20			0.69				
Uniform Delay d ₁	24.1	22.6			23.3			4.1				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d ₂	0.9	0.0			0.3			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	25.1	22.6			23.7			4.1				
Lane Group LOS	C	C			C			A				
Approach Delay	24.7			23.7			4.1					
Approach LOS	C			C			A					
Intersection Delay	7.0			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>Saturday Midday Peak Hour</i>						Intersection <i>Indian Canyon Dr @ Andreas Rd</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Phase 1</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	96	16			18	66	19	1109	41			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 12.0	G =	G =	G =	G = 50.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	96	16			84			1169				
Lane Group Capacity	179	302			270			4536				
v/c Ratio	0.54	0.05			0.31			0.26				
Green Ratio	0.17	0.17			0.17			0.71				
Uniform Delay d ₁	26.5	24.2			25.4			3.5				
Delay Factor k	0.14	0.11			0.11			0.11				
Incremental Delay d ₂	3.2	0.1			0.7			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	29.7	24.3			26.0			3.5				
Lane Group LOS	C	C			C			A				
Approach Delay	28.9			26.0			3.5					
Approach LOS	C			C			A					
Intersection Delay	7.0			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Cyn Dr @ Tahquitz Cyn					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	Midday Peak Hour					Analysis Year	Existing+Phase 1 No Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	1	3	0			
Lane Group	L	T			T	R	L	TR				
Volume (vph)	84	140			154	134	175	906	110			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0	2.0	2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0	2.0	2.0				
Arrival Type	3	3			3	3	3	3				
Unit Extension	3.0	3.0			3.0	3.0	3.0	3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0	12.0	12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0	0	0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EB Only	WB Only	03	04	NB Only	06	07	08				
Timing	G = 11.0	G = 11.0	G =	G =	G = 36.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	84	140			154	134	175	1016				
Lane Group Capacity	263	276			276	1929	859	2424				
v/c Ratio	0.32	0.51			0.56	0.07	0.20	0.42				
Green Ratio	0.16	0.16			0.16	0.73	0.51	0.51				
Uniform Delay d ₁	26.2	27.0			27.3	2.7	9.2	10.5				
Delay Factor k	0.11	0.12			0.16	0.11	0.11	0.11				
Incremental Delay d ₂	0.7	1.6			2.5	0.0	0.1	0.1				
PF Factor	1.000	1.000			1.000	1.000	1.000	1.000				
Control Delay	26.9	28.6			29.8	2.7	9.3	10.6				
Lane Group LOS	C	C			C	A	A	B				
Approach Delay	27.9			17.2			10.5					
Approach LOS	C			B			B					
Intersection Delay	13.9			Intersection LOS						B		

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>PM Peak Hour</i>						Intersection <i>Indian Cyn Dr @ Tahquitz Cyn</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Phase 1 No Park</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	1	3	0			
Lane Group	L	T			T	R	L	TR				
Volume (vph)	81	135			154	103	138	779	70			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0	2.0	2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0	2.0	2.0				
Arrival Type	3	3			3	3	3	3				
Unit Extension	3.0	3.0			3.0	3.0	3.0	3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0	12.0	12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0	0	0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EB Only	WB Only	03	04	NB Only	06	07	08				
Timing	G = 11.0	G = 11.0	G =	G =	G = 36.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	81	135			154	103	138	849				
Lane Group Capacity	263	276			276	1929	859	2434				
v/c Ratio	0.31	0.49			0.56	0.05	0.16	0.35				
Green Ratio	0.16	0.16			0.16	0.73	0.51	0.51				
Uniform Delay d ₁	26.1	26.9			27.3	2.7	9.0	10.1				
Delay Factor k	0.11	0.11			0.16	0.11	0.11	0.11				
Incremental Delay d ₂	0.7	1.4			2.5	0.0	0.1	0.1				
PF Factor	1.000	1.000			1.000	1.000	1.000	1.000				
Control Delay	26.8	28.3			29.8	2.7	9.1	10.1				
Lane Group LOS	C	C			C	A	A	B				
Approach Delay	27.7			18.9			10.0					
Approach LOS	C			B			B					
Intersection Delay	14.2			Intersection LOS						B		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Cyn Dr @ Tahquitz Cyn					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	Saturday Midday Peak Hour					Analysis Year	Existing+Phase 1					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	87	103			108	103	70	753	105			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EB Only	WB Only	03	04	NB Only	06	07	08				
Timing	G = 11.0	G = 11.0	G =	G =	G = 36.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	87	103			108	103		928				
Lane Group Capacity	263	276			276	1929		3218				
v/c Ratio	0.33	0.37			0.39	0.05		0.29				
Green Ratio	0.16	0.16			0.16	0.73		0.51				
Uniform Delay d ₁	26.2	26.4			26.5	2.7		9.7				
Delay Factor k	0.11	0.11			0.11	0.11		0.11				
Incremental Delay d ₂	0.7	0.9			0.9	0.0		0.0				
PF Factor	1.000	1.000			1.000	1.000		1.000				
Control Delay	27.0	27.3			27.4	2.7		9.7				
Lane Group LOS	C	C			C	A		A				
Approach Delay	27.1			15.3			9.7					
Approach LOS	C			B			A					
Intersection Delay	13.1			Intersection LOS						B		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Cyn Dr @ Tahquitz Cyn					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	Midday Peak Hour					Analysis Year	Existing+Phase 1 No Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	63	40			40	27	51	1107	70			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	63	40			67			1228				
Lane Group Capacity	179	276			261			4606				
v/c Ratio	0.35	0.14			0.26			0.27				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d ₁	26.3	25.4			25.9			3.2				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d ₂	1.2	0.2			0.5			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	27.5	25.7			26.4			3.2				
Lane Group LOS	C	C			C			A				
Approach Delay	26.8			26.4			3.2					
Approach LOS	C			C			A					
Intersection Delay	6.1			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>PM Peak Hour</i>						Intersection <i>Indian Cyn Dr @ Tahquitz Cyn</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Phase 1 No Park</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	46	44			31	28	41	928	64			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	46	44			59			1033				
Lane Group Capacity	188	276			259			4603				
v/c Ratio	0.24	0.16			0.23			0.22				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d ₁	25.9	25.5			25.8			3.1				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d ₂	0.7	0.3			0.5			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	26.5	25.8			26.2			3.1				
Lane Group LOS	C	C			C			A				
Approach Delay	26.2			26.2			3.1					
Approach LOS	C			C			A					
Intersection Delay	6.0			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>Saturday Midday Peak Hour</i>						Intersection <i>Indian Cyn Dr @ Tahquitz Cyn</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Phase 1</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	89	52			43	47	80	1169	93			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	89	52			90			1342				
Lane Group Capacity	152	276			257			4593				
v/c Ratio	0.59	0.19			0.35			0.29				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d ₁	27.4	25.6			26.3			3.3				
Delay Factor k	0.18	0.11			0.11			0.11				
Incremental Delay d ₂	5.9	0.3			0.8			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	33.3	26.0			27.1			3.3				
Lane Group LOS	C	C			C			A				
Approach Delay	30.6			27.1			3.3					
Approach LOS	C			C			A					
Intersection Delay	7.1			Intersection LOS						A		

SHORT REPORT													
General Information						Site Information							
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>Midday Peak Hour</i>						Intersection <i>Palm Canyon Drive @ Amado Road</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Phase 1 No Park</i>							
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes		1	1	1	1					0	3	0	
Lane Group		T	R	L	T						LTR		
Volume (vph)		78	27	96	60					69	887	43	
% Heavy Vehicles		8	8	8	8					8	8	8	
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00	
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A	
Startup Lost Time		2.0	2.0	2.0	2.0						2.0		
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0		
Arrival Type		3	3	3	3						3		
Unit Extension		3.0	3.0	3.0	3.0						3.0		
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0	
Lane Width		12.0	12.0	12.0	12.0						12.0		
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/Hour													
Bus Stops/Hour		0	0	0	0						0		
Minimum Pedestrian Time		3.2			3.2			3.2			3.2		
Phasing	EW Perm	02		03		04		SB Only	06		07		08
Timing	G = 11.0	G =		G =		G =		G = 41.0	G =		G =		G =
	Y = 4	Y =		Y =		Y =		Y = 4	Y =		Y =		Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0							
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adjusted Flow Rate		78	27	96	60						999		
Lane Group Capacity		322	1495	228	322						3242		
v/c Ratio		0.24	0.02	0.42	0.19						0.31		
Green Ratio		0.18	1.00	0.18	0.18						0.68		
Uniform Delay d ₁		20.9	0.0	21.7	20.7						3.8		
Delay Factor k		0.11	0.11	0.11	0.11						0.11		
Incremental Delay d ₂		0.4	0.0	1.3	0.3						0.1		
PF Factor		1.000	0.950	1.000	1.000						1.000		
Control Delay		21.3	0.0	22.9	21.0						3.9		
Lane Group LOS		C	A	C	C						A		
Approach Delay		15.8			22.2						3.9		
Approach LOS		B			C						A		
Intersection Delay		7.1			Intersection LOS					A			

SHORT REPORT													
General Information						Site Information							
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>PM Peak Hour</i>						Intersection <i>Palm Canyon Drive @ Amado Road</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Phase 1 No Park</i>							
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes		1	1	1	1					0	3	0	
Lane Group		T	R	L	T						LTR		
Volume (vph)		120	21	69	45					53	706	35	
% Heavy Vehicles		8	8	8	8					8	8	8	
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00	
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A	
Startup Lost Time		2.0	2.0	2.0	2.0						2.0		
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0		
Arrival Type		3	3	3	3						3		
Unit Extension		3.0	3.0	3.0	3.0						3.0		
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0	
Lane Width		12.0	12.0	12.0	12.0						12.0		
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/Hour													
Bus Stops/Hour		0	0	0	0						0		
Minimum Pedestrian Time		3.2			3.2			3.2			3.2		
Phasing	EW Perm	02		03		04		SB Only	06		07		08
Timing	G = 15.0	G =		G =		G =		G = 37.0	G =		G =		G =
	Y = 4	Y =		Y =		Y =		Y = 4	Y =		Y =		Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0							
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adjusted Flow Rate		120	21	69	45						794		
Lane Group Capacity		440	1495	299	440						2926		
v/c Ratio		0.27	0.01	0.23	0.10						0.27		
Green Ratio		0.25	1.00	0.25	0.25						0.62		
Uniform Delay d ₁		18.1	0.0	17.9	17.3						5.3		
Delay Factor k		0.11	0.11	0.11	0.11						0.11		
Incremental Delay d ₂		0.3	0.0	0.4	0.1						0.1		
PF Factor		1.000	0.950	1.000	1.000						1.000		
Control Delay		18.4	0.0	18.3	17.4						5.3		
Lane Group LOS		B	A	B	B						A		
Approach Delay		15.7			18.0						5.3		
Approach LOS		B			B						A		
Intersection Delay		8.1			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>Saturday Midday Peak Hour</i>						Intersection <i>Palm Canyon Drive @ Amado Road</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Phase 1</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	3	0
Lane Group		T	R	L	T						LTR	
Volume (vph)		138	45	127	86					85	1079	63
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0						2.0	
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0	
Arrival Type		3	3	3	3						3	
Unit Extension		3.0	3.0	3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	SB Only	06	07	08				
Timing	G = 12.0	G =	G =	G =	G = 40.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		138	45	127	86						1227	
Lane Group Capacity		352	1495	235	352						3159	
v/c Ratio		0.39	0.03	0.54	0.24						0.39	
Green Ratio		0.20	1.00	0.20	0.20						0.67	
Uniform Delay d ₁		20.8	0.0	21.5	20.2						4.5	
Delay Factor k		0.11	0.11	0.14	0.11						0.11	
Incremental Delay d ₂		0.7	0.0	2.5	0.4						0.1	
PF Factor		1.000	0.950	1.000	1.000						1.000	
Control Delay		21.6	0.0	24.1	20.6						4.6	
Lane Group LOS		C	A	C	C						A	
Approach Delay		16.3			22.6						4.6	
Approach LOS		B			C						A	
Intersection Delay		8.3			Intersection LOS						A	

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>Midday Peak Hour</i>						Intersection <i>Palm Cyn Dr @ Tahquitz Cyn Way</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Phase 1 No Park</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T					LT	R	
Volume (vph)		144	110	107	252					101	664	58
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0					2.0	2.0	
Extension of Effective Green		2.0		2.0	2.0					2.0	2.0	
Arrival Type		3		3	3					3	3	
Unit Extension		3.0		3.0	3.0					3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0					12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0					0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08				
Timing	G = 22.0	G = 11.0	G =	G =	G = 25.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		254		107	252						765	58
Lane Group Capacity		520		263	930						2267	1495
v/c Ratio		0.49		0.41	0.27						0.34	0.04
Green Ratio		0.31		0.16	0.53						0.36	1.00
Uniform Delay d ₁		19.4		26.6	9.1						16.4	0.0
Delay Factor k		0.11		0.11	0.11						0.11	0.11
Incremental Delay d ₂		0.7		1.0	0.2						0.1	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		20.2		27.6	9.2						16.5	0.0
Lane Group LOS		C		C	A						B	A
Approach Delay		20.2			14.7						15.4	
Approach LOS		C			B						B	
Intersection Delay		16.1			Intersection LOS					B		

SHORT REPORT													
General Information						Site Information							
Analyst	Greg					Intersection	Palm Cyn Dr @ Tahquitz Cyn Way						
Agency or Co.	Endo Engineering					Area Type	All other areas						
Date Performed	9/22/15					Jurisdiction	Palm Springs						
Time Period	PM Peak Hour					Analysis Year	Existing+Phase 1 No Park						
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes		1	0	1	1					0	4	1	
Lane Group		TR		L	T					LT	R		
Volume (vph)		157	150	83	204					58	569	52	
% Heavy Vehicles		8	8	8	8					8	8	8	
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00	
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A	
Startup Lost Time		2.0		2.0	2.0					2.0	2.0		
Extension of Effective Green		2.0		2.0	2.0					2.0	2.0		
Arrival Type		3		3	3					3	3		
Unit Extension		3.0		3.0	3.0					3.0	3.0		
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0	
Lane Width		12.0		12.0	12.0					12.0	12.0		
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/Hour													
Bus Stops/Hour		0		0	0					0	0		
Minimum Pedestrian Time		3.2			3.2			3.2			3.2		
Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08					
Timing	G = 28.0	G = 11.0	G =	G =	G = 19.0	G =	G =	G =					
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =					
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0							
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adjusted Flow Rate		307		83	204						627	52	
Lane Group Capacity		657		263	1081						1726	1495	
v/c Ratio		0.47		0.32	0.19						0.36	0.03	
Green Ratio		0.40		0.16	0.61						0.27	1.00	
Uniform Delay d ₁		15.5		26.2	5.9						20.6	0.0	
Delay Factor k		0.11		0.11	0.11						0.11	0.11	
Incremental Delay d ₂		0.5		0.7	0.1						0.1	0.0	
PF Factor		1.000		1.000	1.000						1.000	0.950	
Control Delay		16.0		26.9	6.0						20.7	0.0	
Lane Group LOS		B		C	A						C	A	
Approach Delay		16.0			12.0						19.2		
Approach LOS		B			B						B		
Intersection Delay		16.8			Intersection LOS						B		

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>Saturday Midday Peak Hour</i>						Intersection <i>Palm Cyn Dr @ Tahquitz Cyn Way</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Phase 1</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T					LT	R	
Volume (vph)		191	178	146	301					136	868	95
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0					2.0	2.0	
Extension of Effective Green		2.0		2.0	2.0					2.0	2.0	
Arrival Type		3		3	3					3	3	
Unit Extension		3.0		3.0	3.0					3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0					12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0					0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08				
Timing	G = 21.0	G = 11.0	G =	G =	G = 26.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		369		146	301						1004	95
Lane Group Capacity		494		263	905						2357	1495
v/c Ratio		0.75		0.56	0.33						0.43	0.06
Green Ratio		0.30		0.16	0.51						0.37	1.00
Uniform Delay d ₁		22.1		27.2	10.0						16.4	0.0
Delay Factor k		0.30		0.15	0.11						0.11	0.11
Incremental Delay d ₂		6.4		2.6	0.2						0.1	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		28.5		29.8	10.2						16.6	0.0
Lane Group LOS		C		C	B						B	A
Approach Delay		28.5			16.6						15.1	
Approach LOS		C			B						B	
Intersection Delay		18.1			Intersection LOS						B	

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>Midday Peak Hour</i>						Intersection <i>Palm Cyn Dr @ Arenas Road</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Phase 1 No Park</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		28	23	45	38					53	797	64
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	SB Only	06	07	08				
Timing	G = 8.0	G =	G =	G =	G = 54.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		51		45	38						914	
Lane Group Capacity		189		140	201						3647	
v/c Ratio		0.27		0.32	0.19						0.25	
Green Ratio		0.11		0.11	0.11						0.77	
Uniform Delay d ₁		28.3		28.5	28.1						2.3	
Delay Factor k		0.11		0.11	0.11						0.11	
Incremental Delay d ₂		0.8		1.3	0.5						0.0	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		29.1		29.8	28.5						2.3	
Lane Group LOS		C		C	C						A	
Approach Delay		29.1		29.2							2.3	
Approach LOS		C		C							A	
Intersection Delay		5.7		Intersection LOS							A	

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>PM Peak Hour</i>						Intersection <i>Palm Cyn Dr @ Arenas Road</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Phase 1 No Park</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		44	18	32	39					31	697	47
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	SB Only	06	07	08				
Timing	G = 8.0	G =	G =	G =	G = 54.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		62		32	39						775	
Lane Group Capacity		193		126	201						3656	
v/c Ratio		0.32		0.25	0.19						0.21	
Green Ratio		0.11		0.11	0.11						0.77	
Uniform Delay d ₁		28.5		28.3	28.1						2.2	
Delay Factor k		0.11		0.11	0.11						0.11	
Incremental Delay d ₂		1.0		1.1	0.5						0.0	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		29.5		29.3	28.6						2.2	
Lane Group LOS		C		C	C						A	
Approach Delay		29.5		28.9							2.2	
Approach LOS		C		C							A	
Intersection Delay		6.2		Intersection LOS							A	

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>Saturday Midday Peak Hour</i>						Intersection <i>Palm Cyn Dr @ Arenas Road</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Phase 1</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		60	39	47	49					88	1013	70
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	SB Only	06	07	08				
Timing	G = 8.0	G =	G =	G =	G = 54.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		99		47	49						1171	
Lane Group Capacity		190		103	201						3650	
v/c Ratio		0.52		0.46	0.24						0.32	
Green Ratio		0.11		0.11	0.11						0.77	
Uniform Delay d ₁		29.2		29.0	28.2						2.4	
Delay Factor k		0.13		0.11	0.11						0.11	
Incremental Delay d ₂		2.6		3.2	0.6						0.1	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		31.8		32.2	28.9						2.5	
Lane Group LOS		C		C	C						A	
Approach Delay		31.8		30.5							2.5	
Approach LOS		C		C							A	
Intersection Delay		6.6		Intersection LOS							A	

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Belardo Road @ Amado Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/15			Analysis Year	Existing+Phase 1 No Park		
Analysis Time Period	Midday Peak Hour						
Project Description DT PS							
East/West Street: Amado Road				North/South Street: Belardo Road			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		49	79	27	80		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	49	79	27	80	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration		T	R	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				70		36	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	70	0	36	
Percent Heavy Vehicles	0	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		27		106			
C (m) (veh/h)		1422		842			
v/c		0.02		0.13			
95% queue length		0.06		0.43			
Control Delay (s/veh)		7.6		9.9			
LOS		A		A			
Approach Delay (s/veh)	--	--		9.9			
Approach LOS	--	--		A			

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Belardo Road @ Amado Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 No Park		
Analysis Time Period	PM Peak Hour						
Project Description DT PS							
East/West Street: Amado Road				North/South Street: Belardo Road			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		68	117	16	62		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	68	117	16	62	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration		T	R	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				58		21	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	58	0	21	
Percent Heavy Vehicles	0	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		16		79			
C (m) (veh/h)		1354		845			
v/c		0.01		0.09			
95% queue length		0.04		0.31			
Control Delay (s/veh)		7.7		9.7			
LOS		A		A			
Approach Delay (s/veh)	--	--		9.7			
Approach LOS	--	--		A			

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Belardo Road @ Amado Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/15			Analysis Year	Existing+Phase 1		
Analysis Time Period	Saturday Midday Peak Hour						
Project Description DT PS							
East/West Street: Amado Road				North/South Street: Belardo Road			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		70	150	23	75		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	70	150	23	75	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	1	0	1	0	
Configuration		T	R	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				94		37	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	94	0	37	
Percent Heavy Vehicles	0	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		23		131			
C (m) (veh/h)		1314		819			
v/c		0.02		0.16			
95% queue length		0.05		0.57			
Control Delay (s/veh)		7.8		10.2			
LOS		A		B			
Approach Delay (s/veh)	--	--		10.2			
Approach LOS	--	--		B			

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Belardo Road @ Amado Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 No Park		
Analysis Time Period	Villagefest Peak Hour						
Project Description DT PS							
East/West Street: Amado Road				North/South Street: Belardo Road			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		84	223	12	110		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	84	223	12	110	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration		T	R	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				497		54	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	497	0	54	
Percent Heavy Vehicles	0	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		12		551			
C (m) (veh/h)		1220		766			
v/c		0.01		0.72			
95% queue length		0.03		7.21			
Control Delay (s/veh)		8.0		21.5			
LOS		A		C			
Approach Delay (s/veh)	--	--	21.5				
Approach LOS	--	--	C				

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	Greg			Intersection	Belardo Rd @ Tahquitz Cyn Way			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 No Park			
Analysis Time Period	Midday Peak Hour							
Project ID <i>DT PS</i>								
East/West Street: <i>Tahquitz Canyon Way</i>				North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	0	137	26	49	204	49		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	35	26	74	34	24	0		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	137	26	302		135		58	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.0	0.0	0.2		0.3		0.6	
Prop. Right-Turns	0.0	1.0	0.2		0.5		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.1		-0.1		0.3	
Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.12	0.02	0.27		0.12		0.05	
hd, final value (s)	5.47	4.76	4.83		5.01		5.53	
x, final value	0.21	0.03	0.40		0.19		0.09	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	3.2	2.5	2.8		3.0		3.5	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	387	276	552		385		308	
Delay (s/veh)	9.60	7.63	11.10		9.17		9.07	
LOS	A	A	B		A		A	
Approach: Delay (s/veh)	9.28		11.10		9.17		9.07	
LOS	A		B		A		A	
Intersection Delay (s/veh)	10.07							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	Greg			Intersection	Belardo Rd @ Tahquitz Cyn Way			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 No Park			
Analysis Time Period	PM Peak Hour							
Project ID <i>DT PS</i>								
East/West Street: <i>Tahquitz Canyon Way</i>				North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	0	184	43	51	153	43		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	27	20	61	61	34	0		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	184	43	247		108		95	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.0	0.0	0.2		0.3		0.6	
Prop. Right-Turns	0.0	1.0	0.2		0.6		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.1		-0.2		0.3	
Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.16	0.04	0.22		0.10		0.08	
hd, final value (s)	5.46	4.76	4.95		5.10		5.53	
x, final value	0.28	0.06	0.34		0.15		0.15	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	3.2	2.5	3.0		3.1		3.5	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	434	293	497		358		345	
Delay (s/veh)	10.27	7.74	10.49		9.02		9.48	
LOS	B	A	B		A		A	
Approach: Delay (s/veh)	9.79		10.49		9.02		9.48	
LOS	A		B		A		A	
Intersection Delay (s/veh)	9.88							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	Greg			Intersection	Belardo Rd @ Tahquitz Cyn Way			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 No Park			
Analysis Time Period	Saturday Midday Peak Hour							
Project ID <i>DT PS</i>								
East/West Street: <i>Tahquitz Canyon Way</i>				North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	0	214	38	77	250	67		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	50	36	94	66	29	0		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LT</i>	<i>R</i>	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>	
PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>	
Flow Rate (veh/h)	<i>214</i>	<i>38</i>	<i>394</i>		<i>180</i>		<i>95</i>	
% Heavy Vehicles	<i>8</i>	<i>8</i>	<i>8</i>		<i>8</i>		<i>8</i>	
No. Lanes	<i>2</i>		<i>1</i>		<i>1</i>		<i>1</i>	
Geometry Group	<i>5</i>		<i>4a</i>		<i>2</i>		<i>2</i>	
Duration, T	<i>1.00</i>							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	<i>0.0</i>	<i>0.0</i>	<i>0.2</i>		<i>0.3</i>		<i>0.7</i>	
Prop. Right-Turns	<i>0.0</i>	<i>1.0</i>	<i>0.2</i>		<i>0.5</i>		<i>0.0</i>	
Prop. Heavy Vehicle	<i>0.1</i>	<i>0.1</i>	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>	
hLT-adj	<i>0.5</i>	<i>0.5</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>
hRT-adj	<i>-0.7</i>	<i>-0.7</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>
hadj, computed	<i>0.1</i>	<i>-0.6</i>	<i>0.1</i>		<i>-0.1</i>		<i>0.3</i>	
Departure Headway and Service Time								
hd, initial value (s)	<i>3.20</i>	<i>3.20</i>	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>	
x, initial	<i>0.19</i>	<i>0.03</i>	<i>0.35</i>		<i>0.16</i>		<i>0.08</i>	
hd, final value (s)	<i>6.00</i>	<i>5.29</i>	<i>5.34</i>		<i>5.73</i>		<i>6.31</i>	
x, final value	<i>0.36</i>	<i>0.06</i>	<i>0.58</i>		<i>0.29</i>		<i>0.17</i>	
Move-up time, m (s)	<i>2.3</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>	
Service Time, t _s (s)	<i>3.7</i>	<i>3.0</i>	<i>3.3</i>		<i>3.7</i>		<i>4.3</i>	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	<i>464</i>	<i>288</i>	<i>644</i>		<i>430</i>		<i>345</i>	
Delay (s/veh)	<i>12.02</i>	<i>8.31</i>	<i>15.80</i>		<i>11.03</i>		<i>10.57</i>	
LOS	<i>B</i>	<i>A</i>	<i>C</i>		<i>B</i>		<i>B</i>	
Approach: Delay (s/veh)	<i>11.46</i>		<i>15.80</i>		<i>11.03</i>		<i>10.57</i>	
LOS	<i>B</i>		<i>C</i>		<i>B</i>		<i>B</i>	
Intersection Delay (s/veh)	<i>13.14</i>							
Intersection LOS	<i>B</i>							

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	Greg			Intersection	Belardo Rd @ Tahquitz Cyn Way			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 No Park			
Analysis Time Period	Villagefest Peak Hour							
Project ID <i>DT PS</i>								
East/West Street: <i>Tahquitz Canyon Way</i>				North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	0	80	190	7	120	45		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	49	80	20	8	272	5		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	80	190	172		149		285	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.0	0.0	0.0		0.3		0.0	
Prop. Right-Turns	0.0	1.0	0.3		0.1		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	-0.0		0.1		0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.07	0.17	0.15		0.13		0.25	
hd, final value (s)	6.17	5.46	5.70		5.73		5.50	
x, final value	0.14	0.29	0.27		0.24		0.44	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	3.9	3.2	3.7		3.7		3.5	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	330	440	422		399		535	
Delay (s/veh)	9.84	10.36	10.83		10.52		12.72	
LOS	A	B	B		B		B	
Approach: Delay (s/veh)	10.21		10.83		10.52		12.72	
LOS	B		B		B		B	
Intersection Delay (s/veh)	11.20							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	Greg			Intersection	Belardo Road @ Arenas Road			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 No Park			
Analysis Time Period	Midday Peak Hour							
Project ID <i>DT PS</i>								
East/West Street: <i>Arenas Road</i>				North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	4	23	10	11	20	24		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	11	86	9	9	87	4		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		<i>LTR</i>	
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>	
Flow Rate (veh/h)	<i>37</i>		<i>55</i>		<i>106</i>		<i>100</i>	
% Heavy Vehicles	<i>8</i>		<i>8</i>		<i>8</i>		<i>8</i>	
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>	
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>	
Duration, T	<i>1.00</i>							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	<i>0.1</i>		<i>0.2</i>		<i>0.1</i>		<i>0.1</i>	
Prop. Right-Turns	<i>0.3</i>		<i>0.4</i>		<i>0.1</i>		<i>0.0</i>	
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>	
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>
hadj, computed	<i>-0.0</i>		<i>-0.1</i>		<i>0.1</i>		<i>0.1</i>	
Departure Headway and Service Time								
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>	
x, initial	<i>0.03</i>		<i>0.05</i>		<i>0.09</i>		<i>0.09</i>	
hd, final value (s)	<i>4.43</i>		<i>4.33</i>		<i>4.33</i>		<i>4.36</i>	
x, final value	<i>0.05</i>		<i>0.07</i>		<i>0.13</i>		<i>0.12</i>	
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>	
Service Time, t _s (s)	<i>2.4</i>		<i>2.3</i>		<i>2.3</i>		<i>2.4</i>	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	<i>287</i>		<i>305</i>		<i>356</i>		<i>350</i>	
Delay (s/veh)	<i>7.64</i>		<i>7.63</i>		<i>7.96</i>		<i>7.96</i>	
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>	
Approach: Delay (s/veh)	<i>7.64</i>		<i>7.63</i>		<i>7.96</i>		<i>7.96</i>	
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>	
Intersection Delay (s/veh)	<i>7.86</i>							
Intersection LOS	<i>A</i>							

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	Greg				Intersection	Belardo Road @ Arenas Road			
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs			
Date Performed	9/22/2015				Analysis Year	Existing+Phase 1 No Park			
Analysis Time Period	PM Peak Hour								
Project ID <i>DT PS</i>									
East/West Street: <i>Arenas Road</i>					North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R		L	T	R		
Volume (veh/h)	4	14	7		15	15	22		
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R		L	T	R		
Volume (veh/h)	4	69	27		16	90	9		
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		
Flow Rate (veh/h)	<i>25</i>		<i>52</i>		<i>100</i>		<i>115</i>		
% Heavy Vehicles	<i>8</i>		<i>8</i>		<i>8</i>		<i>8</i>		
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Duration, T	<i>1.00</i>								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	<i>0.2</i>		<i>0.3</i>		<i>0.0</i>		<i>0.1</i>		
Prop. Right-Turns	<i>0.3</i>		<i>0.4</i>		<i>0.3</i>		<i>0.1</i>		
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	
hadj, computed	<i>-0.0</i>		<i>-0.1</i>		<i>-0.0</i>		<i>0.1</i>		
Departure Headway and Service Time									
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		
x, initial	<i>0.02</i>		<i>0.05</i>		<i>0.09</i>		<i>0.10</i>		
hd, final value (s)	<i>4.44</i>		<i>4.35</i>		<i>4.18</i>		<i>4.30</i>		
x, final value	<i>0.03</i>		<i>0.06</i>		<i>0.12</i>		<i>0.14</i>		
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		
Service Time, t _s (s)	<i>2.4</i>		<i>2.3</i>		<i>2.2</i>		<i>2.3</i>		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	<i>275</i>		<i>302</i>		<i>350</i>		<i>365</i>		
Delay (s/veh)	<i>7.58</i>		<i>7.64</i>		<i>7.73</i>		<i>7.98</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>		
Approach: Delay (s/veh)	<i>7.58</i>		<i>7.64</i>		<i>7.73</i>		<i>7.98</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>		
Intersection Delay (s/veh)	<i>7.80</i>								
Intersection LOS	<i>A</i>								

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	Greg	Intersection	Belardo Road @ Arenas Road
Agency/Co.	Endo Engineering	Jurisdiction	Palm Springs
Date Performed	9/22/2015	Analysis Year	Existing+Phase 1
Analysis Time Period	Saturday Midday Peak Hour		

Project ID *DT PS*East/West Street: *Arenas Road*North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	5	30	6	18	18	46
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	4	109	28	26	76	11
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		<i>LTR</i>	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	41		82		141		113	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.2		0.0		0.2	
Prop. Right-Turns	0.1		0.6		0.2		0.1	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1		-0.2		0.0		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.04		0.07		0.13		0.10	
hd, final value (s)	4.66		4.38		4.34		4.47	
x, final value	0.05		0.10		0.17		0.14	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.7		2.4		2.3		2.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	291		332		391		363	
Delay (s/veh)	7.92		7.87		8.23		8.20	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.92		7.87		8.23		8.20	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.11							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	Greg				Intersection	Belardo Road @ Arenas Road			
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs			
Date Performed	9/22/2015				Analysis Year	Existing+Phase 1 No Park			
Analysis Time Period	Villagefest Peak Hour								
Project ID <i>DT PS</i>									
East/West Street: <i>Arenas Road</i>					North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R	L	T	R	L	R	
Volume (veh/h)	7	4	26	44	6	30			
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R	L	T	R	L	R	
Volume (veh/h)	10	103	18	24	399	17			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		
Flow Rate (veh/h)	<i>37</i>		<i>80</i>		<i>131</i>		<i>440</i>		
% Heavy Vehicles	<i>8</i>		<i>8</i>		<i>8</i>		<i>8</i>		
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Duration, T	<i>1.00</i>								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	<i>0.2</i>		<i>0.6</i>		<i>0.1</i>		<i>0.1</i>		
Prop. Right-Turns	<i>0.7</i>		<i>0.4</i>		<i>0.1</i>		<i>0.0</i>		
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	
hadj, computed	<i>-0.2</i>		<i>0.0</i>		<i>0.1</i>		<i>0.1</i>		
Departure Headway and Service Time									
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		
x, initial	<i>0.03</i>		<i>0.07</i>		<i>0.12</i>		<i>0.39</i>		
hd, final value (s)	<i>5.14</i>		<i>5.33</i>		<i>4.80</i>		<i>4.51</i>		
x, final value	<i>0.05</i>		<i>0.12</i>		<i>0.17</i>		<i>0.55</i>		
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		
Service Time, t_s (s)	<i>3.1</i>		<i>3.3</i>		<i>2.8</i>		<i>2.5</i>		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	<i>287</i>		<i>330</i>		<i>381</i>		<i>690</i>		
Delay (s/veh)	<i>8.43</i>		<i>9.04</i>		<i>8.81</i>		<i>13.01</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>B</i>		
Approach: Delay (s/veh)	<i>8.43</i>		<i>9.04</i>		<i>8.81</i>		<i>13.01</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>B</i>		
Intersection Delay (s/veh)	<i>11.50</i>								
Intersection LOS	<i>B</i>								

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Cahuilla Rd @ Tahquitz Cyn Way		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 No Park		
Analysis Time Period	Midday Peak Hour						
Project Description DT PS							
East/West Street: Tahquitz Canyon Way				North/South Street: Cahuilla Road			
Intersection Orientation: East-West				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		109	23	15	128		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	109	23	15	128	0	
Percent Heavy Vehicles	8	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration		T	R	LT			
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	17		15				
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	17	0	15	0	0	0	
Percent Heavy Vehicles	8	0	8	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0		0
Configuration		LR					
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		15		32			
C (m) (veh/h)		1417		792			
v/c		0.01		0.04			
95% queue length		0.03		0.13			
Control Delay (s/veh)		7.6		9.7			
LOS		A		A			
Approach Delay (s/veh)	--	--		9.7			
Approach LOS	--	--		A			

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	Greg			Intersection	Cahuilla Rd @ Tahquitz Cyn Way			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 No Park			
Analysis Time Period	PM Peak Hour							
Project Description DT PS								
East/West Street: Tahquitz Canyon Way				North/South Street: Cahuilla Road				
Intersection Orientation: East-West				Study Period (hrs): 1.00				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		114	23	9	97			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	114	23	9	97	0		
Percent Heavy Vehicles	8	--	--	8	--	--		
Median Type	Undivided							
RT Channelized			0				0	
Lanes	0	1	1	0	1		0	
Configuration		T	R	LT				
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	18		15					
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	18	0	15	0	0	0		
Percent Heavy Vehicles	8	0	8	8	0	8		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0				0	
Lanes	0	0	0	0	0	0		
Configuration		LR						
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		9		33				
C (m) (veh/h)		1411		814				
v/c		0.01		0.04				
95% queue length		0.02		0.13				
Control Delay (s/veh)		7.6		9.6				
LOS		A		A				
Approach Delay (s/veh)	--	--	9.6					
Approach LOS	--	--	A					

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	Greg			Intersection	Cahuilla Rd @ Tahquitz Cyn Way			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1			
Analysis Time Period	Saturday Midday Peak Hour							
Project Description DT PS								
East/West Street: Tahquitz Canyon Way				North/South Street: Cahuilla Road				
Intersection Orientation: East-West				Study Period (hrs): 1.00				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		74	6	5	92			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	74	6	5	92	0		
Percent Heavy Vehicles	8	--	--	8	--	--		
Median Type	Undivided							
RT Channelized			0				0	
Lanes	0	1	1	0	1		0	
Configuration		T	R	LT				
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	8		6					
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	8	0	6	0	0	0		
Percent Heavy Vehicles	8	0	8	8	0	8		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0				0	
Lanes	0	0	0	0	0	0		
Configuration		LR						
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		5		14				
C (m) (veh/h)		1481		863				
v/c		0.00		0.02				
95% queue length		0.01		0.05				
Control Delay (s/veh)		7.4		9.2				
LOS		A		A				
Approach Delay (s/veh)	--	--		9.2				
Approach LOS	--	--		A				

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Cahuilla Road @ Arenas Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 No Park		
Analysis Time Period	Midday Peak Hour						
Project Description DT PS							
East/West Street: Arenas Road				North/South Street: Cahuilla Road			
Intersection Orientation: East-West				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	2	26	0	2	25	7	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	2	26	0	2	25	7	
Percent Heavy Vehicles	8	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	1	0	1	0	
Configuration	LT		R	LTR			
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	4	20	0	6	23	5	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	4	20	0	6	23	5	
Percent Heavy Vehicles	8	8	8	8	8	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	1	1	0	1	0	
Configuration	LT		R		LTR		
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LT	LTR	LT		R		LTR
v (veh/h)	2	2	24		0		34
C (m) (veh/h)	1542	1550	821		1033		853
v/c	0.00	0.00	0.03		0.00		0.04
95% queue length	0.00	0.00	0.09		0.00		0.12
Control Delay (s/veh)	7.3	7.3	9.5		8.5		9.4
LOS	A	A	A		A		A
Approach Delay (s/veh)	--	--	9.5			9.4	
Approach LOS	--	--	A			A	

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Cahuilla Road @ Arenas Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 No Park		
Analysis Time Period	PM Peak Hour						
Project Description DT PS							
East/West Street: Arenas Road				North/South Street: Cahuilla Road			
Intersection Orientation: East-West				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	5	20	4	1	20	9	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	5	20	4	1	20	9	
Percent Heavy Vehicles	8	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration	LT		R	LTR			
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	0	19	0	6	21	6	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	19	0	6	21	6	
Percent Heavy Vehicles	8	8	8	8	8	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration	LT		R		LTR		
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LT	LTR	LT		R		LTR
v (veh/h)	5	1	19		0		33
C (m) (veh/h)	1546	1553	815		1041		862
v/c	0.00	0.00	0.02		0.00		0.04
95% queue length	0.01	0.00	0.07		0.00		0.12
Control Delay (s/veh)	7.3	7.3	9.5		8.5		9.3
LOS	A	A	A		A		A
Approach Delay (s/veh)	--	--	9.5			9.3	
Approach LOS	--	--	A			A	

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	Greg			Intersection	Cahuilla Road @ Arenas Road			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1			
Analysis Time Period	Saturday Midday Peak Hour							
Project Description DT PS								
East/West Street: Arenas Road				North/South Street: Cahuilla Road				
Intersection Orientation: East-West				Study Period (hrs): 1.00				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		74	6	5	92			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	74	6	5	92	0		
Percent Heavy Vehicles	8	--	--	8	--	--		
Median Type	Undivided							
RT Channelized			0				0	
Lanes	0	1	1	0	1		0	
Configuration		T	R	LT				
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	8		6					
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	8	0	6	0	0	0		
Percent Heavy Vehicles	8	8	8	8	8	8		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0				0	
Lanes	0	0	0	0	0	0		
Configuration		LR						
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		5		14				
C (m) (veh/h)		1481		863				
v/c		0.00		0.02				
95% queue length		0.01		0.05				
Control Delay (s/veh)		7.4		9.2				
LOS		A		A				
Approach Delay (s/veh)	--	--		9.2				
Approach LOS	--	--		A				

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Museum Dr @ Tahquitz Cyn Way		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 No Park		
Analysis Time Period	Midday Peak Hour						
Project Description DT PS							
East/West Street: Tahquitz Canyon Way				North/South Street: Museum Drive			
Intersection Orientation: East-West				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	2	16			20	128	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	2	16	0	0	20	128	
Percent Heavy Vehicles	8	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	0	0	1	1	
Configuration	LT				T	R	
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				115		4	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	115	0	4	
Percent Heavy Vehicles	0	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	1	0	1	
Configuration				L		R	
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LT					L	R
v (veh/h)	2					115	4
C (m) (veh/h)	1398					956	1041
v/c	0.00					0.12	0.00
95% queue length	0.00					0.41	0.01
Control Delay (s/veh)	7.6					9.3	8.5
LOS	A					A	A
Approach Delay (s/veh)	--	--				9.3	
Approach LOS	--	--				A	

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Museum Dr @ Tahquitz Cyn Way		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 No Park		
Analysis Time Period	PM Peak Hour						
Project Description DT PS							
East/West Street: Tahquitz Canyon Way				North/South Street: Museum Drive			
Intersection Orientation: East-West				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	4	11			10	107	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	4	11	0	0	10	107	
Percent Heavy Vehicles	8	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	0	0	1	1	
Configuration	LT				T	R	
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				122		4	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	122	0	4	
Percent Heavy Vehicles	0	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	1	0	1	
Configuration				L		R	
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LT					L	R
v (veh/h)	4					122	4
C (m) (veh/h)	1435					967	1054
v/c	0.00					0.13	0.00
95% queue length	0.01					0.43	0.01
Control Delay (s/veh)	7.5					9.3	8.4
LOS	A					A	A
Approach Delay (s/veh)	--	--				9.2	
Approach LOS	--	--				A	

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Museum Dr @ Tahquitz Cyn Way		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1		
Analysis Time Period							
Project Description DT PS							
East/West Street: Tahquitz Canyon Way				North/South Street: Museum Drive			
Intersection Orientation: East-West				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	0	0			0	100	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	100	
Percent Heavy Vehicles	8	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	0	0	1	1	
Configuration	LT				T	R	
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				81		0	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	81	0	0	
Percent Heavy Vehicles	0	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	1	0	1	
Configuration				L		R	
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LT					L	R
v (veh/h)	0					81	0
C (m) (veh/h)	1456					1008	1068
v/c	0.00					0.08	0.00
95% queue length	0.00					0.26	0.00
Control Delay (s/veh)	7.5					8.9	8.4
LOS	A					A	A
Approach Delay (s/veh)	--	--				8.9	
Approach LOS	--	--				A	

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Palm Canyon Drive @ Andreas Rd		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 No Park		
Analysis Time Period	Midday Peak Hour						
Project Description DT PS							
East/West Street: Andreas Road				North/South Street: Palm Canyon Drive			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)				26	923	60	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	26	923	60	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	0	0	1	2	0	
Configuration				L	T	TR	
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)		38	6	21	15		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	38	6	21	15	0	
Percent Heavy Vehicles	0	8	8	8	8	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L	LT				TR
v (veh/h)		26	36				44
C (m) (veh/h)		1585	294				252
v/c		0.02	0.12				0.17
95% queue length		0.05	0.42				0.63
Control Delay (s/veh)		7.3	19.0				22.3
LOS		A	C				C
Approach Delay (s/veh)	--	--	19.0			22.3	
Approach LOS	--	--	C			C	

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	Greg			Intersection	Palm Canyon Drive @ Andreas Rd			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 No Park			
Analysis Time Period	PM Peak Hour							
Project Description DT PS								
East/West Street: Andreas Road				North/South Street: Palm Canyon Drive				
Intersection Orientation: North-South				Study Period (hrs): 1.00				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)				32	712	52		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	32	712	52		
Percent Heavy Vehicles	0	--	--	8	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	0	0	1	2	0		
Configuration				L	T	TR		
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)		69	11	26	13			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	69	11	26	13	0		
Percent Heavy Vehicles	0	8	8	8	8	8		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	LT					TR
v (veh/h)		32	39					80
C (m) (veh/h)		1585	360					329
v/c		0.02	0.11					0.24
95% queue length		0.06	0.36					0.96
Control Delay (s/veh)		7.3	16.2					19.4
LOS		A	C					C
Approach Delay (s/veh)	--	--	16.2			19.4		
Approach LOS	--	--	C			C		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	Greg			Intersection	Palm Canyon Drive @ Andreas Rd			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 No Park			
Analysis Time Period	Saturday Midday Peak Hour							
Project Description <i>DT PS</i>								
East/West Street: <i>Andreas Road</i>				North/South Street: <i>Palm Canyon Drive</i>				
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>1.00</i>				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)				38	1133	81		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	38	1133	81		
Percent Heavy Vehicles	0	--	--	8	--	--		
Median Type	<i>Undivided</i>							
RT Channelized			0				0	
Lanes	0	0	0	1	2	0		
Configuration				L	T	TR		
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)		74	12	16	20			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	74	12	16	20	0		
Percent Heavy Vehicles	0	8	8	8	8	8		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	LT					TR
v (veh/h)		38	36					86
C (m) (veh/h)		1585	179					181
v/c		0.02	0.20					0.48
95% queue length		0.07	0.75					2.58
Control Delay (s/veh)		7.3	30.2					42.6
LOS		A	D					E
Approach Delay (s/veh)	--	--	30.2			42.6		
Approach LOS	--	--	D			E		

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	Greg				Intersection	Belardo Road @ Museum Way			
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs			
Date Performed	9/22/2015				Analysis Year	Existing+Phase 1 No Park			
Analysis Time Period	Midday Peak Hour								
Project ID <i>DT PS</i>									
East/West Street: <i>Museum Way</i>					North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	42	0	18	0	0	0			
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	47	41	0	0	44	31			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	<i>LR</i>				<i>LT</i>		<i>T R</i>		
PHF	<i>1.00</i>				<i>1.00</i>		<i>1.00 1.00</i>		
Flow Rate (veh/h)	<i>60</i>				<i>88</i>		<i>44 31</i>		
% Heavy Vehicles	<i>8</i>				<i>8</i>		<i>8 8</i>		
No. Lanes	<i>1</i>		<i>0</i>		<i>1</i>		<i>2</i>		
Geometry Group	<i>1</i>				<i>3a</i>		<i>5</i>		
Duration, T	<i>1.00</i>								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	<i>0.7</i>				<i>0.5</i>		<i>0.0</i>	<i>0.0</i>	
Prop. Right-Turns	<i>0.3</i>				<i>0.0</i>		<i>0.0</i>	<i>1.0</i>	
Prop. Heavy Vehicle	<i>0.1</i>				<i>0.1</i>		<i>0.1</i>	<i>0.1</i>	
hLT-adj	<i>0.2</i>	<i>0.2</i>			<i>0.2</i>	<i>0.2</i>	<i>0.5</i>	<i>0.5</i>	
hRT-adj	<i>-0.6</i>	<i>-0.6</i>			<i>-0.6</i>	<i>-0.6</i>	<i>-0.7</i>	<i>-0.7</i>	
hHV-adj	<i>1.7</i>	<i>1.7</i>			<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	
hadj, computed	<i>0.1</i>				<i>0.2</i>		<i>0.1</i>	<i>-0.6</i>	
Departure Headway and Service Time									
hd, initial value (s)	<i>3.20</i>				<i>3.20</i>		<i>3.20</i>	<i>3.20</i>	
x, initial	<i>0.05</i>				<i>0.08</i>		<i>0.04</i>	<i>0.03</i>	
hd, final value (s)	<i>4.37</i>				<i>4.47</i>		<i>4.84</i>	<i>4.14</i>	
x, final value	<i>0.07</i>				<i>0.11</i>		<i>0.06</i>	<i>0.04</i>	
Move-up time, m (s)	<i>2.0</i>				<i>2.0</i>		<i>2.3</i>		
Service Time, t _s (s)	<i>2.4</i>				<i>2.5</i>		<i>2.5</i>	<i>1.8</i>	
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	<i>310</i>				<i>338</i>		<i>294 281</i>		
Delay (s/veh)	<i>7.71</i>				<i>8.01</i>		<i>7.85 7.00</i>		
LOS	<i>A</i>				<i>A</i>		<i>A A</i>		
Approach: Delay (s/veh)	<i>7.71</i>				<i>8.01</i>		<i>7.50</i>		
LOS	<i>A</i>				<i>A</i>		<i>A</i>		
Intersection Delay (s/veh)	<i>7.76</i>								
Intersection LOS	<i>A</i>								

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	Greg				Intersection	Belardo Road @ Museum Way			
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs			
Date Performed	9/22/2015				Analysis Year	Existing+Phase 1 No Park			
Analysis Time Period	PM Peak Hour								
Project ID <i>DT PS</i>									
East/West Street: <i>Museum Way</i>					North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	74	0	32	0	0	0			
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	41	51	0	0	48	27			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	LR				LT		T R		
PHF	1.00				1.00		1.00 1.00		
Flow Rate (veh/h)	106				92		48 27		
% Heavy Vehicles	8				8		8 8		
No. Lanes	1		0		1		2		
Geometry Group	1				3a		5		
Duration, T	1.00								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.7				0.4		0.0	0.0	
Prop. Right-Turns	0.3				0.0		0.0	1.0	
Prop. Heavy Vehicle	0.1				0.1		0.1	0.1	
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5	
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7	
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7	
hadj, computed	0.1				0.2		0.1	-0.6	
Departure Headway and Service Time									
hd, initial value (s)	3.20				3.20		3.20	3.20	
x, initial	0.09				0.08		0.04	0.02	
hd, final value (s)	4.38				4.57		4.96	4.26	
x, final value	0.13				0.12		0.07	0.03	
Move-up time, m (s)	2.0				2.0		2.3		
Service Time, t _s (s)	2.4				2.6		2.7	2.0	
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	356				342		298 277		
Delay (s/veh)	8.03				8.17		8.02 7.10		
LOS	A				A		A A		
Approach: Delay (s/veh)	8.03				8.17		7.69		
LOS	A				A		A		
Intersection Delay (s/veh)	7.98								
Intersection LOS	A								

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	Greg				Intersection	Belardo Road @ Museum Way		
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs		
Date Performed	9/22/2015				Analysis Year	Existing+Phase 1 No Park		
Analysis Time Period	Saturday Midday Peak Hour							
Project ID <i>DT PS</i>								
East/West Street: <i>Museum Way</i>					North/South Street: <i>Belardo Road</i>			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R	L	R
Volume (veh/h)	81	0	35	0	0	0		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R	L	R
Volume (veh/h)	64	68	0	0	55	43		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LR</i>				<i>LT</i>		<i>T R</i>	
PHF	<i>1.00</i>				<i>1.00</i>		<i>1.00 1.00</i>	
Flow Rate (veh/h)	<i>116</i>				<i>132</i>		<i>55 43</i>	
% Heavy Vehicles	<i>8</i>				<i>8</i>		<i>8 8</i>	
No. Lanes	<i>1</i>		<i>0</i>		<i>1</i>		<i>2</i>	
Geometry Group	<i>1</i>				<i>3a</i>		<i>5</i>	
Duration, T	<i>1.00</i>							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	<i>0.7</i>				<i>0.5</i>		<i>0.0</i>	<i>0.0</i>
Prop. Right-Turns	<i>0.3</i>				<i>0.0</i>		<i>0.0</i>	<i>1.0</i>
Prop. Heavy Vehicle	<i>0.1</i>				<i>0.1</i>		<i>0.1</i>	<i>0.1</i>
hLT-adj	<i>0.2</i>	<i>0.2</i>			<i>0.2</i>	<i>0.2</i>	<i>0.5</i>	<i>0.5</i>
hRT-adj	<i>-0.6</i>	<i>-0.6</i>			<i>-0.6</i>	<i>-0.6</i>	<i>-0.7</i>	<i>-0.7</i>
hHV-adj	<i>1.7</i>	<i>1.7</i>			<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>
hadj, computed	<i>0.1</i>				<i>0.2</i>		<i>0.1</i>	<i>-0.6</i>
Departure Headway and Service Time								
hd, initial value (s)	<i>3.20</i>				<i>3.20</i>		<i>3.20</i>	<i>3.20</i>
x, initial	<i>0.10</i>				<i>0.12</i>		<i>0.05</i>	<i>0.04</i>
hd, final value (s)	<i>4.53</i>				<i>4.63</i>		<i>5.03</i>	<i>4.33</i>
x, final value	<i>0.15</i>				<i>0.17</i>		<i>0.08</i>	<i>0.05</i>
Move-up time, m (s)	<i>2.0</i>				<i>2.0</i>		<i>2.3</i>	
Service Time, t _s (s)	<i>2.5</i>				<i>2.6</i>		<i>2.7</i>	<i>2.0</i>
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	<i>366</i>				<i>382</i>		<i>305 293</i>	
Delay (s/veh)	<i>8.31</i>				<i>8.58</i>		<i>8.15 7.27</i>	
LOS	<i>A</i>				<i>A</i>		<i>A A</i>	
Approach: Delay (s/veh)	<i>8.31</i>				<i>8.58</i>		<i>7.76</i>	
LOS	<i>A</i>				<i>A</i>		<i>A</i>	
Intersection Delay (s/veh)	<i>8.26</i>							
Intersection LOS	<i>A</i>							

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	Greg				Intersection	Belardo Road @ Museum Way		
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs		
Date Performed	9/22/2015				Analysis Year	Existing+Phase 1 No Park		
Analysis Time Period	Villagefest Peak Hour							
Project ID <i>DT PS</i>								
East/West Street: <i>Museum Way</i>					North/South Street: <i>Belardo Road</i>			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R	L	R
Volume (veh/h)	96	0	11	0	0	0		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R	L	R
Volume (veh/h)	7	156	0	0	287	62		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LR</i>				<i>LT</i>		<i>T R</i>	
PHF	<i>1.00</i>				<i>1.00</i>		<i>1.00 1.00</i>	
Flow Rate (veh/h)	<i>107</i>				<i>163</i>		<i>287 62</i>	
% Heavy Vehicles	<i>8</i>				<i>8</i>		<i>8 8</i>	
No. Lanes	<i>1</i>		<i>0</i>		<i>1</i>		<i>2</i>	
Geometry Group	<i>1</i>				<i>3a</i>		<i>5</i>	
Duration, T	<i>1.00</i>							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	<i>0.9</i>				<i>0.0</i>		<i>0.0</i>	<i>0.0</i>
Prop. Right-Turns	<i>0.1</i>				<i>0.0</i>		<i>0.0</i>	<i>1.0</i>
Prop. Heavy Vehicle	<i>0.1</i>				<i>0.1</i>		<i>0.1</i>	<i>0.1</i>
hLT-adj	<i>0.2</i>	<i>0.2</i>			<i>0.2</i>	<i>0.2</i>	<i>0.5</i>	<i>0.5</i>
hRT-adj	<i>-0.6</i>	<i>-0.6</i>			<i>-0.6</i>	<i>-0.6</i>	<i>-0.7</i>	<i>-0.7</i>
hHV-adj	<i>1.7</i>	<i>1.7</i>			<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>
hadj, computed	<i>0.3</i>				<i>0.1</i>		<i>0.1</i>	<i>-0.6</i>
Departure Headway and Service Time								
hd, initial value (s)	<i>3.20</i>				<i>3.20</i>		<i>3.20</i>	<i>3.20</i>
x, initial	<i>0.10</i>				<i>0.14</i>		<i>0.26</i>	<i>0.06</i>
hd, final value (s)	<i>5.35</i>				<i>4.85</i>		<i>5.09</i>	<i>4.39</i>
x, final value	<i>0.16</i>				<i>0.22</i>		<i>0.41</i>	<i>0.08</i>
Move-up time, m (s)	<i>2.0</i>				<i>2.0</i>		<i>2.3</i>	
Service Time, t_s (s)	<i>3.4</i>				<i>2.9</i>		<i>2.8</i>	<i>2.1</i>
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	<i>357</i>				<i>413</i>		<i>537 312</i>	
Delay (s/veh)	<i>9.36</i>				<i>9.22</i>		<i>11.26 7.45</i>	
LOS	<i>A</i>				<i>A</i>		<i>B A</i>	
Approach: Delay (s/veh)	<i>9.36</i>				<i>9.22</i>		<i>10.59</i>	
LOS	<i>A</i>				<i>A</i>		<i>B</i>	
Intersection Delay (s/veh)	<i>10.01</i>							
Intersection LOS	<i>B</i>							

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Belardo Road @ Andreas Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 No Park		
Analysis Time Period	Midday Peak Hour						
Project Description DT PS							
East/West Street: Andreas Road				North/South Street: Belardo Road			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		51	21	25	37		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	51	21	25	37	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	0	0	1		0
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				16		37	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	16	0	37	
Percent Heavy Vehicles	8	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		25		53			
C (m) (veh/h)		1491		927			
v/c		0.02		0.06			
95% queue length		0.05		0.18			
Control Delay (s/veh)		7.5		9.1			
LOS		A		A			
Approach Delay (s/veh)	--	--		9.1			
Approach LOS	--	--		A			

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Belardo Road @ Andreas Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 No Park		
Analysis Time Period	PM Peak Hour						
Project Description DT PS							
East/West Street: Andreas Road				North/South Street: Belardo Road			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		51	29	32	48		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	51	29	32	48	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	0	0	1		0
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				19		41	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	19	0	41	
Percent Heavy Vehicles	8	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		32		60			
C (m) (veh/h)		1481		907			
v/c		0.02		0.07			
95% queue length		0.07		0.21			
Control Delay (s/veh)		7.5		9.3			
LOS		A		A			
Approach Delay (s/veh)	--	--		9.3			
Approach LOS	--	--		A			

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst				Intersection	Belardo Road @ Andreas Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 No Park		
Analysis Time Period	Saturday Midday Peak Hour						
Project Description DT PS							
East/West Street: Andreas Road				North/South Street: Belardo Road			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		76	35	41	49		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	76	35	41	49	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	0	0	1		0
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				25		56	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	25	0	56	
Percent Heavy Vehicles	8	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		41		81			
C (m) (veh/h)		1442		867			
v/c		0.03		0.09			
95% queue length		0.09		0.31			
Control Delay (s/veh)		7.6		9.6			
LOS		A		A			
Approach Delay (s/veh)	--	--		9.6			
Approach LOS	--	--		A			

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Belardo Road @ Andreas Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 No Park		
Analysis Time Period	Villagefest Peak Hour						
Project Description DT PS							
East/West Street: Andreas Road				North/South Street: Belardo Road			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		122	20	51	247		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	122	20	51	247	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	0	0	1		0
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				27		41	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	27	0	41	
Percent Heavy Vehicles	8	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		51		68			
C (m) (veh/h)		1405		694			
v/c		0.04		0.10			
95% queue length		0.11		0.33			
Control Delay (s/veh)		7.7		10.8			
LOS		A		B			
Approach Delay (s/veh)	--	--	10.8				
Approach LOS	--	--	B				

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	Greg				Intersection	Belardo Road @ Main Street			
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs			
Date Performed	9/22/2015				Analysis Year	Existing+Phase 1 No Park			
Analysis Time Period	Midday Peak Hour								
Project ID <i>DT PS</i>									
East/West Street: <i>Main Street</i>					North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	17	0	17	8	13	11			
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	32	44	0	0	33	19			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	<i>LR</i>		<i>LTR</i>		<i>LT</i>		<i>TR</i>		
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		
Flow Rate (veh/h)	<i>34</i>		<i>32</i>		<i>76</i>		<i>52</i>		
% Heavy Vehicles	<i>8</i>		<i>8</i>		<i>8</i>		<i>8</i>		
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Duration, T	<i>1.00</i>								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	<i>0.5</i>		<i>0.3</i>		<i>0.4</i>		<i>0.0</i>		
Prop. Right-Turns	<i>0.5</i>		<i>0.3</i>		<i>0.0</i>		<i>0.4</i>		
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	
hadj, computed	<i>-0.1</i>		<i>-0.0</i>		<i>0.2</i>		<i>-0.1</i>		
Departure Headway and Service Time									
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		
x, initial	<i>0.03</i>		<i>0.03</i>		<i>0.07</i>		<i>0.05</i>		
hd, final value (s)	<i>4.16</i>		<i>4.20</i>		<i>4.32</i>		<i>4.04</i>		
x, final value	<i>0.04</i>		<i>0.04</i>		<i>0.09</i>		<i>0.06</i>		
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		
Service Time, t _s (s)	<i>2.2</i>		<i>2.2</i>		<i>2.3</i>		<i>2.0</i>		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	<i>284</i>		<i>282</i>		<i>326</i>		<i>302</i>		
Delay (s/veh)	<i>7.32</i>		<i>7.36</i>		<i>7.75</i>		<i>7.29</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>		
Approach: Delay (s/veh)	<i>7.32</i>		<i>7.36</i>		<i>7.75</i>		<i>7.29</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>		
Intersection Delay (s/veh)	<i>7.49</i>								
Intersection LOS	<i>A</i>								

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	Greg				Intersection	Belardo Road @ Main Street			
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs			
Date Performed	9/22/2015				Analysis Year	Existing+Phase 1 No Park			
Analysis Time Period	Midday Peak Hour								
Project ID <i>DT PS</i>									
East/West Street: <i>Main Street</i>					North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	17	0	17	8	13	11			
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	32	44	0	0	33	19			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	<i>LR</i>		<i>LTR</i>		<i>LT</i>		<i>TR</i>		
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		
Flow Rate (veh/h)	<i>34</i>		<i>32</i>		<i>76</i>		<i>52</i>		
% Heavy Vehicles	<i>8</i>		<i>8</i>		<i>8</i>		<i>8</i>		
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Duration, T	<i>1.00</i>								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	<i>0.5</i>		<i>0.3</i>		<i>0.4</i>		<i>0.0</i>		
Prop. Right-Turns	<i>0.5</i>		<i>0.3</i>		<i>0.0</i>		<i>0.4</i>		
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	
hadj, computed	<i>-0.1</i>		<i>-0.0</i>		<i>0.2</i>		<i>-0.1</i>		
Departure Headway and Service Time									
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		
x, initial	<i>0.03</i>		<i>0.03</i>		<i>0.07</i>		<i>0.05</i>		
hd, final value (s)	<i>4.16</i>		<i>4.20</i>		<i>4.32</i>		<i>4.04</i>		
x, final value	<i>0.04</i>		<i>0.04</i>		<i>0.09</i>		<i>0.06</i>		
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		
Service Time, t _s (s)	<i>2.2</i>		<i>2.2</i>		<i>2.3</i>		<i>2.0</i>		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	<i>284</i>		<i>282</i>		<i>326</i>		<i>302</i>		
Delay (s/veh)	<i>7.32</i>		<i>7.36</i>		<i>7.75</i>		<i>7.29</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>		
Approach: Delay (s/veh)	<i>7.32</i>		<i>7.36</i>		<i>7.75</i>		<i>7.29</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>		
Intersection Delay (s/veh)	<i>7.49</i>								
Intersection LOS	<i>A</i>								

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	Greg				Intersection	Belardo Road @ Main Street			
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs			
Date Performed	9/22/2015				Analysis Year	Existing+Phase 1 No Park			
Analysis Time Period	Saturday Midday Peak Hour								
Project ID <i>DT PS</i>									
East/West Street: <i>Main Street</i>					North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	34	0	34	14	17	17			
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	43	60	0	0	48	26			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	<i>LR</i>		<i>LTR</i>		<i>LT</i>		<i>TR</i>		
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		
Flow Rate (veh/h)	<i>68</i>		<i>48</i>		<i>103</i>		<i>74</i>		
% Heavy Vehicles	<i>8</i>		<i>8</i>		<i>8</i>		<i>8</i>		
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Duration, T	<i>1.00</i>								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	<i>0.5</i>		<i>0.3</i>		<i>0.4</i>		<i>0.0</i>		
Prop. Right-Turns	<i>0.5</i>		<i>0.4</i>		<i>0.0</i>		<i>0.4</i>		
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	
hadj, computed	<i>-0.1</i>		<i>-0.0</i>		<i>0.2</i>		<i>-0.1</i>		
Departure Headway and Service Time									
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		
x, initial	<i>0.06</i>		<i>0.04</i>		<i>0.09</i>		<i>0.07</i>		
hd, final value (s)	<i>4.30</i>		<i>4.36</i>		<i>4.46</i>		<i>4.20</i>		
x, final value	<i>0.08</i>		<i>0.06</i>		<i>0.13</i>		<i>0.09</i>		
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		
Service Time, t _s (s)	<i>2.3</i>		<i>2.4</i>		<i>2.5</i>		<i>2.2</i>		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	<i>318</i>		<i>298</i>		<i>353</i>		<i>324</i>		
Delay (s/veh)	<i>7.68</i>		<i>7.63</i>		<i>8.12</i>		<i>7.60</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>		
Approach: Delay (s/veh)	<i>7.68</i>		<i>7.63</i>		<i>8.12</i>		<i>7.60</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>		
Intersection Delay (s/veh)	<i>7.81</i>								
Intersection LOS	<i>A</i>								

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	Greg				Intersection	Belardo Road @ Main Street			
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs			
Date Performed	9/22/2015				Analysis Year	Existing+Phase 1 No Park			
Analysis Time Period	Villagefest Peak Hour								
Project ID <i>DT PS</i>									
East/West Street: <i>Main Street</i>					North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	31	0	31	14	0	9			
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	22	102	0	0	241	33			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	<i>LR</i>		<i>LTR</i>		<i>LT</i>		<i>TR</i>		
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		
Flow Rate (veh/h)	<i>62</i>		<i>23</i>		<i>124</i>		<i>274</i>		
% Heavy Vehicles	<i>8</i>		<i>8</i>		<i>8</i>		<i>8</i>		
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Duration, T	<i>1.00</i>								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	<i>0.5</i>		<i>0.6</i>		<i>0.2</i>		<i>0.0</i>		
Prop. Right-Turns	<i>0.5</i>		<i>0.4</i>		<i>0.0</i>		<i>0.1</i>		
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	
hadj, computed	<i>-0.1</i>		<i>0.0</i>		<i>0.2</i>		<i>0.1</i>		
Departure Headway and Service Time									
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		
x, initial	<i>0.06</i>		<i>0.02</i>		<i>0.11</i>		<i>0.24</i>		
hd, final value (s)	<i>4.78</i>		<i>4.92</i>		<i>4.58</i>		<i>4.32</i>		
x, final value	<i>0.08</i>		<i>0.03</i>		<i>0.16</i>		<i>0.33</i>		
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		
Service Time, t _s (s)	<i>2.8</i>		<i>2.9</i>		<i>2.6</i>		<i>2.3</i>		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	<i>312</i>		<i>273</i>		<i>374</i>		<i>524</i>		
Delay (s/veh)	<i>8.21</i>		<i>8.08</i>		<i>8.44</i>		<i>9.43</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>		
Approach: Delay (s/veh)	<i>8.21</i>		<i>8.08</i>		<i>8.44</i>		<i>9.43</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>		
Intersection Delay (s/veh)	<i>8.96</i>								
Intersection LOS	<i>A</i>								

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Canyon Dr @ Amado Rd					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/2015					Jurisdiction	Palm Springs					
Time Period	Midday Peak Hour					Analysis Year	Existing+Phase 1 W/ Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	73	70			131	47	69	881	103			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 11.0	G =	G =	G =	G = 41.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	73	70			131	47		1053				
Lane Group Capacity	217	322			322	1495		4288				
v/c Ratio	0.34	0.22			0.41	0.03		0.25				
Green Ratio	0.18	0.18			0.18	1.00		0.68				
Uniform Delay d ₁	21.3	20.8			21.6	0.0		3.6				
Delay Factor k	0.11	0.11			0.11	0.11		0.11				
Incremental Delay d ₂	0.9	0.3			0.8	0.0		0.0				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	22.2	21.2			22.5	0.0		3.6				
Lane Group LOS	C	C			C	A		A				
Approach Delay	21.7			16.5			3.6					
Approach LOS	C			B			A					
Intersection Delay	7.2			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>PM Peak Hour</i>						Intersection <i>Indian Canyon Dr @ Amado Rd</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Phase 1 W/ Park</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	396	180			120	58	102	1351	158			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 26.0	G =	G =	G =	G = 26.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	396	180			120	58		1611				
Lane Group Capacity	518	762			762	1495		2720				
v/c Ratio	0.76	0.24			0.16	0.04		0.59				
Green Ratio	0.43	0.43			0.43	1.00		0.43				
Uniform Delay d ₁	14.4	10.7			10.3	0.0		13.0				
Delay Factor k	0.32	0.11			0.11	0.11		0.18				
Incremental Delay d ₂	7.0	0.2			0.1	0.0		0.3				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	21.4	10.9			10.4	0.0		13.3				
Lane Group LOS	C	B			B	A		B				
Approach Delay	18.1			7.0			13.3					
Approach LOS	B			A			B					
Intersection Delay	14.0			Intersection LOS						B		

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/2015</i> Time Period <i>Saturday Midday Peak Hour</i>						Intersection <i>Indian Canyon Dr @ Amado Rd</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Phase 1 W/ Park</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	135	100			165	61	127	1065	85			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 16.0	G =	G =	G =	G = 36.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	135	100			165	61		1277				
Lane Group Capacity	298	469			469	1495		3777				
v/c Ratio	0.45	0.21			0.35	0.04		0.34				
Green Ratio	0.27	0.27			0.27	1.00		0.60				
Uniform Delay d ₁	18.4	17.1			17.8	0.0		6.0				
Delay Factor k	0.11	0.11			0.11	0.11		0.11				
Incremental Delay d ₂	1.1	0.2			0.5	0.0		0.1				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	19.4	17.3			18.3	0.0		6.1				
Lane Group LOS	B	B			B	A		A				
Approach Delay	18.5			13.3			6.1					
Approach LOS	B			B			A					
Intersection Delay	8.7			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>Midday Peak Hour</i>						Intersection <i>Indian Canyon Dr @ Andreas Rd</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Phase 1 W/ Park</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	58	10			35	53	44	1081	34			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	58	10			88			1159				
Lane Group Capacity	155	276			254			4626				
v/c Ratio	0.37	0.04			0.35			0.25				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d ₁	26.4	25.0			26.3			3.2				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d ₂	1.5	0.1			0.8			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	27.9	25.1			27.1			3.2				
Lane Group LOS	C	C			C			A				
Approach Delay	27.5			27.1			3.2					
Approach LOS	C			C			A					
Intersection Delay	6.0			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Canyon Dr @ Andreas Rd					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	PM Peak Hour					Analysis Year	Existing+Phase 1 W/ Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	248	32			13	50	27	970	32			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 23.0	G =	G =	G =	G = 39.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	248	32			63			1029				
Lane Group Capacity	414	578			516			3538				
v/c Ratio	0.60	0.06			0.12			0.29				
Green Ratio	0.33	0.33			0.33			0.56				
Uniform Delay d ₁	19.6	16.1			16.4			8.2				
Delay Factor k	0.19	0.11			0.11			0.11				
Incremental Delay d ₂	2.4	0.0			0.1			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	22.1	16.1			16.5			8.2				
Lane Group LOS	C	B			B			A				
Approach Delay	21.4			16.5			8.2					
Approach LOS	C			B			A					
Intersection Delay	11.3			Intersection LOS						B		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Canyon Dr @ Andreas Rd					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	Saturday Midday Peak Hour					Analysis Year	Existing+Phase 1 W/ Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	99	17			40	66	40	1110	41			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 15.0	G =	G =	G =	G = 47.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	99	17			106			1191				
Lane Group Capacity	214	377			345			4261				
v/c Ratio	0.46	0.05			0.31			0.28				
Green Ratio	0.21	0.21			0.21			0.67				
Uniform Delay d ₁	24.0	21.8			23.1			4.7				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d ₂	1.6	0.0			0.5			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	25.6	21.9			23.6			4.7				
Lane Group LOS	C	C			C			A				
Approach Delay	25.0			23.6			4.7					
Approach LOS	C			C			A					
Intersection Delay	7.8			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Cyn Dr @ Tahquitz Cyn					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	Midday Peak Hour					Analysis Year	Existing+Phase 1 W/ Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	1	3	0			
Lane Group	L	T			T	R	L	TR				
Volume (vph)	85	144			318	134	523	927	110			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0	2.0	2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0	2.0	2.0				
Arrival Type	3	3			3	3	3	3				
Unit Extension	3.0	3.0			3.0	3.0	3.0	3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0	12.0	12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0	0	0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EB Only	WB Only	03	04	NB Only	06	07	08				
Timing	G = 11.0	G = 16.0	G =	G =	G = 31.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	85	144			318	134	523	1037				
Lane Group Capacity	263	276			402	1929	740	2089				
v/c Ratio	0.32	0.52			0.79	0.07	0.71	0.50				
Green Ratio	0.16	0.16			0.23	0.73	0.44	0.44				
Uniform Delay d ₁	26.2	27.1			25.4	2.7	15.8	13.9				
Delay Factor k	0.11	0.13			0.34	0.11	0.27	0.11				
Incremental Delay d ₂	0.7	1.8			11.1	0.0	3.2	0.2				
PF Factor	1.000	1.000			1.000	1.000	1.000	1.000				
Control Delay	26.9	28.9			36.5	2.7	19.0	14.1				
Lane Group LOS	C	C			D	A	B	B				
Approach Delay	28.2			26.5			15.7					
Approach LOS	C			C			B					
Intersection Delay	19.2			Intersection LOS						B		

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>PM Peak Hour</i>						Intersection <i>Indian Cyn Dr @ Tahquitz Cyn</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Phase 1 W/ Park</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	1	3	0			
Lane Group	L	T			T	R	L	TR				
Volume (vph)	110	305			157	103	145	790	70			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0	2.0	2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0	2.0	2.0				
Arrival Type	3	3			3	3	3	3				
Unit Extension	3.0	3.0			3.0	3.0	3.0	3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0	12.0	12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0	0	0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EB Only	WB Only	03	04	NB Only	06	07	08				
Timing	G = 19.0	G = 11.0	G =	G =	G = 28.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	110	305			157	103	145	860				
Lane Group Capacity	454	477			276	1626	668	1894				
v/c Ratio	0.24	0.64			0.57	0.06	0.22	0.45				
Green Ratio	0.27	0.27			0.16	0.61	0.40	0.40				
Uniform Delay d ₁	19.9	22.5			27.3	5.4	13.8	15.4				
Delay Factor k	0.11	0.22			0.16	0.11	0.11	0.11				
Incremental Delay d ₂	0.3	2.9			2.8	0.0	0.2	0.2				
PF Factor	1.000	1.000			1.000	1.000	1.000	1.000				
Control Delay	20.2	25.4			30.1	5.4	14.0	15.6				
Lane Group LOS	C	C			C	A	B	B				
Approach Delay	24.0			20.3			15.3					
Approach LOS	C			C			B					
Intersection Delay	18.3			Intersection LOS						B		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Cyn Dr @ Tahquitz Cyn					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	Saturday Midday Peak Hour					Analysis Year	Existing+Phase 1 W/ Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	120	200			372	126	596	957	129			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EB Only	WB Only	03	04	NB Only	06	07	08				
Timing	G = 11.0	G = 19.0	G =	G =	G = 28.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	120	200			372	126		1682				
Lane Group Capacity	263	276			477	1929		2482				
v/c Ratio	0.46	0.72			0.78	0.07		0.68				
Green Ratio	0.16	0.16			0.27	0.73		0.40				
Uniform Delay d ₁	26.8	28.1			23.6	2.7		17.3				
Delay Factor k	0.11	0.29			0.33	0.11		0.25				
Incremental Delay d ₂	1.3	9.6			8.6	0.0		0.8				
PF Factor	1.000	1.000			1.000	1.000		1.000				
Control Delay	28.0	37.7			32.2	2.7		18.0				
Lane Group LOS	C	D			C	A		B				
Approach Delay	34.1			24.7			18.0					
Approach LOS	C			C			B					
Intersection Delay	21.4			Intersection LOS						C		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Cyn Dr @ Tahquitz Cyn					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	Midday Peak Hour					Analysis Year	Existing+Phase 1 W/ Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	63	40			51	27	68	1476	70			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	63	40			78			1614				
Lane Group Capacity	166	276			264			4615				
v/c Ratio	0.38	0.14			0.30			0.35				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d ₁	26.4	25.4			26.1			3.5				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d ₂	1.5	0.2			0.6			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	27.9	25.7			26.7			3.5				
Lane Group LOS	C	C			C			A				
Approach Delay	27.0			26.7			3.5					
Approach LOS	C			C			A					
Intersection Delay	5.9			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Cyn Dr @ Tahquitz Cyn					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	PM Peak Hour					Analysis Year	Existing+Phase 1 W/ Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	57	55			32	28	41	936	64			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	57	55			60			1041				
Lane Group Capacity	187	276			259			4603				
v/c Ratio	0.30	0.20			0.23			0.23				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d ₁	26.1	25.7			25.8			3.1				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d ₂	0.9	0.4			0.5			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	27.0	26.0			26.3			3.1				
Lane Group LOS	C	C			C			A				
Approach Delay	26.5			26.3			3.1					
Approach LOS	C			C			A					
Intersection Delay	6.4			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>Saturday Midday Peak Hour</i>						Intersection <i>Indian Cyn Dr @ Tahquitz Cyn</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Phase 1 W/ Park</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	90	53			55	47	97	1537	93			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	90	53			102			1727				
Lane Group Capacity	140	276			259			4605				
v/c Ratio	0.64	0.19			0.39			0.38				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d ₁	27.7	25.6			26.5			3.5				
Delay Factor k	0.22	0.11			0.11			0.11				
Incremental Delay d ₂	10.1	0.3			1.0			0.1				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	37.7	26.0			27.5			3.6				
Lane Group LOS	D	C			C			A				
Approach Delay	33.4			27.5			3.6					
Approach LOS	C			C			A					
Intersection Delay	7.0			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>Midday Peak Hour</i>						Intersection <i>Palm Canyon Drive @ Amado Road</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Phase 1 W/ Park</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	3	0
Lane Group		T	R	L	T						LTR	
Volume (vph)		83	27	96	138					69	1204	104
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0						2.0	
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0	
Arrival Type		3	3	3	3						3	
Unit Extension		3.0	3.0	3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	SB Only	06	07	08				
Timing	G = 11.0	G =	G =	G =	G = 41.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		83	27	96	138						1377	
Lane Group Capacity		322	1495	227	322						3229	
v/c Ratio		0.26	0.02	0.42	0.43						0.43	
Green Ratio		0.18	1.00	0.18	0.18						0.68	
Uniform Delay d ₁		21.0	0.0	21.7	21.7						4.2	
Delay Factor k		0.11	0.11	0.11	0.11						0.11	
Incremental Delay d ₂		0.4	0.0	1.3	0.9						0.1	
PF Factor		1.000	0.950	1.000	1.000						1.000	
Control Delay		21.4	0.0	23.0	22.6						4.3	
Lane Group LOS		C	A	C	C						A	
Approach Delay		16.2			22.8						4.3	
Approach LOS		B			C						A	
Intersection Delay		7.6			Intersection LOS						A	

SHORT REPORT													
General Information						Site Information							
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>PM Peak Hour</i>						Intersection <i>Palm Canyon Drive @ Amado Road</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Phase 1 W/ Park</i>							
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes		1	1	1	1					0	3	0	
Lane Group		T	R	L	T						LTR		
Volume (vph)		385	21	69	47					53	712	37	
% Heavy Vehicles		8	8	8	8					8	8	8	
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00	
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A	
Startup Lost Time		2.0	2.0	2.0	2.0						2.0		
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0		
Arrival Type		3	3	3	3						3		
Unit Extension		3.0	3.0	3.0	3.0						3.0		
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0	
Lane Width		12.0	12.0	12.0	12.0						12.0		
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/Hour													
Bus Stops/Hour		0	0	0	0						0		
Minimum Pedestrian Time		3.2			3.2			3.2			3.2		
Phasing	EW Perm	02		03		04		SB Only	06		07		08
Timing	G = 24.0	G =		G =		G =		G = 28.0	G =		G =		G =
	Y = 4	Y =		Y =		Y =		Y = 4	Y =		Y =		Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0							
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adjusted Flow Rate		385	21	69	47						802		
Lane Group Capacity		704	1495	285	704						2213		
v/c Ratio		0.55	0.01	0.24	0.07						0.36		
Green Ratio		0.40	1.00	0.40	0.40						0.47		
Uniform Delay d ₁		13.8	0.0	12.0	11.1						10.3		
Delay Factor k		0.15	0.11	0.11	0.11						0.11		
Incremental Delay d ₂		0.9	0.0	0.4	0.0						0.1		
PF Factor		1.000	0.950	1.000	1.000						1.000		
Control Delay		14.7	0.0	12.4	11.1						10.4		
Lane Group LOS		B	A	B	B						B		
Approach Delay		14.0			11.9						10.4		
Approach LOS		B			B						B		
Intersection Delay		11.6			Intersection LOS						B		

SHORT REPORT													
General Information						Site Information							
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>Saturday Midday Peak Hour</i>						Intersection <i>Palm Canyon Drive @ Amado Road</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Phase 1 W/ Park</i>							
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes		1	1	1	1					0	3	0	
Lane Group		T	R	L	T						LTR		
Volume (vph)		143	45	127	164					85	1397	124	
% Heavy Vehicles		8	8	8	8					8	8	8	
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00	
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A	
Startup Lost Time		2.0	2.0	2.0	2.0						2.0		
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0		
Arrival Type		3	3	3	3						3		
Unit Extension		3.0	3.0	3.0	3.0						3.0		
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0	
Lane Width		12.0	12.0	12.0	12.0						12.0		
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/Hour													
Bus Stops/Hour		0	0	0	0						0		
Minimum Pedestrian Time		3.2			3.2			3.2			3.2		
Phasing	EW Perm	02		03		04		SB Only	06		07		08
Timing	G = 15.0	G =		G =		G =		G = 37.0	G =		G =		G =
	Y = 4	Y =		Y =		Y =		Y = 4	Y =		Y =		Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0							
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adjusted Flow Rate		143	45	127	164						1606		
Lane Group Capacity		440	1495	293	440						2913		
v/c Ratio		0.32	0.03	0.43	0.37						0.55		
Green Ratio		0.25	1.00	0.25	0.25						0.62		
Uniform Delay d ₁		18.4	0.0	18.9	18.6						6.7		
Delay Factor k		0.11	0.11	0.11	0.11						0.15		
Incremental Delay d ₂		0.4	0.0	1.0	0.5						0.2		
PF Factor		1.000	0.950	1.000	1.000						1.000		
Control Delay		18.8	0.0	20.0	19.1						6.9		
Lane Group LOS		B	A	B	B						A		
Approach Delay		14.3			19.5						6.9		
Approach LOS		B			B						A		
Intersection Delay		9.3			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Palm Cyn Dr @ Tahquitz Cyn Way					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	Midday Peak Hour					Analysis Year	Existing+Phase 1 W/ Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T					LT	R	
Volume (vph)		148	117	107	764					101	665	91
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0					2.0	2.0	
Extension of Effective Green		2.0		2.0	2.0					2.0	2.0	
Arrival Type		3		3	3					3	3	
Unit Extension		3.0		3.0	3.0					3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0					12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0					0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08				
Timing	G = 29.0	G = 11.0	G =	G =	G = 18.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		265		107	764					766	91	
Lane Group Capacity		685		263	1106					1632	1495	
v/c Ratio		0.39		0.41	0.69					0.47	0.06	
Green Ratio		0.41		0.16	0.63					0.26	1.00	
Uniform Delay d ₁		14.3		26.6	8.5					22.0	0.0	
Delay Factor k		0.11		0.11	0.26					0.11	0.11	
Incremental Delay d ₂		0.4		1.0	1.9					0.2	0.0	
PF Factor		1.000		1.000	1.000					1.000	0.950	
Control Delay		14.7		27.6	10.4					22.2	0.0	
Lane Group LOS		B		C	B					C	A	
Approach Delay		14.7		12.5						19.8		
Approach LOS		B		B						B		
Intersection Delay		15.9		Intersection LOS							B	

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>Midday Peak Hour</i>						Intersection <i>Palm Cyn Dr @ Tahquitz Cyn Way</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Phase 1 W/ Park</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	4	1
Lane Group		T	R	L	T					LT	R	
Volume (vph)		148	117	107	764					101	665	91
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0					2.0	2.0	
Extension of Effective Green		2.0	2.0	2.0	2.0					2.0	2.0	
Arrival Type		3	3	3	3					3	3	
Unit Extension		3.0	3.0	3.0	3.0					3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0					12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0					0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Thru & RT	WB Only	03		04		SB Only	06		07		08
Timing	G = 29.0	G = 11.0	G =	G =	G = 18.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		148	117	107	764					766	91	
Lane Group Capacity		729	619	263	1106					1632	1495	
v/c Ratio		0.20	0.19	0.41	0.69					0.47	0.06	
Green Ratio		0.41	0.41	0.16	0.63					0.26	1.00	
Uniform Delay d ₁		13.1	13.0	26.6	8.5					22.0	0.0	
Delay Factor k		0.11	0.11	0.11	0.26					0.11	0.11	
Incremental Delay d ₂		0.1	0.1	1.0	1.9					0.2	0.0	
PF Factor		1.000	1.000	1.000	1.000					1.000	0.950	
Control Delay		13.2	13.2	27.6	10.4					22.2	0.0	
Lane Group LOS		B	B	C	B					C	A	
Approach Delay		13.2			12.5					19.8		
Approach LOS		B			B					B		
Intersection Delay		15.8			Intersection LOS					B		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Palm Cyn Dr @ Tahquitz Cyn Way					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	PM Peak Hour					Analysis Year	Existing+Phase 1 W/ Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T					LT	R	
Volume (vph)		352	496	83	214					62	593	52
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0					2.0	2.0	
Extension of Effective Green		2.0		2.0	2.0					2.0	2.0	
Arrival Type		3		3	3					3	3	
Unit Extension		3.0		3.0	3.0					3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0					12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0					0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08				
Timing	G = 36.0	G = 11.0	G =	G =	G = 11.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		848		83	214						655	52
Lane Group Capacity		833		263	1282						999	1495
v/c Ratio		1.02		0.32	0.17						0.66	0.03
Green Ratio		0.51		0.16	0.73						0.16	1.00
Uniform Delay d ₁		17.0		26.2	2.9						27.7	0.0
Delay Factor k		0.50		0.11	0.11						0.23	0.11
Incremental Delay d ₂		81.2		0.7	0.1						1.6	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		98.2		26.9	3.0						29.3	0.0
Lane Group LOS		F		C	A						C	A
Approach Delay		98.2		9.7							27.1	
Approach LOS		F		A							C	
Intersection Delay		56.9		Intersection LOS							E	

SHORT REPORT													
General Information						Site Information							
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>PM Peak Hour</i>						Intersection <i>Palm Cyn Dr @ Tahquitz Cyn Way</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Phase 1 W/ Park</i>							
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes		1	1	1	1					0	4	1	
Lane Group		T	R	L	T					LT	R		
Volume (vph)		352	496	83	214					62	593	52	
% Heavy Vehicles		8	8	8	8					8	8	8	
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00	
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A	
Startup Lost Time		2.0	2.0	2.0	2.0					2.0	2.0		
Extension of Effective Green		2.0	2.0	2.0	2.0					2.0	2.0		
Arrival Type		3	3	3	3					3	3		
Unit Extension		3.0	3.0	3.0	3.0					3.0	3.0		
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0	
Lane Width		12.0	12.0	12.0	12.0					12.0	12.0		
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/Hour													
Bus Stops/Hour		0	0	0	0					0	0		
Minimum Pedestrian Time		3.2			3.2			3.2			3.2		
Phasing	Thru & RT	WB Only	03		04		SB Only	06		07		08	
Timing	G = 35.0	G = 11.0	G =	G =	G = 12.0	G =	G =	G =	G =	G =	G =	G =	
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =	Y =	Y =	Y =	Y =	
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0							
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adjusted Flow Rate		352	496	83	214						655	52	
Lane Group Capacity		880	748	263	1256						1090	1495	
v/c Ratio		0.40	0.66	0.32	0.17						0.60	0.03	
Green Ratio		0.50	0.50	0.16	0.71						0.17	1.00	
Uniform Delay d ₁		10.9	13.1	26.2	3.3						26.8	0.0	
Delay Factor k		0.11	0.24	0.11	0.11						0.19	0.11	
Incremental Delay d ₂		0.3	2.2	0.7	0.1						0.9	0.0	
PF Factor		1.000	1.000	1.000	1.000						1.000	0.950	
Control Delay		11.2	15.3	26.9	3.3						27.7	0.0	
Lane Group LOS		B	B	C	A						C	A	
Approach Delay		13.6			9.9						25.7		
Approach LOS		B			A						C		
Intersection Delay		17.6			Intersection LOS						B		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Palm Cyn Dr @ Tahquitz Cyn Way					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	Saturday Midday Peak Hour					Analysis Year	Existing+Phase 1 W/ Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T					LT	R	
Volume (vph)		195	185	146	813					136	869	128
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0					2.0	2.0	
Extension of Effective Green		2.0		2.0	2.0					2.0	2.0	
Arrival Type		3		3	3					3	3	
Unit Extension		3.0		3.0	3.0					3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0					12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0					0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08				
Timing	G = 30.0	G = 11.0	G =	G =	G = 17.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		380		146	813						1005	128
Lane Group Capacity		705		263	1131						1541	1495
v/c Ratio		0.54		0.56	0.72						0.65	0.09
Green Ratio		0.43		0.16	0.64						0.24	1.00
Uniform Delay d ₁		14.9		27.2	8.3						23.8	0.0
Delay Factor k		0.14		0.15	0.28						0.23	0.11
Incremental Delay d ₂		0.8		2.6	2.3						1.0	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		15.7		29.8	10.6						24.8	0.0
Lane Group LOS		B		C	B						C	A
Approach Delay		15.7		13.5							22.0	
Approach LOS		B		B							C	
Intersection Delay		17.8		Intersection LOS								B

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>Midday Peak Hour</i>						Intersection <i>Palm Cyn Dr @ Arenas Road</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Phase 1 W/ Park</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		28	23	45	66					53	804	64
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	SB Only	06	07	08				
Timing	G = 8.0	G =	G =	G =	G = 54.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		51		45	66						921	
Lane Group Capacity		189		140	201						3648	
v/c Ratio		0.27		0.32	0.33						0.25	
Green Ratio		0.11		0.11	0.11						0.77	
Uniform Delay d ₁		28.3		28.5	28.5						2.3	
Delay Factor k		0.11		0.11	0.11						0.11	
Incremental Delay d ₂		0.8		1.3	1.0						0.0	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		29.1		29.8	29.5						2.3	
Lane Group LOS		C		C	C						A	
Approach Delay		29.1		29.6							2.3	
Approach LOS		C		C							A	
Intersection Delay		6.4		Intersection LOS							A	

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>PM Peak Hour</i>						Intersection <i>Palm Cyn Dr @ Arenas Road</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Phase 1 W/ Park</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		58	32	32	40					38	1061	47
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	SB Only	06	07	08				
Timing	G = 8.0	G =	G =	G =	G = 54.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		90		32	40						1146	
Lane Group Capacity		191		103	201						3668	
v/c Ratio		0.47		0.31	0.20						0.31	
Green Ratio		0.11		0.11	0.11						0.77	
Uniform Delay d ₁		29.0		28.5	28.1						2.4	
Delay Factor k		0.11		0.11	0.11						0.11	
Incremental Delay d ₂		1.8		1.7	0.5						0.0	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		30.9		30.2	28.6						2.5	
Lane Group LOS		C		C	C						A	
Approach Delay		30.9		29.3							2.5	
Approach LOS		C		C							A	
Intersection Delay		5.9		Intersection LOS							A	

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>Saturday Midday Peak Hour</i>						Intersection <i>Palm Cyn Dr @ Arenas Road</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Phase 1 W/ Park</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		60	39	47	77					88	1020	70
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	SB Only	06	07	08				
Timing	G = 10.0	G =	G =	G =	G = 52.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		99		47	77						1178	
Lane Group Capacity		238		123	251						3515	
v/c Ratio		0.42		0.38	0.31						0.34	
Green Ratio		0.14		0.14	0.14						0.74	
Uniform Delay d ₁		27.3		27.2	26.9						3.1	
Delay Factor k		0.11		0.11	0.11						0.11	
Incremental Delay d ₂		1.2		2.0	0.7						0.1	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		28.5		29.2	27.6						3.1	
Lane Group LOS		C		C	C						A	
Approach Delay		28.5		28.2							3.1	
Approach LOS		C		C							A	
Intersection Delay		7.1		Intersection LOS							A	

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Belardo Road @ Amado Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/15			Analysis Year	Existing+Phase 1 W/ Park		
Analysis Time Period	Midday Peak Hour						
Project Description DT PS							
East/West Street: Amado Road				North/South Street: Belardo Road			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		49	84	27	103		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	49	84	27	103	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration		T	R	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				209		36	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	209	0	36	
Percent Heavy Vehicles	0	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		27		245			
C (m) (veh/h)		1416		783			
v/c		0.02		0.31			
95% queue length		0.06		1.36			
Control Delay (s/veh)		7.6		11.7			
LOS		A		B			
Approach Delay (s/veh)	--	--	11.7				
Approach LOS	--	--	B				

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Belardo Road @ Amado Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 W/ Park		
Analysis Time Period	PM Peak Hour						
Project Description DT PS							
East/West Street: Amado Road				North/South Street: Belardo Road			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		90	382	16	62		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	90	382	16	62	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration		T	R	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				61		21	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	61	0	21	
Percent Heavy Vehicles	0	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		16		82			
C (m) (veh/h)		1059		818			
v/c		0.02		0.10			
95% queue length		0.05		0.33			
Control Delay (s/veh)		8.5		9.9			
LOS		A		A			
Approach Delay (s/veh)	--	--		9.9			
Approach LOS	--	--		A			

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Belardo Road @ Amado Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/15			Analysis Year	Existing+Phase 1 W/ Park		
Analysis Time Period	Saturday Midday Peak Hour						
Project Description DT PS							
East/West Street: Amado Road				North/South Street: Belardo Road			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		71	155	23	97		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	71	155	23	97	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration		T	R	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				234		37	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	234	0	37	
Percent Heavy Vehicles	0	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		23		271			
C (m) (veh/h)		1308		773			
v/c		0.02		0.35			
95% queue length		0.05		1.61			
Control Delay (s/veh)		7.8		12.2			
LOS		A		B			
Approach Delay (s/veh)	--	--		12.2			
Approach LOS	--	--		B			

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Belardo Road @ Amado Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 W/ Park		
Analysis Time Period	Villagefest Peak Hour						
Project Description DT PS							
East/West Street: Amado Road				North/South Street: Belardo Road			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		107	657	12	110		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	107	657	12	110	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration		T	R	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				507		54	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	507	0	54	
Percent Heavy Vehicles	0	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		12		561			
C (m) (veh/h)		823		739			
v/c		0.01		0.76			
95% queue length		0.04		8.62			
Control Delay (s/veh)		9.4		24.7			
LOS		A		C			
Approach Delay (s/veh)	--	--		24.7			
Approach LOS	--	--		C			

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	Greg			Intersection	Belardo Rd @ Tahquitz Cyn Way			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 W/ Park			
Analysis Time Period	Midday Peak Hour							
Project ID <i>DT PS</i>								
East/West Street: <i>Tahquitz Canyon Way</i>				North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	0	145	27	49	604	193		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	74	42	74	37	24	0		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	145	27	846		190		61	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.0	0.0	0.1		0.4		0.6	
Prop. Right-Turns	0.0	1.0	0.2		0.4		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.0		-0.0		0.3	
Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.13	0.02	0.75		0.17		0.05	
hd, final value (s)	6.37	5.66	5.17		6.33		6.99	
x, final value	0.26	0.04	1.22		0.33		0.12	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	4.1	3.4	3.2		4.3		5.0	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	395	277	846		440		311	
Delay (s/veh)	11.27	8.61	424.01		12.51		10.92	
LOS	B	A	F		B		B	
Approach: Delay (s/veh)	10.85		424.01		12.51		10.92	
LOS	B		F		B		B	
Intersection Delay (s/veh)	286.54							
Intersection LOS	F							

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	Greg			Intersection	Belardo Rd @ Tahquitz Cyn Way			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 W/ Park			
Analysis Time Period	PM Peak Hour							
Project ID <i>DT PS</i>								
East/West Street: <i>Tahquitz Canyon Way</i>				North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	0	567	80	51	161	46		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	28	20	61	220	51	0		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	567	80	258		109		271	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.0	0.0	0.2		0.3		0.8	
Prop. Right-Turns	0.0	1.0	0.2		0.6		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.1		-0.1		0.3	
Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.50	0.07	0.23		0.10		0.24	
hd, final value (s)	6.58	5.87	6.74		7.32		7.15	
x, final value	1.04	0.13	0.48		0.22		0.54	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	4.3	3.6	4.7		5.3		5.1	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	567	330	508		359		489	
Delay (s/veh)	157.63	9.45	16.01		12.40		18.40	
LOS	F	A	C		B		C	
Approach: Delay (s/veh)	139.31		16.01		12.40		18.40	
LOS	F		C		B		C	
Intersection Delay (s/veh)	78.29							
Intersection LOS	F							

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	Greg			Intersection	Belardo Rd @ Tahquitz Cyn Way			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 W/ Park			
Analysis Time Period	Saturday Midday Peak Hour							
Project ID <i>DT PS</i>								
East/West Street: <i>Tahquitz Canyon Way</i>				North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	0	221	38	77	649	211		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	89	52	94	69	30	0		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LT</i>	<i>R</i>	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>	
PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>	
Flow Rate (veh/h)	<i>221</i>	<i>38</i>	<i>937</i>		<i>235</i>		<i>99</i>	
% Heavy Vehicles	<i>8</i>	<i>8</i>	<i>8</i>		<i>8</i>		<i>8</i>	
No. Lanes	<i>2</i>		<i>1</i>		<i>1</i>		<i>1</i>	
Geometry Group	<i>5</i>		<i>4a</i>		<i>2</i>		<i>2</i>	
Duration, T	<i>1.00</i>							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	<i>0.0</i>	<i>0.0</i>	<i>0.1</i>		<i>0.4</i>		<i>0.7</i>	
Prop. Right-Turns	<i>0.0</i>	<i>1.0</i>	<i>0.2</i>		<i>0.4</i>		<i>0.0</i>	
Prop. Heavy Vehicle	<i>0.1</i>	<i>0.1</i>	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>	
hLT-adj	<i>0.5</i>	<i>0.5</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>
hRT-adj	<i>-0.7</i>	<i>-0.7</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>
hadj, computed	<i>0.1</i>	<i>-0.6</i>	<i>0.0</i>		<i>-0.0</i>		<i>0.3</i>	
Departure Headway and Service Time								
hd, initial value (s)	<i>3.20</i>	<i>3.20</i>	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>	
x, initial	<i>0.20</i>	<i>0.03</i>	<i>0.83</i>		<i>0.21</i>		<i>0.09</i>	
hd, final value (s)	<i>6.87</i>	<i>6.16</i>	<i>5.77</i>		<i>6.75</i>		<i>7.52</i>	
x, final value	<i>0.42</i>	<i>0.07</i>	<i>1.50</i>		<i>0.44</i>		<i>0.21</i>	
Move-up time, m (s)	<i>2.3</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>	
Service Time, t _s (s)	<i>4.6</i>	<i>3.9</i>	<i>3.8</i>		<i>4.7</i>		<i>5.5</i>	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	<i>471</i>	<i>288</i>	<i>937</i>		<i>485</i>		<i>349</i>	
Delay (s/veh)	<i>14.57</i>	<i>9.29</i>	<i>928.73</i>		<i>15.03</i>		<i>12.47</i>	
LOS	<i>B</i>	<i>A</i>	<i>F</i>		<i>C</i>		<i>B</i>	
Approach: Delay (s/veh)	<i>13.79</i>		<i>928.73</i>		<i>15.03</i>		<i>12.47</i>	
LOS	<i>B</i>		<i>F</i>		<i>C</i>		<i>B</i>	
Intersection Delay (s/veh)	<i>574.22</i>							
Intersection LOS	<i>F</i>							

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	Greg			Intersection	Belardo Rd @ Tahquitz Cyn Way			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 W/ Park			
Analysis Time Period	Villagefest Peak Hour							
Project ID <i>DT PS</i>								
East/West Street: <i>Tahquitz Canyon Way</i>				North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	0	265	425	7	127	47		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	50	80	20	30	464	6		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LT</i>	<i>R</i>	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>	
PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>	
Flow Rate (veh/h)	<i>265</i>	<i>425</i>	<i>181</i>		<i>150</i>		<i>500</i>	
% Heavy Vehicles	<i>8</i>	<i>8</i>	<i>8</i>		<i>8</i>		<i>8</i>	
No. Lanes	<i>2</i>		<i>1</i>		<i>1</i>		<i>1</i>	
Geometry Group	<i>5</i>		<i>4a</i>		<i>2</i>		<i>2</i>	
Duration, T	<i>1.00</i>							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>		<i>0.3</i>		<i>0.1</i>	
Prop. Right-Turns	<i>0.0</i>	<i>1.0</i>	<i>0.3</i>		<i>0.1</i>		<i>0.0</i>	
Prop. Heavy Vehicle	<i>0.1</i>	<i>0.1</i>	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>	
hLT-adj	<i>0.5</i>	<i>0.5</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>
hRT-adj	<i>-0.7</i>	<i>-0.7</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>
hadj, computed	<i>0.1</i>	<i>-0.6</i>	<i>-0.0</i>		<i>0.1</i>		<i>0.1</i>	
Departure Headway and Service Time								
hd, initial value (s)	<i>3.20</i>	<i>3.20</i>	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>	
x, initial	<i>0.24</i>	<i>0.38</i>	<i>0.16</i>		<i>0.13</i>		<i>0.44</i>	
hd, final value (s)	<i>7.55</i>	<i>6.83</i>	<i>7.86</i>		<i>7.98</i>		<i>6.89</i>	
x, final value	<i>0.56</i>	<i>0.81</i>	<i>0.40</i>		<i>0.33</i>		<i>0.96</i>	
Move-up time, m (s)	<i>2.3</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>	
Service Time, t _s (s)	<i>5.3</i>	<i>4.5</i>	<i>5.9</i>		<i>6.0</i>		<i>4.9</i>	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	<i>471</i>	<i>519</i>	<i>431</i>		<i>400</i>		<i>521</i>	
Delay (s/veh)	<i>19.61</i>	<i>36.07</i>	<i>15.97</i>		<i>14.95</i>		<i>86.38</i>	
LOS	<i>C</i>	<i>E</i>	<i>C</i>		<i>B</i>		<i>F</i>	
Approach: Delay (s/veh)	<i>29.74</i>		<i>15.97</i>		<i>14.95</i>		<i>86.38</i>	
LOS	<i>D</i>		<i>C</i>		<i>B</i>		<i>F</i>	
Intersection Delay (s/veh)	<i>45.27</i>							
Intersection LOS	<i>E</i>							

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	Greg			Intersection	Belardo Road @ Arenas Road			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 W/ Park			
Analysis Time Period	Midday Peak Hour							
Project ID <i>DT PS</i>								
East/West Street: <i>Arenas Road</i>				North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	4	23	10	11	26	46		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	11	120	9	9	88	4		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		<i>LTR</i>	
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>	
Flow Rate (veh/h)	<i>37</i>		<i>83</i>		<i>140</i>		<i>101</i>	
% Heavy Vehicles	<i>8</i>		<i>8</i>		<i>8</i>		<i>8</i>	
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>	
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>	
Duration, T	<i>1.00</i>							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>	
Prop. Right-Turns	<i>0.3</i>		<i>0.6</i>		<i>0.1</i>		<i>0.0</i>	
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>	
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>
hadj, computed	<i>-0.0</i>		<i>-0.2</i>		<i>0.1</i>		<i>0.1</i>	
Departure Headway and Service Time								
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>	
x, initial	<i>0.03</i>		<i>0.07</i>		<i>0.12</i>		<i>0.09</i>	
hd, final value (s)	<i>4.55</i>		<i>4.34</i>		<i>4.41</i>		<i>4.46</i>	
x, final value	<i>0.05</i>		<i>0.10</i>		<i>0.17</i>		<i>0.13</i>	
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>	
Service Time, t _s (s)	<i>2.6</i>		<i>2.3</i>		<i>2.4</i>		<i>2.5</i>	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	<i>287</i>		<i>333</i>		<i>390</i>		<i>351</i>	
Delay (s/veh)	<i>7.78</i>		<i>7.82</i>		<i>8.32</i>		<i>8.10</i>	
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>	
Approach: Delay (s/veh)	<i>7.78</i>		<i>7.82</i>		<i>8.32</i>		<i>8.10</i>	
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>	
Intersection Delay (s/veh)	<i>8.09</i>							
Intersection LOS	<i>A</i>							

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	Greg				Intersection	Belardo Road @ Arenas Road			
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs			
Date Performed	9/22/2015				Analysis Year	Existing+Phase 1 W/ Park			
Analysis Time Period	PM Peak Hour								
Project ID <i>DT PS</i>									
East/West Street: <i>Arenas Road</i>					North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R		L	T	R		
Volume (veh/h)	4	20	7		15	15	22		
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R		L	T	R		
Volume (veh/h)	4	70	27		38	123	9		
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		
Flow Rate (veh/h)	<i>31</i>		<i>52</i>		<i>101</i>		<i>170</i>		
% Heavy Vehicles	<i>8</i>		<i>8</i>		<i>8</i>		<i>8</i>		
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Duration, T	<i>1.00</i>								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	<i>0.1</i>		<i>0.3</i>		<i>0.0</i>		<i>0.2</i>		
Prop. Right-Turns	<i>0.2</i>		<i>0.4</i>		<i>0.3</i>		<i>0.1</i>		
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	
hadj, computed	<i>0.0</i>		<i>-0.1</i>		<i>-0.0</i>		<i>0.1</i>		
Departure Headway and Service Time									
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		
x, initial	<i>0.03</i>		<i>0.05</i>		<i>0.09</i>		<i>0.15</i>		
hd, final value (s)	<i>4.60</i>		<i>4.49</i>		<i>4.26</i>		<i>4.35</i>		
x, final value	<i>0.04</i>		<i>0.06</i>		<i>0.12</i>		<i>0.21</i>		
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		
Service Time, t _s (s)	<i>2.6</i>		<i>2.5</i>		<i>2.3</i>		<i>2.4</i>		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	<i>281</i>		<i>302</i>		<i>351</i>		<i>420</i>		
Delay (s/veh)	<i>7.79</i>		<i>7.80</i>		<i>7.84</i>		<i>8.48</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>		
Approach: Delay (s/veh)	<i>7.79</i>		<i>7.80</i>		<i>7.84</i>		<i>8.48</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>		
Intersection Delay (s/veh)	<i>8.14</i>								
Intersection LOS	<i>A</i>								

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	Greg			Intersection	Belardo Road @ Arenas Road			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 W/ Park			
Analysis Time Period	Saturday Midday Peak Hour							
Project ID <i>DT PS</i>								
East/West Street: <i>Arenas Road</i>				North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	5	30	6	18	24	69		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	4	142	28	27	76	11		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		<i>LTR</i>	
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>	
Flow Rate (veh/h)	<i>41</i>		<i>111</i>		<i>174</i>		<i>114</i>	
% Heavy Vehicles	<i>8</i>		<i>8</i>		<i>8</i>		<i>8</i>	
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>	
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>	
Duration, T	<i>1.00</i>							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	<i>0.1</i>		<i>0.2</i>		<i>0.0</i>		<i>0.2</i>	
Prop. Right-Turns	<i>0.1</i>		<i>0.6</i>		<i>0.2</i>		<i>0.1</i>	
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>	
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>
hadj, computed	<i>0.1</i>		<i>-0.2</i>		<i>0.0</i>		<i>0.1</i>	
Departure Headway and Service Time								
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>	
x, initial	<i>0.04</i>		<i>0.10</i>		<i>0.15</i>		<i>0.10</i>	
hd, final value (s)	<i>4.79</i>		<i>4.43</i>		<i>4.44</i>		<i>4.59</i>	
x, final value	<i>0.05</i>		<i>0.14</i>		<i>0.21</i>		<i>0.15</i>	
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>	
Service Time, t _s (s)	<i>2.8</i>		<i>2.4</i>		<i>2.4</i>		<i>2.6</i>	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	<i>291</i>		<i>361</i>		<i>424</i>		<i>364</i>	
Delay (s/veh)	<i>8.06</i>		<i>8.13</i>		<i>8.66</i>		<i>8.37</i>	
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>	
Approach: Delay (s/veh)	<i>8.06</i>		<i>8.13</i>		<i>8.66</i>		<i>8.37</i>	
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>	
Intersection Delay (s/veh)	<i>8.39</i>							
Intersection LOS	<i>A</i>							

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	Greg				Intersection	Belardo Road @ Arenas Road			
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs			
Date Performed	9/22/2015				Analysis Year	Existing+Phase 1 W/ Park			
Analysis Time Period	Villagefest Peak Hour								
Project ID <i>DT PS</i>									
East/West Street: <i>Arenas Road</i>					North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R	L	T	R	L	R	
Volume (veh/h)	7	10	26	44	6	30			
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R	L	T	R	L	R	
Volume (veh/h)	10	104	18	41	810	17			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		
Flow Rate (veh/h)	<i>43</i>		<i>80</i>		<i>132</i>		<i>868</i>		
% Heavy Vehicles	<i>8</i>		<i>8</i>		<i>8</i>		<i>8</i>		
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Duration, T	<i>1.00</i>								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	<i>0.2</i>		<i>0.6</i>		<i>0.1</i>		<i>0.0</i>		
Prop. Right-Turns	<i>0.6</i>		<i>0.4</i>		<i>0.1</i>		<i>0.0</i>		
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	
hadj, computed	<i>-0.2</i>		<i>0.0</i>		<i>0.1</i>		<i>0.1</i>		
Departure Headway and Service Time									
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		
x, initial	<i>0.04</i>		<i>0.07</i>		<i>0.12</i>		<i>0.77</i>		
hd, final value (s)	<i>6.10</i>		<i>6.22</i>		<i>5.30</i>		<i>4.62</i>		
x, final value	<i>0.07</i>		<i>0.14</i>		<i>0.19</i>		<i>1.11</i>		
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		
Service Time, t _s (s)	<i>4.1</i>		<i>4.2</i>		<i>3.3</i>		<i>2.6</i>		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	<i>293</i>		<i>330</i>		<i>382</i>		<i>868</i>		
Delay (s/veh)	<i>9.58</i>		<i>10.22</i>		<i>9.58</i>		<i>249.63</i>		
LOS	<i>A</i>		<i>B</i>		<i>A</i>		<i>F</i>		
Approach: Delay (s/veh)	<i>9.58</i>		<i>10.22</i>		<i>9.58</i>		<i>249.63</i>		
LOS	<i>A</i>		<i>B</i>		<i>A</i>		<i>F</i>		
Intersection Delay (s/veh)	<i>195.16</i>								
Intersection LOS	<i>F</i>								

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Cahuilla Rd @ Tahquitz Cyn Way		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 W/ Park		
Analysis Time Period	Midday Peak Hour						
Project Description DT PS							
East/West Street: Tahquitz Canyon Way				North/South Street: Cahuilla Road			
Intersection Orientation: East-West				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		113	24	15	326		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	113	24	15	326	0	
Percent Heavy Vehicles	8	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration		T	R	LT			
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	34		28				
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	34	0	28	0	0	0	
Percent Heavy Vehicles	8	0	8	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0		0
Configuration		LR					
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		15		62			
C (m) (veh/h)		1411		661			
v/c		0.01		0.09			
95% queue length		0.03		0.31			
Control Delay (s/veh)		7.6		11.0			
LOS		A		B			
Approach Delay (s/veh)	--	--	11.0				
Approach LOS	--	--	B				

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	Greg			Intersection	Cahuilla Rd @ Tahquitz Cyn Way			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 W/ Park			
Analysis Time Period	PM Peak Hour							
Project Description DT PS								
East/West Street: Tahquitz Canyon Way				North/South Street: Cahuilla Road				
Intersection Orientation: East-West				Study Period (hrs): 1.00				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		291	38	22	101			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	291	38	22	101	0		
Percent Heavy Vehicles	8	--	--	8	--	--		
Median Type	Undivided							
RT Channelized			0				0	
Lanes	0	1	1	0	1		0	
Configuration		T	R	LT				
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	18		15					
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	18	0	15	0	0	0		
Percent Heavy Vehicles	8	0	8	8	0	8		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0				0	
Lanes	0	0	0	0	0		0	
Configuration		LR						
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		22		33				
C (m) (veh/h)		1198		625				
v/c		0.02		0.05				
95% queue length		0.06		0.17				
Control Delay (s/veh)		8.1		11.1				
LOS		A		B				
Approach Delay (s/veh)	--	--	11.1					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Cahuilla Road @ Arenas Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 W/ Park		
Analysis Time Period	Midday Peak Hour						
Project Description <i>DT PS</i>							
East/West Street: <i>Arenas Road</i>				North/South Street: <i>Cahuilla Road</i>			
Intersection Orientation: <i>East-West</i>				Study Period (hrs): <i>1.00</i>			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	2	26	0	2	25	13	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	2	26	0	2	25	13	
Percent Heavy Vehicles	8	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	1	0	1	0	
Configuration	LT		R	LTR			
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	4	44	0	6	23	5	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	4	44	0	6	23	5	
Percent Heavy Vehicles	8	8	8	8	8	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	1	1	0	1	0	
Configuration	LT		R		LTR		
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LT	LTR	LT		R		LTR
v (veh/h)	2	2	48		0		34
C (m) (veh/h)	1534	1550	810		1033		843
v/c	0.00	0.00	0.06		0.00		0.04
95% queue length	0.00	0.00	0.19		0.00		0.13
Control Delay (s/veh)	7.3	7.3	9.7		8.5		9.4
LOS	A	A	A		A		A
Approach Delay (s/veh)	--	--	9.7			9.4	
Approach LOS	--	--	A			A	

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Cahuilla Road @ Arenas Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 W/ Park		
Analysis Time Period	PM Peak Hour						
Project Description DT PS							
East/West Street: Arenas Road				North/South Street: Cahuilla Road			
Intersection Orientation: East-West				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	5	20	4	1	20	9	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	5	20	4	1	20	9	
Percent Heavy Vehicles	8	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration	LT		R	LTR			
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	0	20	0	12	43	6	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	20	0	12	43	6	
Percent Heavy Vehicles	8	8	8	8	8	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration	LT		R		LTR		
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LT	LTR	LT		R		LTR
v (veh/h)	5	1	20		0		61
C (m) (veh/h)	1546	1553	815		1041		848
v/c	0.00	0.00	0.02		0.00		0.07
95% queue length	0.01	0.00	0.08		0.00		0.23
Control Delay (s/veh)	7.3	7.3	9.5		8.5		9.6
LOS	A	A	A		A		A
Approach Delay (s/veh)	--	--	9.5			9.6	
Approach LOS	--	--	A			A	

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Museum Dr @ Tahquitz Cyn Way		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 W/ Park		
Analysis Time Period	Midday Peak Hour						
Project Description DT PS							
East/West Street: Tahquitz Canyon Way				North/South Street: Museum Drive			
Intersection Orientation: East-West				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	2	16			20	343	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	2	16	0	0	20	343	
Percent Heavy Vehicles	8	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	0	0	1	1	
Configuration	LT				T	R	
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				119		4	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	119	0	4	
Percent Heavy Vehicles	0	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	1	0	1	
Configuration				L		R	
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LT					L	R
v (veh/h)	2					119	4
C (m) (veh/h)	1163					955	1041
v/c	0.00					0.12	0.00
95% queue length	0.01					0.43	0.01
Control Delay (s/veh)	8.1					9.3	8.5
LOS	A					A	A
Approach Delay (s/veh)	--	--				9.3	
Approach LOS	--	--				A	

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Museum Dr @ Tahquitz Cyn Way		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 W/ Park		
Analysis Time Period	PM Peak Hour						
Project Description DT PS							
East/West Street: Tahquitz Canyon Way				North/South Street: Museum Drive			
Intersection Orientation: East-West				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	4	11			10	111	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	4	11	0	0	10	111	
Percent Heavy Vehicles	8	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	0	0	1	1	
Configuration	LT				T	R	
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				315		4	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	315	0	4	
Percent Heavy Vehicles	0	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	1	0	1	
Configuration				L		R	
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LT					L	R
v (veh/h)	4					315	4
C (m) (veh/h)	1430					967	1054
v/c	0.00					0.33	0.00
95% queue length	0.01					1.44	0.01
Control Delay (s/veh)	7.5					10.5	8.4
LOS	A					B	A
Approach Delay (s/veh)	--	--				10.5	
Approach LOS	--	--				B	

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	Greg			Intersection	Palm Canyon Drive @ Andreas Rd			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 W/ Park			
Analysis Time Period	Midday Peak Hour							
Project Description DT PS								
East/West Street: Andreas Road				North/South Street: Palm Canyon Drive				
Intersection Orientation: North-South				Study Period (hrs): 1.00				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)				26	1067	233		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	26	1067	233		
Percent Heavy Vehicles	0	--	--	8	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	0	0	1	2	0		
Configuration				L	T	TR		
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)		42	7	21	58			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	42	7	21	58	0		
Percent Heavy Vehicles	0	8	8	8	8	8		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	LT					TR
v (veh/h)		26	79					49
C (m) (veh/h)		1585	168					185
v/c		0.02	0.47					0.26
95% queue length		0.05	2.52					1.06
Control Delay (s/veh)		7.3	45.1					31.4
LOS		A	E					D
Approach Delay (s/veh)	--	--	45.1			31.4		
Approach LOS	--	--	E			D		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	Greg			Intersection	Palm Canyon Drive @ Andreas Rd			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 W/ Park			
Analysis Time Period	PM Peak Hour							
Project Description DT PS								
East/West Street: Andreas Road				North/South Street: Palm Canyon Drive				
Intersection Orientation: North-South				Study Period (hrs): 1.00				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)				32	714	55		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	32	714	55		
Percent Heavy Vehicles	0	--	--	8	--	--		
Median Type	Undivided							
RT Channelized			0				0	
Lanes	0	0	0	1	2	0		
Configuration				L	T	TR		
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)		247	40	26	14			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	247	40	26	14	0		
Percent Heavy Vehicles	0	8	8	8	8	8		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	LT					TR
v (veh/h)		32	40					287
C (m) (veh/h)		1585	162					327
v/c		0.02	0.25					0.88
95% queue length		0.06	0.97					13.03
Control Delay (s/veh)		7.3	34.5					77.7
LOS		A	D					F
Approach Delay (s/veh)	--	--	34.5			77.7		
Approach LOS	--	--	D			F		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst				Intersection	Palm Canyon Drive @ Andreas Rd			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 W/ Park			
Analysis Time Period	Saturday Midday Peak Hour							
Project Description <i>DT PS</i>								
East/West Street: <i>Andreas Road</i>				North/South Street: <i>Palm Canyon Drive</i>				
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>1.00</i>				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)				38	1278	254		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	38	1278	254		
Percent Heavy Vehicles	0	--	--	8	--	--		
Median Type	Undivided							
RT Channelized			0				0	
Lanes	0	0	0	1	2	0		
Configuration				L	T	TR		
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)		78	13	16	64			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	78	13	16	64	0		
Percent Heavy Vehicles	0	8	8	8	8	8		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	LT					TR
v (veh/h)		38	80					91
C (m) (veh/h)		1585	106					132
v/c		0.02	0.75					0.69
95% queue length		0.07	6.24					5.29
Control Delay (s/veh)		7.3	126.2					87.4
LOS		A	F					F
Approach Delay (s/veh)	--	--	126.2			87.4		
Approach LOS	--	--	F			F		

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	Greg				Intersection	Belardo Road @ Museum Way			
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs			
Date Performed	9/22/2015				Analysis Year	Existing+Phase 1 W/ Park			
Analysis Time Period	Midday Peak Hour								
Project ID <i>DT PS</i>									
East/West Street: <i>Museum Way</i>					North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	45	0	19	0	0	0			
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	185	43	0	0	115	123			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	<i>LR</i>				<i>LT</i>		<i>T R</i>		
PHF	<i>1.00</i>				<i>1.00</i>		<i>1.00 1.00</i>		
Flow Rate (veh/h)	<i>64</i>				<i>228</i>		<i>115 123</i>		
% Heavy Vehicles	<i>8</i>				<i>8</i>		<i>8 8</i>		
No. Lanes	<i>1</i>		<i>0</i>		<i>1</i>		<i>2</i>		
Geometry Group	<i>1</i>				<i>3a</i>		<i>5</i>		
Duration, T	<i>1.00</i>								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	<i>0.7</i>				<i>0.8</i>		<i>0.0</i>	<i>0.0</i>	
Prop. Right-Turns	<i>0.3</i>				<i>0.0</i>		<i>0.0</i>	<i>1.0</i>	
Prop. Heavy Vehicle	<i>0.1</i>				<i>0.1</i>		<i>0.1</i>	<i>0.1</i>	
hLT-adj	<i>0.2</i>	<i>0.2</i>			<i>0.2</i>	<i>0.2</i>	<i>0.5</i>	<i>0.5</i>	
hRT-adj	<i>-0.6</i>	<i>-0.6</i>			<i>-0.6</i>	<i>-0.6</i>	<i>-0.7</i>	<i>-0.7</i>	
hHV-adj	<i>1.7</i>	<i>1.7</i>			<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	
hadj, computed	<i>0.1</i>				<i>0.3</i>		<i>0.1</i>	<i>-0.6</i>	
Departure Headway and Service Time									
hd, initial value (s)	<i>3.20</i>				<i>3.20</i>		<i>3.20</i>	<i>3.20</i>	
x, initial	<i>0.06</i>				<i>0.20</i>		<i>0.10</i>	<i>0.11</i>	
hd, final value (s)	<i>5.04</i>				<i>4.71</i>		<i>4.99</i>	<i>4.29</i>	
x, final value	<i>0.09</i>				<i>0.30</i>		<i>0.16</i>	<i>0.15</i>	
Move-up time, m (s)	<i>2.0</i>				<i>2.0</i>		<i>2.3</i>		
Service Time, t _s (s)	<i>3.0</i>				<i>2.7</i>		<i>2.7</i>	<i>2.0</i>	
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	<i>314</i>				<i>478</i>		<i>365 373</i>		
Delay (s/veh)	<i>8.53</i>				<i>9.72</i>		<i>8.64 7.72</i>		
LOS	<i>A</i>				<i>A</i>		<i>A A</i>		
Approach: Delay (s/veh)	<i>8.53</i>				<i>9.72</i>		<i>8.17</i>		
LOS	<i>A</i>				<i>A</i>		<i>A</i>		
Intersection Delay (s/veh)	<i>8.88</i>								
Intersection LOS	<i>A</i>								

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	Greg				Intersection	Belardo Road @ Museum Way		
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs		
Date Performed	9/22/2015				Analysis Year	Existing+Phase 1 W/ Park		
Analysis Time Period	PM Peak Hour							
Project ID <i>DT PS</i>								
East/West Street: <i>Museum Way</i>					North/South Street: <i>Belardo Road</i>			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R	L	R
Volume (veh/h)	343	0	38	0	0	0		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R	L	R
Volume (veh/h)	7	366	0	0	293	66		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				LT		T R	
PHF	1.00				1.00		1.00 1.00	
Flow Rate (veh/h)	381				373		293 66	
% Heavy Vehicles	8				8		8 8	
No. Lanes	1		0		1		2	
Geometry Group	1				3a		5	
Duration, T	1.00							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.9				0.0		0.0	0.0
Prop. Right-Turns	0.1				0.0		0.0	1.0
Prop. Heavy Vehicle	0.1				0.1		0.1	0.1
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	0.3				0.1		0.1	-0.6
Departure Headway and Service Time								
hd, initial value (s)	3.20				3.20		3.20	3.20
x, initial	0.34				0.33		0.26	0.06
hd, final value (s)	6.24				6.11		6.59	5.88
x, final value	0.66				0.63		0.54	0.11
Move-up time, m (s)	2.0				2.0		2.3	
Service Time, t _s (s)	4.2				4.1		4.3	3.6
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	555				570		525 316	
Delay (s/veh)	21.12				19.51		16.85 9.29	
LOS	C				C		C A	
Approach: Delay (s/veh)	21.12				19.51		15.46	
LOS	C				C		C	
Intersection Delay (s/veh)	18.76							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	Greg				Intersection	Belardo Road @ Museum Way			
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs			
Date Performed	9/22/2015				Analysis Year	Existing+Phase 1 W/ Park			
Analysis Time Period	Saturday Midday Peak Hour								
Project ID <i>DT PS</i>									
East/West Street: <i>Museum Way</i>					North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	84	0	36	0	0	0			
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	203	70	0	0	125	135			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	LR				LT		T R		
PHF	1.00				1.00		1.00 1.00		
Flow Rate (veh/h)	120				273		125 135		
% Heavy Vehicles	8				8		8 8		
No. Lanes	1		0		1		2		
Geometry Group	1				3a		5		
Duration, T	1.00								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.7				0.7		0.0	0.0	
Prop. Right-Turns	0.3				0.0		0.0	1.0	
Prop. Heavy Vehicle	0.1				0.1		0.1	0.1	
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5	
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7	
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7	
hadj, computed	0.1				0.3		0.1	-0.6	
Departure Headway and Service Time									
hd, initial value (s)	3.20				3.20		3.20	3.20	
x, initial	0.11				0.24		0.11	0.12	
hd, final value (s)	5.22				4.91		5.23	4.52	
x, final value	0.17				0.37		0.18	0.17	
Move-up time, m (s)	2.0				2.0		2.3		
Service Time, t _s (s)	3.2				2.9		2.9	2.2	
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	370				523		375 385		
Delay (s/veh)	9.32				10.83		9.08 8.14		
LOS	A				B		A A		
Approach: Delay (s/veh)	9.32				10.83		8.60		
LOS	A				B		A		
Intersection Delay (s/veh)	9.66								
Intersection LOS	A								

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	Greg				Intersection	Belardo Road @ Museum Way		
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs		
Date Performed	9/22/2015				Analysis Year	Existing+Phase 1 W/ Park		
Analysis Time Period	Villagefest Peak Hour							
Project ID <i>DT PS</i>								
East/West Street: <i>Museum Way</i>					North/South Street: <i>Belardo Road</i>			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R	L	R
Volume (veh/h)	343	0	38	0	0	0		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R	L	R
Volume (veh/h)	7	366	0	0	293	66		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				LT		T R	
PHF	1.00				1.00		1.00 1.00	
Flow Rate (veh/h)	381				373		293 66	
% Heavy Vehicles	8				8		8 8	
No. Lanes	1		0		1		2	
Geometry Group	1				3a		5	
Duration, T	1.00							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.9				0.0		0.0	0.0
Prop. Right-Turns	0.1				0.0		0.0	1.0
Prop. Heavy Vehicle	0.1				0.1		0.1	0.1
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	0.3				0.1		0.1	-0.6
Departure Headway and Service Time								
hd, initial value (s)	3.20				3.20		3.20	3.20
x, initial	0.34				0.33		0.26	0.06
hd, final value (s)	6.24				6.11		6.59	5.88
x, final value	0.66				0.63		0.54	0.11
Move-up time, m (s)	2.0				2.0		2.3	
Service Time, t _s (s)	4.2				4.1		4.3	3.6
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	555				570		525 316	
Delay (s/veh)	21.12				19.51		16.85 9.29	
LOS	C				C		C A	
Approach: Delay (s/veh)	21.12				19.51		15.46	
LOS	C				C		C	
Intersection Delay (s/veh)	18.76							
Intersection LOS	C							

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Belardo Road @ Andreas Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 W/ Park		
Analysis Time Period	Midday Peak Hour						
Project Description DT PS							
East/West Street: Andreas Road				North/South Street: Belardo Road			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		107	50	69	65		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	107	50	69	65	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				44		121	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	44	0	121	
Percent Heavy Vehicles	8	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		69		165			
C (m) (veh/h)		1387		803			
v/c		0.05		0.21			
95% queue length		0.16		0.77			
Control Delay (s/veh)		7.7		10.6			
LOS		A		B			
Approach Delay (s/veh)	--	--		10.6			
Approach LOS	--	--		B			

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Belardo Road @ Andreas Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 W/ Park		
Analysis Time Period	PM Peak Hour						
Project Description DT PS							
East/West Street: Andreas Road				North/South Street: Belardo Road			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		104	81	82	0		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	104	81	82	0	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				48		85	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	48	0	85	
Percent Heavy Vehicles	8	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		82		133			
C (m) (veh/h)		1354		774			
v/c		0.06		0.17			
95% queue length		0.19		0.62			
Control Delay (s/veh)		7.8		10.6			
LOS		A		B			
Approach Delay (s/veh)	--	--	10.6				
Approach LOS	--	--	B				

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst				Intersection	Belardo Road @ Andreas Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 W/ Park		
Analysis Time Period	Saturday Midday Peak Hour						
Project Description <i>DT PS</i>							
East/West Street: <i>Andreas Road</i>				North/South Street: <i>Belardo Road</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>1.00</i>			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		133	64	84	77		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	133	64	84	77	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	0	0	1		0
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				53		140	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	53	0	140	
Percent Heavy Vehicles	8	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		84		193			
C (m) (veh/h)		1341		746			
v/c		0.06		0.26			
95% queue length		0.20		1.04			
Control Delay (s/veh)		7.9		11.5			
LOS		A		B			
Approach Delay (s/veh)	--	--	11.5				
Approach LOS	--	--	B				

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Belardo Road @ Andreas Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 W/ Park		
Analysis Time Period	Villagefest Peak Hour						
Project Description DT PS							
East/West Street: Andreas Road				North/South Street: Belardo Road			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		226	21	53	277		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	226	21	53	277	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	0	0	1		0
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				98		147	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	98	0	147	
Percent Heavy Vehicles	8	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		53		245			
C (m) (veh/h)		1285		587			
v/c		0.04		0.42			
95% queue length		0.13		2.12			
Control Delay (s/veh)		7.9		15.5			
LOS		A		C			
Approach Delay (s/veh)	--	--	15.5				
Approach LOS	--	--	C				

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	Greg				Intersection	Belardo Road @ Main Street			
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs			
Date Performed	9/22/2015				Analysis Year	Existing+Phase 1 W/ Park			
Analysis Time Period	Midday Peak Hour								
Project ID <i>DT PS</i>									
East/West Street: <i>Main Street</i>					North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	19	0	19	8	50	28			
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	125	111	0	0	34	75			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	<i>LR</i>		<i>LTR</i>		<i>LT</i>		<i>TR</i>		
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		
Flow Rate (veh/h)	<i>38</i>		<i>86</i>		<i>236</i>		<i>109</i>		
% Heavy Vehicles	<i>8</i>		<i>8</i>		<i>8</i>		<i>8</i>		
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Duration, T	<i>1.00</i>								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	<i>0.5</i>		<i>0.1</i>		<i>0.5</i>		<i>0.0</i>		
Prop. Right-Turns	<i>0.5</i>		<i>0.3</i>		<i>0.0</i>		<i>0.7</i>		
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	
hadj, computed	<i>-0.1</i>		<i>-0.0</i>		<i>0.2</i>		<i>-0.3</i>		
Departure Headway and Service Time									
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		
x, initial	<i>0.03</i>		<i>0.08</i>		<i>0.21</i>		<i>0.10</i>		
hd, final value (s)	<i>4.76</i>		<i>4.71</i>		<i>4.57</i>		<i>4.20</i>		
x, final value	<i>0.05</i>		<i>0.11</i>		<i>0.30</i>		<i>0.13</i>		
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		
Service Time, t _s (s)	<i>2.8</i>		<i>2.7</i>		<i>2.6</i>		<i>2.2</i>		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	<i>288</i>		<i>336</i>		<i>486</i>		<i>359</i>		
Delay (s/veh)	<i>8.01</i>		<i>8.31</i>		<i>9.52</i>		<i>7.82</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>		
Approach: Delay (s/veh)	<i>8.01</i>		<i>8.31</i>		<i>9.52</i>		<i>7.82</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>		
Intersection Delay (s/veh)	<i>8.78</i>								
Intersection LOS	<i>A</i>								

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	Greg			Intersection	Belardo Road @ Main Street			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Phase 1 W/ Park			
Analysis Time Period	PM Peak Hour							
Project ID <i>DT PS</i>								
East/West Street: <i>Main Street</i>				North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	111	0	111	48	12	38		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	30	36	0	0	112	18		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LR</i>		<i>LTR</i>		<i>LT</i>		<i>TR</i>	
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>	
Flow Rate (veh/h)	<i>222</i>		<i>98</i>		<i>66</i>		<i>130</i>	
% Heavy Vehicles	<i>8</i>		<i>8</i>		<i>8</i>		<i>8</i>	
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>	
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>	
Duration, T	<i>1.00</i>							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	<i>0.5</i>		<i>0.5</i>		<i>0.5</i>		<i>0.0</i>	
Prop. Right-Turns	<i>0.5</i>		<i>0.4</i>		<i>0.0</i>		<i>0.1</i>	
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>	
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>
hadj, computed	<i>-0.1</i>		<i>0.0</i>		<i>0.2</i>		<i>0.1</i>	
Departure Headway and Service Time								
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>	
x, initial	<i>0.20</i>		<i>0.09</i>		<i>0.06</i>		<i>0.12</i>	
hd, final value (s)	<i>4.46</i>		<i>4.67</i>		<i>5.06</i>		<i>4.81</i>	
x, final value	<i>0.28</i>		<i>0.13</i>		<i>0.09</i>		<i>0.17</i>	
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>	
Service Time, t_s (s)	<i>2.5</i>		<i>2.7</i>		<i>3.1</i>		<i>2.8</i>	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	<i>472</i>		<i>348</i>		<i>316</i>		<i>380</i>	
Delay (s/veh)	<i>9.15</i>		<i>8.35</i>		<i>8.58</i>		<i>8.81</i>	
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>	
Approach: Delay (s/veh)	<i>9.15</i>		<i>8.35</i>		<i>8.58</i>		<i>8.81</i>	
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>	
Intersection Delay (s/veh)	<i>8.84</i>							
Intersection LOS	<i>A</i>							

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	Greg				Intersection	Belardo Road @ Main Street			
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs			
Date Performed	9/22/2015				Analysis Year	Existing+Phase 1 W/ Park			
Analysis Time Period	Saturday Midday Peak Hour								
Project ID <i>DT PS</i>									
East/West Street: <i>Main Street</i>					North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics									
Approach	Eastbound			Westbound					
Movement	L	T	R	L	T	R			
Volume (veh/h)	35	0	35	15	55	35			
%Thrus Left Lane									
Approach	Northbound			Southbound					
Movement	L	T	R	L	T	R			
Volume (veh/h)	137	127	0	0	49	82			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	<i>LR</i>		<i>LTR</i>		<i>LT</i>		<i>TR</i>		
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		
Flow Rate (veh/h)	<i>70</i>		<i>105</i>		<i>264</i>		<i>131</i>		
% Heavy Vehicles	<i>8</i>		<i>8</i>		<i>8</i>		<i>8</i>		
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Duration, T	<i>1.00</i>								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	<i>0.5</i>		<i>0.1</i>		<i>0.5</i>		<i>0.0</i>		
Prop. Right-Turns	<i>0.5</i>		<i>0.3</i>		<i>0.0</i>		<i>0.6</i>		
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	
hadj, computed	<i>-0.1</i>		<i>-0.0</i>		<i>0.2</i>		<i>-0.2</i>		
Departure Headway and Service Time									
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		
x, initial	<i>0.06</i>		<i>0.09</i>		<i>0.23</i>		<i>0.12</i>		
hd, final value (s)	<i>4.94</i>		<i>4.92</i>		<i>4.75</i>		<i>4.44</i>		
x, final value	<i>0.10</i>		<i>0.14</i>		<i>0.35</i>		<i>0.16</i>		
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		
Service Time, t _s (s)	<i>2.9</i>		<i>2.9</i>		<i>2.7</i>		<i>2.4</i>		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	<i>320</i>		<i>355</i>		<i>514</i>		<i>381</i>		
Delay (s/veh)	<i>8.47</i>		<i>8.74</i>		<i>10.28</i>		<i>8.30</i>		
LOS	<i>A</i>		<i>A</i>		<i>B</i>		<i>A</i>		
Approach: Delay (s/veh)	<i>8.47</i>		<i>8.74</i>		<i>10.28</i>		<i>8.30</i>		
LOS	<i>A</i>		<i>A</i>		<i>B</i>		<i>A</i>		
Intersection Delay (s/veh)	<i>9.32</i>								
Intersection LOS	<i>A</i>								

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	Greg				Intersection	Belardo Road @ Main Street			
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs			
Date Performed	9/22/2015				Analysis Year	Existing+Phase 1 W/ Park			
Analysis Time Period	Villagefest Peak Hour								
Project ID <i>DT PS</i>									
East/West Street: <i>Main Street</i>					North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	111	0	111	48	0	32			
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	24	104	0	0	340	36			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	<i>LR</i>		<i>LTR</i>		<i>LT</i>		<i>TR</i>		
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		
Flow Rate (veh/h)	<i>222</i>		<i>80</i>		<i>128</i>		<i>376</i>		
% Heavy Vehicles	<i>8</i>		<i>8</i>		<i>8</i>		<i>8</i>		
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Duration, T	<i>1.00</i>								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	<i>0.5</i>		<i>0.6</i>		<i>0.2</i>		<i>0.0</i>		
Prop. Right-Turns	<i>0.5</i>		<i>0.4</i>		<i>0.0</i>		<i>0.1</i>		
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	
hadj, computed	<i>-0.1</i>		<i>0.0</i>		<i>0.2</i>		<i>0.1</i>		
Departure Headway and Service Time									
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		
x, initial	<i>0.20</i>		<i>0.07</i>		<i>0.11</i>		<i>0.33</i>		
hd, final value (s)	<i>5.32</i>		<i>5.65</i>		<i>5.49</i>		<i>5.04</i>		
x, final value	<i>0.33</i>		<i>0.13</i>		<i>0.20</i>		<i>0.53</i>		
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		
Service Time, t _s (s)	<i>3.3</i>		<i>3.7</i>		<i>3.5</i>		<i>3.0</i>		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	<i>472</i>		<i>330</i>		<i>378</i>		<i>626</i>		
Delay (s/veh)	<i>10.91</i>		<i>9.47</i>		<i>9.82</i>		<i>13.60</i>		
LOS	<i>B</i>		<i>A</i>		<i>A</i>		<i>B</i>		
Approach: Delay (s/veh)	<i>10.91</i>		<i>9.47</i>		<i>9.82</i>		<i>13.60</i>		
LOS	<i>B</i>		<i>A</i>		<i>A</i>		<i>B</i>		
Intersection Delay (s/veh)	<i>11.85</i>								
Intersection LOS	<i>B</i>								

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Canyon Dr @ Amado Rd					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/2015					Jurisdiction	Palm Springs					
Time Period	Midday Peak Hour					Analysis Year	Existing+Buildout No Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	140	93			94	47	72	990	116			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 12.0	G =	G =	G =	G = 40.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	140	93			94	47		1178				
Lane Group Capacity	245	352			352	1495		4184				
v/c Ratio	0.57	0.26			0.27	0.03		0.28				
Green Ratio	0.20	0.20			0.20	1.00		0.67				
Uniform Delay d ₁	21.7	20.3			20.3	0.0		4.1				
Delay Factor k	0.17	0.11			0.11	0.11		0.11				
Incremental Delay d ₂	3.2	0.4			0.4	0.0		0.0				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	24.9	20.7			20.7	0.0		4.1				
Lane Group LOS	C	C			C	A		A				
Approach Delay	23.2			13.8			4.1					
Approach LOS	C			B			A					
Intersection Delay	7.9			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Canyon Dr @ Amado Rd					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	PM Peak Hour					Analysis Year	Existing+Buildout No Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	197	113			119	58	102	1166	146			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 15.0	G =	G =	G =	G = 37.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	197	113			119	58		1414				
Lane Group Capacity	299	440			440	1495		3865				
v/c Ratio	0.66	0.26			0.27	0.04		0.37				
Green Ratio	0.25	0.25			0.25	1.00		0.62				
Uniform Delay d ₁	20.2	18.0			18.1	0.0		5.7				
Delay Factor k	0.23	0.11			0.11	0.11		0.11				
Incremental Delay d ₂	5.4	0.3			0.3	0.0		0.1				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	25.6	18.3			18.4	0.0		5.8				
Lane Group LOS	C	B			B	A		A				
Approach Delay	23.0			12.4			5.8					
Approach LOS	C			B			A					
Intersection Delay	9.2			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Canyon Dr @ Amado Rd					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/2015					Jurisdiction	Palm Springs					
Time Period	Saturday Midday Peak Hour					Analysis Year	Existing+Buildout No Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	233	132			159	61	135	1288	118			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 17.0	G =	G =	G =	G = 35.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	233	132			159	61		1541				
Lane Group Capacity	324	498			498	1495		3669				
v/c Ratio	0.72	0.27			0.32	0.04		0.42				
Green Ratio	0.28	0.28			0.28	1.00		0.58				
Uniform Delay d ₁	19.4	16.7			16.9	0.0		6.9				
Delay Factor k	0.28	0.11			0.11	0.11		0.11				
Incremental Delay d ₂	7.9	0.3			0.4	0.0		0.1				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	27.2	16.9			17.3	0.0		7.0				
Lane Group LOS	C	B			B	A		A				
Approach Delay	23.5			12.5			7.0					
Approach LOS	C			B			A					
Intersection Delay	10.4			Intersection LOS						B		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Canyon Dr @ Andreas Rd					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	Midday Peak Hour					Analysis Year	Existing+Buildout No Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	118	10			20	53	25	1145	38			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 13.0	G =	G =	G =	G = 49.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	118	10			73			1208				
Lane Group Capacity	211	327			295			4447				
v/c Ratio	0.56	0.03			0.25			0.27				
Green Ratio	0.19	0.19			0.19			0.70				
Uniform Delay d ₁	25.9	23.3			24.3			3.9				
Delay Factor k	0.16	0.11			0.11			0.11				
Incremental Delay d ₂	3.4	0.0			0.4			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	29.3	23.4			24.8			3.9				
Lane Group LOS	C	C			C			A				
Approach Delay	28.8			24.8			3.9					
Approach LOS	C			C			A					
Intersection Delay	7.3			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Canyon Dr @ Andreas Rd					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	PM Peak Hour					Analysis Year	Existing+Buildout No Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	168	15			20	50	23	1031	34			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 16.0	G =	G =	G =	G = 46.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	168	15			70			1088				
Lane Group Capacity	273	402			363			4175				
v/c Ratio	0.62	0.04			0.19			0.26				
Green Ratio	0.23	0.23			0.23			0.66				
Uniform Delay d ₁	24.2	21.0			21.8			5.0				
Delay Factor k	0.20	0.11			0.11			0.11				
Incremental Delay d ₂	4.2	0.0			0.3			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	28.4	21.0			22.0			5.0				
Lane Group LOS	C	C			C			A				
Approach Delay	27.8			22.0			5.0					
Approach LOS	C			C			A					
Intersection Delay	9.0			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Canyon Dr @ Andreas Rd					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	Saturday Midday Peak Hour					Analysis Year	Existing+Buildout No Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	197	26			38	66	51	1276	51			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 18.0	G =	G =	G =	G = 44.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	197	26			104			1378				
Lane Group Capacity	274	452			414			3986				
v/c Ratio	0.72	0.06			0.25			0.35				
Green Ratio	0.26	0.26			0.26			0.63				
Uniform Delay d ₁	23.7	19.6			20.6			6.2				
Delay Factor k	0.28	0.11			0.11			0.11				
Incremental Delay d ₂	9.3	0.1			0.3			0.1				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	33.0	19.7			21.0			6.2				
Lane Group LOS	C	B			C			A				
Approach Delay	31.4			21.0			6.2					
Approach LOS	C			C			A					
Intersection Delay	10.4			Intersection LOS						B		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Cyn Dr @ Tahquitz Cyn					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	Midday Peak Hour					Analysis Year	Existing+Buildout No Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	95	221			215	158	309	982	110			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EB Only	WB Only	03	04	NB Only	06	07	08				
Timing	G = 13.0	G = 12.0	G =	G =	G = 33.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	95	221			215	158		1401				
Lane Group Capacity	310	327			302	1853		2945				
v/c Ratio	0.31	0.68			0.71	0.09		0.48				
Green Ratio	0.19	0.19			0.17	0.70		0.47				
Uniform Delay d ₁	24.6	26.5			27.4	3.3		12.6				
Delay Factor k	0.11	0.25			0.28	0.11		0.11				
Incremental Delay d ₂	0.6	5.6			8.0	0.0		0.1				
PF Factor	1.000	1.000			1.000	1.000		1.000				
Control Delay	25.2	32.2			35.4	3.4		12.7				
Lane Group LOS	C	C			D	A		B				
Approach Delay	30.1			21.8			12.7					
Approach LOS	C			C			B					
Intersection Delay	17.0			Intersection LOS						B		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Cyn Dr @ Tahquitz Cyn					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	PM Peak Hour					Analysis Year	Existing+Buildout No Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	94	241			221	127	286	857	70			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EB Only	WB Only	03	04	NB Only	06	07	08				
Timing	G = 13.0	G = 13.0	G =	G =	G = 32.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	94	241			221	127		1213				
Lane Group Capacity	310	327			327	1853		2862				
v/c Ratio	0.30	0.74			0.68	0.07		0.42				
Green Ratio	0.19	0.19			0.19	0.70		0.46				
Uniform Delay d ₁	24.6	26.9			26.5	3.3		12.8				
Delay Factor k	0.11	0.29			0.25	0.11		0.11				
Incremental Delay d ₂	0.6	8.9			5.6	0.0		0.1				
PF Factor	1.000	1.000			1.000	1.000		1.000				
Control Delay	25.1	35.8			32.2	3.3		12.9				
Lane Group LOS	C	D			C	A		B				
Approach Delay	32.8			21.6			12.9					
Approach LOS	C			C			B					
Intersection Delay	18.0			Intersection LOS						B		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Cyn Dr @ Tahquitz Cyn					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	Saturday Midday Peak Hour					Analysis Year	Existing+Buildout No Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	135	341			298	190	438	1122	129			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EB Only	WB Only	03	04	NB Only	06	07	08				
Timing	G = 17.0	G = 15.0	G =	G =	G = 26.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	135	341			298	190		1689				
Lane Group Capacity	406	427			377	1702		2316				
v/c Ratio	0.33	0.80			0.79	0.11		0.73				
Green Ratio	0.24	0.24			0.21	0.64		0.37				
Uniform Delay d ₁	21.8	24.9			26.0	4.8		19.0				
Delay Factor k	0.11	0.34			0.34	0.11		0.29				
Incremental Delay d ₂	0.5	11.1			11.8	0.0		1.2				
PF Factor	1.000	1.000			1.000	1.000		1.000				
Control Delay	22.3	36.0			37.8	4.8		20.2				
Lane Group LOS	C	D			D	A		C				
Approach Delay	32.1			24.9			20.2					
Approach LOS	C			C			C					
Intersection Delay	23.2			Intersection LOS						C		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Cyn Dr @ Tahquitz Cyn					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	Midday Peak Hour					Analysis Year	Existing+Buildout No Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	75	46			44	29	57	1303	70			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	75	46			73			1430				
Lane Group Capacity	171	276			262			4612				
v/c Ratio	0.44	0.17			0.28			0.31				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d ₁	26.7	25.5			26.0			3.3				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d ₂	1.8	0.3			0.6			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	28.5	25.8			26.6			3.4				
Lane Group LOS	C	C			C			A				
Approach Delay	27.5			26.6			3.4					
Approach LOS	C			C			A					
Intersection Delay	6.2			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Cyn Dr @ Tahquitz Cyn					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	PM Peak Hour					Analysis Year	Existing+Buildout No Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	59	51			36	30	48	1140	64			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	59	51			66			1252				
Lane Group Capacity	180	276			259			4611				
v/c Ratio	0.33	0.18			0.25			0.27				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d ₁	26.2	25.6			25.9			3.2				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d ₂	1.1	0.3			0.5			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	27.3	25.9			26.4			3.2				
Lane Group LOS	C	C			C			A				
Approach Delay	26.7			26.4			3.2					
Approach LOS	C			C			A					
Intersection Delay	6.1			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Cyn Dr @ Tahquitz Cyn					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	Saturday Midday Peak Hour					Analysis Year	Existing+Buildout No Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	116	62			49	51	89	1513	93			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 13.0	G =	G =	G =	G = 49.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	116	62			100			1695				
Lane Group Capacity	181	327			304			4424				
v/c Ratio	0.64	0.19			0.33			0.38				
Green Ratio	0.19	0.19			0.19			0.70				
Uniform Delay d ₁	26.3	24.1			24.7			4.3				
Delay Factor k	0.22	0.11			0.11			0.11				
Incremental Delay d ₂	7.7	0.3			0.6			0.1				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	34.1	24.3			25.4			4.4				
Lane Group LOS	C	C			C			A				
Approach Delay	30.7			25.4			4.4					
Approach LOS	C			C			A					
Intersection Delay	7.8			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>Midday Peak Hour</i>						Intersection <i>Palm Canyon Drive @ Amado Road</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Buildout No Park</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	3	0
Lane Group		T	R	L	T						LTR	
Volume (vph)		172	30	107	93					69	1063	67
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0						2.0	
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0	
Arrival Type		3	3	3	3						3	
Unit Extension		3.0	3.0	3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	SB Only	06	07	08				
Timing	G = 12.0	G =	G =	G =	G = 40.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		172	30	107	93						1199	
Lane Group Capacity		352	1495	208	352						3159	
v/c Ratio		0.49	0.02	0.51	0.26						0.38	
Green Ratio		0.20	1.00	0.20	0.20						0.67	
Uniform Delay d ₁		21.3	0.0	21.4	20.3						4.5	
Delay Factor k		0.11	0.11	0.12	0.11						0.11	
Incremental Delay d ₂		1.1	0.0	2.2	0.4						0.1	
PF Factor		1.000	0.950	1.000	1.000						1.000	
Control Delay		22.4	0.0	23.6	20.7						4.5	
Lane Group LOS		C	A	C	C						A	
Approach Delay		19.0			22.3						4.5	
Approach LOS		B			C						A	
Intersection Delay		8.6			Intersection LOS					A		

SHORT REPORT													
General Information						Site Information							
Analyst	Greg					Intersection	Palm Canyon Drive @						
Agency or Co.	Endo Engineering						Amado Road						
Date Performed	9/22/15					Area Type	All other areas						
Time Period	PM Peak Hour					Jurisdiction	Palm Springs						
						Analysis Year	Existing+Buildout No Park						
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes		1	1	1	1					0	3	0	
Lane Group		T	R	L	T						LTR		
Volume (vph)		236	24	80	83					53	895	61	
% Heavy Vehicles		8	8	8	8					8	8	8	
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00	
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A	
Startup Lost Time		2.0	2.0	2.0	2.0						2.0		
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0		
Arrival Type		3	3	3	3						3		
Unit Extension		3.0	3.0	3.0	3.0						3.0		
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0	
Lane Width		12.0	12.0	12.0	12.0						12.0		
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/Hour													
Bus Stops/Hour		0	0	0	0						0		
Minimum Pedestrian Time		3.2			3.2			3.2			3.2		
Phasing	EW Perm	02		03		04		SB Only	06		07		08
Timing	G = 14.0	G =		G =		G =		G = 38.0	G =		G =		G =
	Y = 4	Y =		Y =		Y =		Y = 4	Y =		Y =		Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0							
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adjusted Flow Rate		236	24	80	83						1009		
Lane Group Capacity		410	1495	198	410						2999		
v/c Ratio		0.58	0.02	0.40	0.20						0.34		
Green Ratio		0.23	1.00	0.23	0.23						0.63		
Uniform Delay d ₁		20.4	0.0	19.5	18.5						5.1		
Delay Factor k		0.17	0.11	0.11	0.11						0.11		
Incremental Delay d ₂		2.0	0.0	1.4	0.2						0.1		
PF Factor		1.000	0.950	1.000	1.000						1.000		
Control Delay		22.4	0.0	20.8	18.8						5.2		
Lane Group LOS		C	A	C	B						A		
Approach Delay		20.3			19.8						5.2		
Approach LOS		C			B						A		
Intersection Delay		9.6			Intersection LOS						A		

SHORT REPORT													
General Information						Site Information							
Analyst	Greg					Intersection	Palm Canyon Drive @ Amado Road						
Agency or Co.	Endo Engineering					Area Type	All other areas						
Date Performed	9/22/15					Jurisdiction	Palm Springs						
Time Period	Saturday Midday Peak Hour					Analysis Year	Existing+Buildout No Park						
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes		1	1	1	1					0	3	0	
Lane Group		T	R	L	T						LTR		
Volume (vph)		274	54	157	136					85	1396	96	
% Heavy Vehicles		8	8	8	8					8	8	8	
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00	
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A	
Startup Lost Time		2.0	2.0	2.0	2.0						2.0		
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0		
Arrival Type		3	3	3	3						3		
Unit Extension		3.0	3.0	3.0	3.0						3.0		
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0	
Lane Width		12.0	12.0	12.0	12.0						12.0		
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/Hour													
Bus Stops/Hour		0	0	0	0						0		
Minimum Pedestrian Time		3.2			3.2			3.2			3.2		
Phasing	EW Perm	02		03		04		SB Only	06		07		08
Timing	G = 17.0	G =		G =		G =		G = 35.0	G =		G =		G =
	Y = 4	Y =		Y =		Y =		Y = 4	Y =		Y =		Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0							
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adjusted Flow Rate		274	54	157	136							1577	
Lane Group Capacity		498	1495	230	498							2763	
v/c Ratio		0.55	0.04	0.68	0.27							0.57	
Green Ratio		0.28	1.00	0.28	0.28							0.58	
Uniform Delay d ₁		18.3	0.0	19.1	16.7							7.8	
Delay Factor k		0.15	0.11	0.25	0.11							0.17	
Incremental Delay d ₂		1.3	0.0	8.4	0.3							0.3	
PF Factor		1.000	0.950	1.000	1.000							1.000	
Control Delay		19.6	0.0	27.5	17.0							8.1	
Lane Group LOS		B	A	C	B							A	
Approach Delay		16.4			22.6						8.1		
Approach LOS		B			C						A		
Intersection Delay		11.3			Intersection LOS						B		

SHORT REPORT													
General Information						Site Information							
Analyst	Greg					Intersection	Palm Cyn Dr @ Tahquitz Cyn Way						
Agency or Co.	Endo Engineering					Area Type	All other areas						
Date Performed	9/22/15					Jurisdiction	Palm Springs						
Time Period	Midday Peak Hour					Analysis Year	Existing+Buildout No Park						
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes		1	0	1	1					0	4	1	
Lane Group		TR		L	T					LT	R		
Volume (vph)		213	234	107	449					123	723	75	
% Heavy Vehicles		8	8	8	8					8	8	8	
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00	
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A	
Startup Lost Time		2.0		2.0	2.0					2.0	2.0		
Extension of Effective Green		2.0		2.0	2.0					2.0	2.0		
Arrival Type		3		3	3					3	3		
Unit Extension		3.0		3.0	3.0					3.0	3.0		
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0	
Lane Width		12.0		12.0	12.0					12.0	12.0		
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/Hour													
Bus Stops/Hour		0		0	0					0	0		
Minimum Pedestrian Time		3.2			3.2			3.2			3.2		
Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08					
Timing	G = 27.0	G = 11.0	G =	G =	G = 20.0	G =	G =	G =					
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =					
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0							
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adjusted Flow Rate		447		107	449						846	75	
Lane Group Capacity		631		263	1055						1813	1495	
v/c Ratio		0.71		0.41	0.43						0.47	0.05	
Green Ratio		0.39		0.16	0.60						0.29	1.00	
Uniform Delay d ₁		18.2		26.6	7.5						20.6	0.0	
Delay Factor k		0.27		0.11	0.11						0.11	0.11	
Incremental Delay d ₂		3.8		1.0	0.3						0.2	0.0	
PF Factor		1.000		1.000	1.000						1.000	0.950	
Control Delay		21.9		27.6	7.8						20.8	0.0	
Lane Group LOS		C		C	A						C	A	
Approach Delay		21.9			11.6						19.1		
Approach LOS		C			B						B		
Intersection Delay		17.6			Intersection LOS						B		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Palm Cyn Dr @ Tahquitz Cyn Way					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	PM Peak Hour					Analysis Year	Existing+Buildout No Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T					LT	R	
Volume (vph)		242	301	83	422					92	659	72
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0					2.0	2.0	
Extension of Effective Green		2.0		2.0	2.0					2.0	2.0	
Arrival Type		3		3	3					3	3	
Unit Extension		3.0		3.0	3.0					3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0					12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0					0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08				
Timing	G = 32.0	G = 11.0	G =	G =	G = 15.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		543		83	422						751	72
Lane Group Capacity		744		263	1181						1361	1495
v/c Ratio		0.73		0.32	0.36						0.55	0.05
Green Ratio		0.46		0.16	0.67						0.21	1.00
Uniform Delay d ₁		15.5		26.2	5.0						24.5	0.0
Delay Factor k		0.29		0.11	0.11						0.15	0.11
Incremental Delay d ₂		3.8		0.7	0.2						0.5	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		19.2		26.9	5.2						25.0	0.0
Lane Group LOS		B		C	A						C	A
Approach Delay		19.2		8.7							22.8	
Approach LOS		B		A							C	
Intersection Delay		18.0		Intersection LOS							B	

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Palm Cyn Dr @ Tahquitz Cyn Way					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	Saturday Midday Peak Hour					Analysis Year	Existing+Buildout No Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T					LT	R	
Volume (vph)		291	355	146	579					196	1025	125
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0					2.0	2.0	
Extension of Effective Green		2.0		2.0	2.0					2.0	2.0	
Arrival Type		3		3	3					3	3	
Unit Extension		3.0		3.0	3.0					3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0					12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0					0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08				
Timing	G = 31.0	G = 11.0	G =	G =	G = 16.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		646		146	579						1221	125
Lane Group Capacity		721		263	1156						1449	1495
v/c Ratio		0.90		0.56	0.50						0.84	0.08
Green Ratio		0.44		0.16	0.66						0.23	1.00
Uniform Delay d ₁		18.0		27.2	6.1						25.8	0.0
Delay Factor k		0.42		0.15	0.11						0.38	0.11
Incremental Delay d ₂		16.6		2.6	0.3						4.9	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		34.6		29.8	6.5						30.7	0.0
Lane Group LOS		C		C	A						C	A
Approach Delay		34.6		11.2							27.9	
Approach LOS		C		B							C	
Intersection Delay		25.0		Intersection LOS							C	

SHORT REPORT													
General Information						Site Information							
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>Midday Peak Hour</i>						Intersection <i>Palm Cyn Dr @ Arenas Road</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Buildout No Park</i>							
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes		1	0	1	1					0	3	0	
Lane Group		TR		L	T						LTR		
Volume (vph)		41	28	45	49					57	974	65	
% Heavy Vehicles		8	8	8	8					8	8	8	
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00	
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A	
Startup Lost Time		2.0		2.0	2.0						2.0		
Extension of Effective Green		2.0		2.0	2.0						2.0		
Arrival Type		3		3	3						3		
Unit Extension		3.0		3.0	3.0						3.0		
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0	
Lane Width		12.0		12.0	12.0						12.0		
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/Hour													
Bus Stops/Hour		0		0	0						0		
Minimum Pedestrian Time		3.2			3.2			3.2			3.2		
Phasing	EW Perm	02		03		04		SB Only	06		07		08
Timing	G = 8.0	G =		G =		G =		G = 54.0	G =		G =		G =
	Y = 4	Y =		Y =		Y =		Y = 4	Y =		Y =		Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0							
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adjusted Flow Rate		69		45	49						1096		
Lane Group Capacity		190		117	201						3654		
v/c Ratio		0.36		0.38	0.24						0.30		
Green Ratio		0.11		0.11	0.11						0.77		
Uniform Delay d ₁		28.6		28.7	28.2						2.4		
Delay Factor k		0.11		0.11	0.11						0.11		
Incremental Delay d ₂		1.2		2.1	0.6						0.0		
PF Factor		1.000		1.000	1.000						1.000		
Control Delay		29.8		30.8	28.9						2.4		
Lane Group LOS		C		C	C						A		
Approach Delay		29.8			29.8						2.4		
Approach LOS		C			C						A		
Intersection Delay		6.0			Intersection LOS						A		

SHORT REPORT													
General Information						Site Information							
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>PM Peak Hour</i>						Intersection <i>Palm Cyn Dr @ Arenas Road</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Buildout No Park</i>							
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes		1	0	1	1					0	3	0	
Lane Group		TR		L	T						LTR		
Volume (vph)		58	24	32	51					36	931	49	
% Heavy Vehicles		8	8	8	8					8	8	8	
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00	
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A	
Startup Lost Time		2.0		2.0	2.0						2.0		
Extension of Effective Green		2.0		2.0	2.0						2.0		
Arrival Type		3		3	3						3		
Unit Extension		3.0		3.0	3.0						3.0		
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0	
Lane Width		12.0		12.0	12.0						12.0		
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/Hour													
Bus Stops/Hour		0		0	0						0		
Minimum Pedestrian Time		3.2			3.2			3.2			3.2		
Phasing	EW Perm	02		03		04		SB Only	06		07		08
Timing	G = 8.0	G =		G =		G =		G = 54.0	G =		G =		G =
	Y = 4	Y =		Y =		Y =		Y = 4	Y =		Y =		Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0							
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adjusted Flow Rate		82		32	51						1016		
Lane Group Capacity		193		103	201						3664		
v/c Ratio		0.42		0.31	0.25						0.28		
Green Ratio		0.11		0.11	0.11						0.77		
Uniform Delay d ₁		28.9		28.5	28.3						2.3		
Delay Factor k		0.11		0.11	0.11						0.11		
Incremental Delay d ₂		1.5		1.7	0.7						0.0		
PF Factor		1.000		1.000	1.000						1.000		
Control Delay		30.4		30.2	28.9						2.4		
Lane Group LOS		C		C	C						A		
Approach Delay		30.4			29.4						2.4		
Approach LOS		C			C						A		
Intersection Delay		6.2			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>Saturday Midday Peak Hour</i>						Intersection <i>Palm Cyn Dr @ Arenas Road</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+BUildout No Park</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		88	46	47	65					96	1335	74
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	SB Only	06	07	08				
Timing	G = 9.0	G =	G =	G =	G = 53.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		134		47	65						1505	
Lane Group Capacity		216		103	226						3590	
v/c Ratio		0.62		0.46	0.29						0.42	
Green Ratio		0.13		0.13	0.13						0.76	
Uniform Delay d ₁		28.9		28.2	27.6						3.0	
Delay Factor k		0.20		0.11	0.11						0.11	
Incremental Delay d ₂		5.5		3.2	0.7						0.1	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		34.4		31.5	28.3						3.1	
Lane Group LOS		C		C	C						A	
Approach Delay		34.4		29.6							3.1	
Approach LOS		C		C							A	
Intersection Delay		7.2		Intersection LOS							A	

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Belardo Road @ Amado Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/15			Analysis Year	Existing+Buildout No Park		
Analysis Time Period	Midday Peak Hour						
Project Description DT PS							
East/West Street: Amado Road				North/South Street: Belardo Road			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		57	173	30	89		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	57	173	30	89	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration		T	R	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				124		39	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	124	0	39	
Percent Heavy Vehicles	0	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		30		163			
C (m) (veh/h)		1303		798			
v/c		0.02		0.20			
95% queue length		0.07		0.77			
Control Delay (s/veh)		7.8		10.7			
LOS		A		B			
Approach Delay (s/veh)	--	--		10.7			
Approach LOS	--	--		B			

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Belardo Road @ Amado Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Buildout No Park		
Analysis Time Period	PM Peak Hour						
Project Description DT PS							
East/West Street: Amado Road				North/South Street: Belardo Road			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		77	233	19	71		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	77	233	19	71	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration		T	R	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				117		25	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	117	0	25	
Percent Heavy Vehicles	0	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		19		142			
C (m) (veh/h)		1217		806			
v/c		0.02		0.18			
95% queue length		0.05		0.64			
Control Delay (s/veh)		8.0		10.4			
LOS		A		B			
Approach Delay (s/veh)	--	--		10.4			
Approach LOS	--	--		B			

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Belardo Road @ Amado Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/15			Analysis Year	Existing+Buildout No Park		
Analysis Time Period	Saturday Midday Peak Hour						
Project Description DT PS							
East/West Street: Amado Road				North/South Street: Belardo Road			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		82	286	32	87		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	82	286	32	87	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration		T	R	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				170		45	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	170	0	45	
Percent Heavy Vehicles	0	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		32		215			
C (m) (veh/h)		1158		761			
v/c		0.03		0.28			
95% queue length		0.09		1.18			
Control Delay (s/veh)		8.2		11.6			
LOS		A		B			
Approach Delay (s/veh)	--	--		11.6			
Approach LOS	--	--		B			

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Belardo Road @ Amado Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Buildout No Park		
Analysis Time Period	Villagefest Peak Hour						
Project Description DT PS							
East/West Street: Amado Road				North/South Street: Belardo Road			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		94	413	15	120		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	94	413	15	120	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration		T	R	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				700		58	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	700	0	58	
Percent Heavy Vehicles	0	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		15		758			
C (m) (veh/h)		1028		733			
v/c		0.01		1.03			
95% queue length		0.04		40.54			
Control Delay (s/veh)		8.6		141.0			
LOS		A		F			
Approach Delay (s/veh)	--	--		141.0			
Approach LOS	--	--		F			

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	Greg			Intersection	Belardo Rd @ Tahquitz Cyn Way			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Buildout No Park			
Analysis Time Period	Midday Peak Hour							
Project ID <i>DT PS</i>								
East/West Street: <i>Tahquitz Canyon Way</i>				North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	0	273	40	52	360	105		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	50	33	74	91	30	0		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	273	40	517		157		121	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.0	0.0	0.1		0.3		0.8	
Prop. Right-Turns	0.0	1.0	0.2		0.5		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.0		-0.1		0.3	
Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.24	0.04	0.46		0.14		0.11	
hd, final value (s)	6.34	5.63	5.56		6.47		6.94	
x, final value	0.48	0.06	0.80		0.28		0.23	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	4.0	3.3	3.6		4.5		4.9	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	523	290	636		407		371	
Delay (s/veh)	14.88	8.70	29.50		12.01		12.04	
LOS	B	A	D		B		B	
Approach: Delay (s/veh)	14.09		29.50		12.01		12.04	
LOS	B		D		B		B	
Intersection Delay (s/veh)	20.76							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	Greg			Intersection	Belardo Rd @ Tahquitz Cyn Way			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Buildout No Park			
Analysis Time Period	PM Peak Hour							
Project ID <i>DT PS</i>								
East/West Street: <i>Tahquitz Canyon Way</i>				North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	0	352	59	55	325	104		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	44	27	61	131	42	0		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	352	59	484		132		173	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.0	0.0	0.1		0.3		0.8	
Prop. Right-Turns	0.0	1.0	0.2		0.5		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.0		-0.1		0.3	
Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.31	0.05	0.43		0.12		0.15	
hd, final value (s)	6.54	5.83	5.93		6.97		7.16	
x, final value	0.64	0.10	0.80		0.26		0.34	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	4.2	3.5	3.9		5.0		5.2	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	531	309	595		382		423	
Delay (s/veh)	20.66	9.14	30.88		12.36		13.91	
LOS	C	A	D		B		B	
Approach: Delay (s/veh)	19.01		30.88		12.36		13.91	
LOS	C		D		B		B	
Intersection Delay (s/veh)	22.33							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	Greg			Intersection	Belardo Rd @ Tahquitz Cyn Way			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Buildout No Park			
Analysis Time Period	Saturday Midday Peak Hour							
Project ID <i>DT PS</i>								
East/West Street: <i>Tahquitz Canyon Way</i>				North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	0	409	57	85	471	145		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	71	45	94	147	38	0		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	409	57	701		210		185	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.0	0.0	0.1		0.3		0.8	
Prop. Right-Turns	0.0	1.0	0.2		0.4		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.0		-0.1		0.3	
Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.36	0.05	0.62		0.19		0.16	
hd, final value (s)	7.49	6.77	6.87		7.92		8.38	
x, final value	0.85	0.11	1.34		0.46		0.43	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	5.2	4.5	4.9		5.9		6.4	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	476	307	701		428		404	
Delay (s/veh)	47.59	10.28	644.07		17.68		17.67	
LOS	E	B	F		C		C	
Approach: Delay (s/veh)	43.02		644.07		17.68		17.67	
LOS	E		F		C		C	
Intersection Delay (s/veh)	306.35							
Intersection LOS	F							

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	Greg			Intersection	Belardo Rd @ Tahquitz Cyn Way			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Buildout No Park			
Analysis Time Period	Villagefest Peak Hour							
Project ID <i>DT PS</i>								
East/West Street: <i>Tahquitz Canyon Way</i>				North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	0	161	293	11	285	107		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	66	87	20	18	356	13		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	161	293	403		173		387	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.0	0.0	0.0		0.4		0.0	
Prop. Right-Turns	0.0	1.0	0.3		0.1		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	-0.0		0.1		0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.14	0.26	0.36		0.15		0.34	
hd, final value (s)	8.00	7.28	7.36		8.34		7.46	
x, final value	0.36	0.59	0.82		0.40		0.80	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	5.7	5.0	5.4		6.3		5.5	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	411	466	474		376		464	
Delay (s/veh)	15.14	20.41	41.59		16.90		38.57	
LOS	C	C	E		C		E	
Approach: Delay (s/veh)	18.54		41.59		16.90		38.57	
LOS	C		E		C		E	
Intersection Delay (s/veh)	30.37							
Intersection LOS	D							

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	Greg				Intersection	Belardo Road @ Arenas Road			
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs			
Date Performed	9/22/2015				Analysis Year	Existing+Buildout No Park			
Analysis Time Period	Midday Peak Hour								
Project ID <i>DT PS</i>									
East/West Street: <i>Arenas Road</i>					North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R	L	T	R	L	R	
Volume (veh/h)	4	28	10	11	24	32			
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R	L	T	R	L	R	
Volume (veh/h)	11	99	14	17	102	4			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		
Flow Rate (veh/h)	<i>42</i>		<i>67</i>		<i>124</i>		<i>123</i>		
% Heavy Vehicles	<i>8</i>		<i>8</i>		<i>8</i>		<i>8</i>		
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Duration, T	<i>1.00</i>								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	<i>0.1</i>		<i>0.2</i>		<i>0.1</i>		<i>0.1</i>		
Prop. Right-Turns	<i>0.2</i>		<i>0.5</i>		<i>0.1</i>		<i>0.0</i>		
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	
hadj, computed	<i>0.0</i>		<i>-0.1</i>		<i>0.1</i>		<i>0.1</i>		
Departure Headway and Service Time									
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		
x, initial	<i>0.04</i>		<i>0.06</i>		<i>0.11</i>		<i>0.11</i>		
hd, final value (s)	<i>4.56</i>		<i>4.40</i>		<i>4.38</i>		<i>4.44</i>		
x, final value	<i>0.05</i>		<i>0.08</i>		<i>0.15</i>		<i>0.15</i>		
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		
Service Time, t _s (s)	<i>2.6</i>		<i>2.4</i>		<i>2.4</i>		<i>2.4</i>		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	<i>292</i>		<i>317</i>		<i>374</i>		<i>373</i>		
Delay (s/veh)	<i>7.82</i>		<i>7.80</i>		<i>8.16</i>		<i>8.23</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>		
Approach: Delay (s/veh)	<i>7.82</i>		<i>7.80</i>		<i>8.16</i>		<i>8.23</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>		
Intersection Delay (s/veh)	<i>8.08</i>								
Intersection LOS	<i>A</i>								

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	Greg				Intersection	Belardo Road @ Arenas Road			
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs			
Date Performed	9/22/2015				Analysis Year	Existing+Buildout No Park			
Analysis Time Period	PM Peak Hour								
Project ID <i>DT PS</i>									
East/West Street: <i>Arenas Road</i>					North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics									
Approach	Eastbound			Westbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R
Volume (veh/h)	4	20	7	15	20	31			
%Thrus Left Lane									
Approach	Northbound			Southbound					
Movement	L	T	R	L	T	R			
Volume (veh/h)	4	83	32	25	109	9			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		
Flow Rate (veh/h)	<i>31</i>		<i>66</i>		<i>119</i>		<i>143</i>		
% Heavy Vehicles	<i>8</i>		<i>8</i>		<i>8</i>		<i>8</i>		
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Duration, T	<i>1.00</i>								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	<i>0.1</i>		<i>0.2</i>		<i>0.0</i>		<i>0.2</i>		
Prop. Right-Turns	<i>0.2</i>		<i>0.5</i>		<i>0.3</i>		<i>0.1</i>		
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	
hadj, computed	<i>0.0</i>		<i>-0.1</i>		<i>-0.0</i>		<i>0.1</i>		
Departure Headway and Service Time									
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		
x, initial	<i>0.03</i>		<i>0.06</i>		<i>0.11</i>		<i>0.13</i>		
hd, final value (s)	<i>4.60</i>		<i>4.43</i>		<i>4.27</i>		<i>4.39</i>		
x, final value	<i>0.04</i>		<i>0.08</i>		<i>0.14</i>		<i>0.17</i>		
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		
Service Time, t _s (s)	<i>2.6</i>		<i>2.4</i>		<i>2.3</i>		<i>2.4</i>		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	<i>281</i>		<i>316</i>		<i>369</i>		<i>393</i>		
Delay (s/veh)	<i>7.79</i>		<i>7.82</i>		<i>7.97</i>		<i>8.32</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>		
Approach: Delay (s/veh)	<i>7.79</i>		<i>7.82</i>		<i>7.97</i>		<i>8.32</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>		
Intersection Delay (s/veh)	<i>8.06</i>								
Intersection LOS	<i>A</i>								

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	Greg			Intersection	Belardo Road @ Arenas Road			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Buildout No Park			
Analysis Time Period	Saturday Midday Peak Hour							
Project ID <i>DT PS</i>								
East/West Street: <i>Arenas Road</i>				North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	5	42	6	18	25	58		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	4	127	41	38	101	11		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		<i>LTR</i>	
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>	
Flow Rate (veh/h)	<i>53</i>		<i>101</i>		<i>172</i>		<i>150</i>	
% Heavy Vehicles	<i>8</i>		<i>8</i>		<i>8</i>		<i>8</i>	
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>	
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>	
Duration, T	<i>1.00</i>							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	<i>0.1</i>		<i>0.2</i>		<i>0.0</i>		<i>0.3</i>	
Prop. Right-Turns	<i>0.1</i>		<i>0.6</i>		<i>0.2</i>		<i>0.1</i>	
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>	
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>
hadj, computed	<i>0.1</i>		<i>-0.2</i>		<i>-0.0</i>		<i>0.1</i>	
Departure Headway and Service Time								
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>	
x, initial	<i>0.05</i>		<i>0.09</i>		<i>0.15</i>		<i>0.13</i>	
hd, final value (s)	<i>4.88</i>		<i>4.56</i>		<i>4.46</i>		<i>4.62</i>	
x, final value	<i>0.07</i>		<i>0.13</i>		<i>0.21</i>		<i>0.19</i>	
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>	
Service Time, t _s (s)	<i>2.9</i>		<i>2.6</i>		<i>2.5</i>		<i>2.6</i>	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	<i>303</i>		<i>351</i>		<i>422</i>		<i>400</i>	
Delay (s/veh)	<i>8.26</i>		<i>8.23</i>		<i>8.66</i>		<i>8.72</i>	
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>	
Approach: Delay (s/veh)	<i>8.26</i>		<i>8.23</i>		<i>8.66</i>		<i>8.72</i>	
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>	
Intersection Delay (s/veh)	<i>8.54</i>							
Intersection LOS	<i>A</i>							

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	Greg			Intersection	Belardo Road @ Arenas Road			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Buildout No Park			
Analysis Time Period	Villagefest Peak Hour							
Project ID <i>DT PS</i>								
East/West Street: <i>Arenas Road</i>				North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	7	10	26	44	11	39		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	10	117	23	31	583	17		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		<i>LTR</i>	
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>	
Flow Rate (veh/h)	<i>43</i>		<i>94</i>		<i>150</i>		<i>631</i>	
% Heavy Vehicles	<i>8</i>		<i>8</i>		<i>8</i>		<i>8</i>	
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>	
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>	
Duration, T	<i>1.00</i>							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	<i>0.2</i>		<i>0.5</i>		<i>0.1</i>		<i>0.0</i>	
Prop. Right-Turns	<i>0.6</i>		<i>0.4</i>		<i>0.2</i>		<i>0.0</i>	
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>	
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>
hadj, computed	<i>-0.2</i>		<i>-0.0</i>		<i>0.1</i>		<i>0.1</i>	
Departure Headway and Service Time								
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>	
x, initial	<i>0.04</i>		<i>0.08</i>		<i>0.13</i>		<i>0.56</i>	
hd, final value (s)	<i>5.81</i>		<i>5.86</i>		<i>5.14</i>		<i>4.65</i>	
x, final value	<i>0.07</i>		<i>0.15</i>		<i>0.21</i>		<i>0.82</i>	
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>	
Service Time, t_s (s)	<i>3.8</i>		<i>3.9</i>		<i>3.1</i>		<i>2.7</i>	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	<i>293</i>		<i>344</i>		<i>400</i>		<i>768</i>	
Delay (s/veh)	<i>9.24</i>		<i>9.92</i>		<i>9.55</i>		<i>27.11</i>	
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>D</i>	
Approach: Delay (s/veh)	<i>9.24</i>		<i>9.92</i>		<i>9.55</i>		<i>27.11</i>	
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>D</i>	
Intersection Delay (s/veh)	<i>21.65</i>							
Intersection LOS	<i>C</i>							

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	Greg			Intersection	Cahuilla Rd @ Tahquitz Cyn Way			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Buildout No Park			
Analysis Time Period	Midday Peak Hour							
Project Description DT PS								
East/West Street: Tahquitz Canyon Way				North/South Street: Cahuilla Road				
Intersection Orientation: East-West				Study Period (hrs): 1.00				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		173	29	21	204			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	173	29	21	204	0		
Percent Heavy Vehicles	8	--	--	8	--	--		
Median Type	Undivided							
RT Channelized			0				0	
Lanes	0	1	1	0	1		0	
Configuration		T	R	LT				
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	23		20					
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	23	0	20	0	0	0		
Percent Heavy Vehicles	8	0	8	8	0	8		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0				0	
Lanes	0	0	0	0	0		0	
Configuration		LR						
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		21		43				
C (m) (veh/h)		1335		675				
v/c		0.02		0.06				
95% queue length		0.05		0.20				
Control Delay (s/veh)		7.7		10.7				
LOS		A		B				
Approach Delay (s/veh)	--	--	10.7					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	Greg			Intersection	Cahuilla Rd @ Tahquitz Cyn Way			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Buildout No Park			
Analysis Time Period	PM Peak Hour							
Project Description DT PS								
East/West Street: Tahquitz Canyon Way				North/South Street: Cahuilla Road				
Intersection Orientation: East-West				Study Period (hrs): 1.00				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		191	30	17	181			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	191	30	17	181	0		
Percent Heavy Vehicles	8	--	--	8	--	--		
Median Type	Undivided							
RT Channelized			0				0	
Lanes	0	1	1	0	1		0	
Configuration		T	R	LT				
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	25		20					
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	25	0	20	0	0	0		
Percent Heavy Vehicles	8	0	8	8	0	8		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0				0	
Lanes	0	0	0	0	0		0	
Configuration		LR						
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		17		45				
C (m) (veh/h)		1313		673				
v/c		0.01		0.07				
95% queue length		0.04		0.21				
Control Delay (s/veh)		7.8		10.7				
LOS		A		B				
Approach Delay (s/veh)	--	--	10.7					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Cahuilla Road @ Arenas Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Buildout No Park		
Analysis Time Period	Midday Peak Hour						
Project Description DT PS							
East/West Street: Arenas Road				North/South Street: Cahuilla Road			
Intersection Orientation: East-West				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	2	26	0	3	25	9	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	2	26	0	3	25	9	
Percent Heavy Vehicles	8	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration	LT		R	LTR			
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	4	29	3	8	32	5	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	4	29	3	8	32	5	
Percent Heavy Vehicles	8	8	8	8	8	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration	LT		R		LTR		
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LT	LTR	LT		R		LTR
v (veh/h)	2	3	33		3		45
C (m) (veh/h)	1540	1550	812		1033		839
v/c	0.00	0.00	0.04		0.00		0.05
95% queue length	0.00	0.01	0.13		0.01		0.17
Control Delay (s/veh)	7.3	7.3	9.6		8.5		9.5
LOS	A	A	A		A		A
Approach Delay (s/veh)	--	--	9.5			9.5	
Approach LOS	--	--	A			A	

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Cahuilla Road @ Arenas Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Buildout No Park		
Analysis Time Period	PM Peak Hour						
Project Description DT PS							
East/West Street: Arenas Road				North/South Street: Cahuilla Road			
Intersection Orientation: East-West				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	5	20	4	3	20	11	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	5	20	4	3	20	11	
Percent Heavy Vehicles	8	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration	LT		R	LTR			
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	0	29	3	9	33	6	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	29	3	9	33	6	
Percent Heavy Vehicles	8	8	8	8	8	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration	LT		R		LTR		
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound		Southbound		
Movement	1	4	7	8	9	10	11
Lane Configuration	LT	LTR	LT		R		LTR
v (veh/h)	5	3	29		3		48
C (m) (veh/h)	1543	1553	808		1041		842
v/c	0.00	0.00	0.04		0.00		0.06
95% queue length	0.01	0.01	0.11		0.01		0.18
Control Delay (s/veh)	7.3	7.3	9.6		8.5		9.5
LOS	A	A	A		A		A
Approach Delay (s/veh)	--	--	9.5		9.5		
Approach LOS	--	--	A		A		

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Museum Dr @ Tahquitz Cyn Way		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Buildout No Park		
Analysis Time Period	Midday Peak Hour						
Project Description DT PS							
East/West Street: Tahquitz Canyon Way				North/South Street: Museum Drive			
Intersection Orientation: East-West				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	2	16			20	211	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	2	16	0	0	20	211	
Percent Heavy Vehicles	8	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	1	
Configuration	LT				T	R	
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				184		4	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	184	0	4	
Percent Heavy Vehicles	0	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	1	0	1	
Configuration				L		R	
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LT					L	R
v (veh/h)	2					184	4
C (m) (veh/h)	1302					956	1041
v/c	0.00					0.19	0.00
95% queue length	0.00					0.71	0.01
Control Delay (s/veh)	7.8					9.7	8.5
LOS	A					A	A
Approach Delay (s/veh)	--	--				9.6	
Approach LOS	--	--				A	

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Museum Dr @ Tahquitz Cyn Way		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Buildout No Park		
Analysis Time Period	PM Peak Hour						
Project Description DT PS							
East/West Street: Tahquitz Canyon Way				North/South Street: Museum Drive			
Intersection Orientation: East-West				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	4	11			10	198	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	4	11	0	0	10	198	
Percent Heavy Vehicles	8	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	0	0	1	1	
Configuration	LT				T	R	
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				206		4	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	206	0	4	
Percent Heavy Vehicles	0	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	1	0	1	
Configuration				L		R	
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LT					L	R
v (veh/h)	4					206	4
C (m) (veh/h)	1328					967	1054
v/c	0.00					0.21	0.00
95% queue length	0.01					0.81	0.01
Control Delay (s/veh)	7.7					9.7	8.4
LOS	A					A	A
Approach Delay (s/veh)	--	--				9.7	
Approach LOS	--	--				A	

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	Greg			Intersection	Palm Canyon Drive @ Andreas Rd			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Buildout No Park			
Analysis Time Period	Midday Peak Hour							
Project Description DT PS								
East/West Street: Andreas Road				North/South Street: Palm Canyon Drive				
Intersection Orientation: North-South				Study Period (hrs): 1.00				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)				34	1039	126		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	34	1039	126		
Percent Heavy Vehicles	0	--	--	8	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	0	0	1	2	0		
Configuration				L	T	TR		
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)		102	17	31	32			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	102	17	31	32	0		
Percent Heavy Vehicles	0	8	8	8	8	8		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	LT					TR
v (veh/h)		34	63					119
C (m) (veh/h)		1585	184					202
v/c		0.02	0.34					0.59
95% queue length		0.07	1.52					3.93
Control Delay (s/veh)		7.3	34.7					47.5
LOS		A	D					E
Approach Delay (s/veh)	--	--	34.7			47.5		
Approach LOS	--	--	D			E		

SHORT REPORT													
General Information						Site Information							
Analyst	Greg					Intersection	Palm Cyn Dr @ Andreas Road						
Agency or Co.	Endo Engineering					Area Type	All other areas						
Date Performed	9/22/15					Jurisdiction	Palm Springs						
Time Period	Midday Peak Hour					Analysis Year	Existing+Buildout No Park						
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes		1	0	0	1					1	2	0	
Lane Group		TR			LT					L	TR		
Volume (vph)		102	17	31	32					34	1039	126	
% Heavy Vehicles		8	8	8	8					8	8	8	
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00	
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A	
Startup Lost Time		2.0			2.0					2.0	2.0		
Extension of Effective Green		2.0			2.0					2.0	2.0		
Arrival Type		3			3					3	3		
Unit Extension		3.0			3.0					3.0	3.0		
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0	
Lane Width		12.0			12.0					12.0	12.0		
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/Hour													
Bus Stops/Hour		0			0					0	0		
Minimum Pedestrian Time		3.2			3.2			3.2			3.2		
Phasing	EW Perm	02		03		04		SB Only	06		07		08
Timing	G = 10.0	G =		G =		G =		G = 52.0	G =		G =		G =
	Y = 4	Y =		Y =		Y =		Y = 4	Y =		Y =		Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0							
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adjusted Flow Rate		119			63					34	1165		
Lane Group Capacity		246			153					1241	2448		
v/c Ratio		0.48			0.41					0.03	0.48		
Green Ratio		0.14			0.14					0.74	0.74		
Uniform Delay d ₁		27.6			27.3					2.4	3.6		
Delay Factor k		0.11			0.11					0.11	0.11		
Incremental Delay d ₂		1.5			1.8					0.0	0.1		
PF Factor		1.000			1.000					1.000	1.000		
Control Delay		29.1			29.1					2.4	3.7		
Lane Group LOS		C			C					A	A		
Approach Delay		29.1			29.1						3.7		
Approach LOS		C			C						A		
Intersection Delay		7.0			Intersection LOS						A		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	Greg			Intersection	Palm Canyon Drive @ Andreas Rd			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Buildout No Park			
Analysis Time Period	PM Peak Hour							
Project Description DT PS								
East/West Street: Andreas Road				North/South Street: Palm Canyon Drive				
Intersection Orientation: North-South				Study Period (hrs): 1.00				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)				40	834	126		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	40	834	126		
Percent Heavy Vehicles	0	--	--	8	--	--		
Median Type	Undivided							
RT Channelized			0				0	
Lanes	0	0	0	1	2	0		
Configuration				L	T	TR		
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)		147	24	40	31			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	147	24	40	31	0		
Percent Heavy Vehicles	0	8	8	8	8	8		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	LT					TR
v (veh/h)		40	71					171
C (m) (veh/h)		1585	210					260
v/c		0.03	0.34					0.66
95% queue length		0.08	1.50					5.16
Control Delay (s/veh)		7.3	30.8					44.4
LOS		A	D					E
Approach Delay (s/veh)	--	--	30.8			44.4		
Approach LOS	--	--	D			E		

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>PM Peak Hour</i>						Intersection <i>Palm Cyn Dr @ Andreas Road</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Buildout No Park</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	0	1					1	2	0
Lane Group		TR			LT					L	TR	
Volume (vph)		147	24	40	31					40	834	126
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0			2.0					2.0	2.0	
Extension of Effective Green		2.0			2.0					2.0	2.0	
Arrival Type		3			3					3	3	
Unit Extension		3.0			3.0					3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0			12.0					12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0			0					0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	SB Only	06	07	08				
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		171			71					40	960	
Lane Group Capacity		271			119					1217	2393	
v/c Ratio		0.63			0.60					0.03	0.40	
Green Ratio		0.16			0.16					0.73	0.73	
Uniform Delay d ₁		27.6			27.4					2.6	3.6	
Delay Factor k		0.21			0.19					0.11	0.11	
Incremental Delay d ₂		4.8			8.2					0.0	0.1	
PF Factor		1.000			1.000					1.000	1.000	
Control Delay		32.4			35.6					2.7	3.8	
Lane Group LOS		C			D					A	A	
Approach Delay		32.4			35.6						3.7	
Approach LOS		C			D						A	
Intersection Delay		9.5			Intersection LOS					A		

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst				Intersection	Palm Canyon Drive @ Andreas Rd		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Buildout No Park		
Analysis Time Period	Saturday Midday Peak Hour						
Project Description DT PS							
East/West Street: Andreas Road				North/South Street: Palm Canyon Drive			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)				59	1373	175	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	59	1373	175	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	0	0	1	2	0	
Configuration				L	T	TR	
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)		165	27	44	44		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	165	27	44	44	0	
Percent Heavy Vehicles	0	8	8	8	8	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L	LT				TR
v (veh/h)		59	88				192
C (m) (veh/h)		1585	0				114
v/c		0.04					1.68
95% queue length		0.12					45.35
Control Delay (s/veh)		7.4					1342
LOS		A	F				F
Approach Delay (s/veh)	--	--				1342	
Approach LOS	--	--				F	

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	Greg				Intersection	Belardo Road @ Museum Way			
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs			
Date Performed	9/22/2015				Analysis Year	Existing+Buildout No Park			
Analysis Time Period	Midday Peak Hour								
Project ID <i>DT PS</i>									
East/West Street: <i>Museum Way</i>					North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	110	0	47	0	0	0			
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	101	75	0	0	71	67			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	<i>LR</i>				<i>LT</i>		<i>T R</i>		
PHF	<i>1.00</i>				<i>1.00</i>		<i>1.00 1.00</i>		
Flow Rate (veh/h)	<i>157</i>				<i>176</i>		<i>71 67</i>		
% Heavy Vehicles	<i>8</i>				<i>8</i>		<i>8 8</i>		
No. Lanes	<i>1</i>		<i>0</i>		<i>1</i>		<i>2</i>		
Geometry Group	<i>1</i>				<i>3a</i>		<i>5</i>		
Duration, T	<i>1.00</i>								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	<i>0.7</i>				<i>0.6</i>		<i>0.0</i>	<i>0.0</i>	
Prop. Right-Turns	<i>0.3</i>				<i>0.0</i>		<i>0.0</i>	<i>1.0</i>	
Prop. Heavy Vehicle	<i>0.1</i>				<i>0.1</i>		<i>0.1</i>	<i>0.1</i>	
hLT-adj	<i>0.2</i>	<i>0.2</i>			<i>0.2</i>	<i>0.2</i>	<i>0.5</i>	<i>0.5</i>	
hRT-adj	<i>-0.6</i>	<i>-0.6</i>			<i>-0.6</i>	<i>-0.6</i>	<i>-0.7</i>	<i>-0.7</i>	
hHV-adj	<i>1.7</i>	<i>1.7</i>			<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	
hadj, computed	<i>0.1</i>				<i>0.3</i>		<i>0.1</i>	<i>-0.6</i>	
Departure Headway and Service Time									
hd, initial value (s)	<i>3.20</i>				<i>3.20</i>		<i>3.20</i>	<i>3.20</i>	
x, initial	<i>0.14</i>				<i>0.16</i>		<i>0.06</i>	<i>0.06</i>	
hd, final value (s)	<i>4.74</i>				<i>4.82</i>		<i>5.21</i>	<i>4.50</i>	
x, final value	<i>0.21</i>				<i>0.24</i>		<i>0.10</i>	<i>0.08</i>	
Move-up time, m (s)	<i>2.0</i>				<i>2.0</i>		<i>2.3</i>		
Service Time, t _s (s)	<i>2.7</i>				<i>2.8</i>		<i>2.9</i>	<i>2.2</i>	
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	<i>407</i>				<i>426</i>		<i>321 317</i>		
Delay (s/veh)	<i>8.98</i>				<i>9.31</i>		<i>8.50 7.61</i>		
LOS	<i>A</i>				<i>A</i>		<i>A A</i>		
Approach: Delay (s/veh)	<i>8.98</i>				<i>9.31</i>		<i>8.07</i>		
LOS	<i>A</i>				<i>A</i>		<i>A</i>		
Intersection Delay (s/veh)	<i>8.84</i>								
Intersection LOS	<i>A</i>								

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	Greg				Intersection	Belardo Road @ Museum Way			
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs			
Date Performed	9/22/2015				Analysis Year	Existing+Buildout No Park			
Analysis Time Period	PM Peak Hour								
Project ID <i>DT PS</i>									
East/West Street: <i>Museum Way</i>					North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	159	0	68	0	0	0			
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	100	92	0	0	78	67			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	LR				LT		T R		
PHF	1.00				1.00		1.00 1.00		
Flow Rate (veh/h)	227				192		78 67		
% Heavy Vehicles	8				8		8 8		
No. Lanes	1		0		1		2		
Geometry Group	1				3a		5		
Duration, T	1.00								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.7				0.5		0.0	0.0	
Prop. Right-Turns	0.3				0.0		0.0	1.0	
Prop. Heavy Vehicle	0.1				0.1		0.1	0.1	
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5	
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7	
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7	
hadj, computed	0.1				0.2		0.1	-0.6	
Departure Headway and Service Time									
hd, initial value (s)	3.20				3.20		3.20	3.20	
x, initial	0.20				0.17		0.07	0.06	
hd, final value (s)	4.83				5.03		5.44	4.74	
x, final value	0.30				0.27		0.12	0.09	
Move-up time, m (s)	2.0				2.0		2.3		
Service Time, t _s (s)	2.8				3.0		3.1	2.4	
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	477				442		328 317		
Delay (s/veh)	9.95				9.88		8.87 7.89		
LOS	A				A		A A		
Approach: Delay (s/veh)	9.95				9.88		8.42		
LOS	A				A		A		
Intersection Delay (s/veh)	9.53								
Intersection LOS	A								

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	Greg				Intersection	Belardo Road @ Museum Way		
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs		
Date Performed	9/22/2015				Analysis Year	Existing+Buildout No Park		
Analysis Time Period	Saturday Midday Peak Hour							
Project ID <i>DT PS</i>								
East/West Street: <i>Museum Way</i>					North/South Street: <i>Belardo Road</i>			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R	L	R
Volume (veh/h)	179	0	77	0	0	0		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R	L	R
Volume (veh/h)	140	116	0	0	93	93		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				LT		T R	
PHF	1.00				1.00		1.00 1.00	
Flow Rate (veh/h)	256				256		93 93	
% Heavy Vehicles	8				8		8 8	
No. Lanes	1		0		1		2	
Geometry Group	1				3a		5	
Duration, T	1.00							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.7				0.5		0.0	0.0
Prop. Right-Turns	0.3				0.0		0.0	1.0
Prop. Heavy Vehicle	0.1				0.1		0.1	0.1
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	0.1				0.2		0.1	-0.6
Departure Headway and Service Time								
hd, initial value (s)	3.20				3.20		3.20	3.20
x, initial	0.23				0.23		0.08	0.08
hd, final value (s)	5.11				5.22		5.65	4.95
x, final value	0.36				0.37		0.15	0.13
Move-up time, m (s)	2.0				2.0		2.3	
Service Time, t_s (s)	3.1				3.2		3.4	2.6
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	506				506		343 343	
Delay (s/veh)	11.03				11.30		9.32 8.37	
LOS	B				B		A A	
Approach: Delay (s/veh)	11.03				11.30		8.85	
LOS	B				B		A	
Intersection Delay (s/veh)	10.54							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	Greg				Intersection	Belardo Road @ Museum Way			
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs			
Date Performed	9/22/2015				Analysis Year	Existing+Buildout No Park			
Analysis Time Period	Villagefest Peak Hour								
Project ID <i>DT PS</i>									
East/West Street: <i>Museum Way</i>					North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R	L	T	R	L	R	
Volume (veh/h)	204	0	23	0	0	0			
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R	L	T	R	L	R	
Volume (veh/h)	17	247	0	0	413	150			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	<i>LR</i>				<i>LT</i>		<i>T R</i>		
PHF	<i>1.00</i>				<i>1.00</i>		<i>1.00 1.00</i>		
Flow Rate (veh/h)	<i>227</i>				<i>264</i>		<i>413 150</i>		
% Heavy Vehicles	<i>8</i>				<i>8</i>		<i>8 8</i>		
No. Lanes	<i>1</i>		<i>0</i>		<i>1</i>		<i>2</i>		
Geometry Group	<i>1</i>				<i>3a</i>		<i>5</i>		
Duration, T	<i>1.00</i>								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	<i>0.9</i>				<i>0.1</i>		<i>0.0</i>	<i>0.0</i>	
Prop. Right-Turns	<i>0.1</i>				<i>0.0</i>		<i>0.0</i>	<i>1.0</i>	
Prop. Heavy Vehicle	<i>0.1</i>				<i>0.1</i>		<i>0.1</i>	<i>0.1</i>	
hLT-adj	<i>0.2</i>	<i>0.2</i>			<i>0.2</i>	<i>0.2</i>	<i>0.5</i>	<i>0.5</i>	
hRT-adj	<i>-0.6</i>	<i>-0.6</i>			<i>-0.6</i>	<i>-0.6</i>	<i>-0.7</i>	<i>-0.7</i>	
hHV-adj	<i>1.7</i>	<i>1.7</i>			<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	
hadj, computed	<i>0.3</i>				<i>0.1</i>		<i>0.1</i>	<i>-0.6</i>	
Departure Headway and Service Time									
hd, initial value (s)	<i>3.20</i>				<i>3.20</i>		<i>3.20</i>	<i>3.20</i>	
x, initial	<i>0.20</i>				<i>0.23</i>		<i>0.37</i>	<i>0.13</i>	
hd, final value (s)	<i>6.13</i>				<i>5.64</i>		<i>5.74</i>	<i>5.03</i>	
x, final value	<i>0.39</i>				<i>0.41</i>		<i>0.66</i>	<i>0.21</i>	
Move-up time, m (s)	<i>2.0</i>				<i>2.0</i>		<i>2.3</i>		
Service Time, t _s (s)	<i>4.1</i>				<i>3.6</i>		<i>3.4</i>	<i>2.7</i>	
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	<i>477</i>				<i>514</i>		<i>618 400</i>		
Delay (s/veh)	<i>12.98</i>				<i>12.60</i>		<i>19.31 9.06</i>		
LOS	<i>B</i>				<i>B</i>		<i>C A</i>		
Approach: Delay (s/veh)	<i>12.98</i>				<i>12.60</i>		<i>16.58</i>		
LOS	<i>B</i>				<i>B</i>		<i>C</i>		
Intersection Delay (s/veh)	<i>14.80</i>								
Intersection LOS	<i>B</i>								

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Belardo Road @ Andreas Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Buildout No Park		
Analysis Time Period	Midday Peak Hour						
Project Description DT PS							
East/West Street: Andreas Road				North/South Street: Belardo Road			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		91	50	59	59		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	91	50	59	59	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				36		84	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	36	0	84	
Percent Heavy Vehicles	8	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		59		120			
C (m) (veh/h)		1406		821			
v/c		0.04		0.15			
95% queue length		0.13		0.51			
Control Delay (s/veh)		7.7		10.1			
LOS		A		B			
Approach Delay (s/veh)	--	--	10.1				
Approach LOS	--	--	B				

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Belardo Road @ Andreas Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Buildout No Park		
Analysis Time Period	PM Peak Hour						
Project Description DT PS							
East/West Street: Andreas Road				North/South Street: Belardo Road			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		97	63	72	74		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	97	63	72	74	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	0	0	1		0
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				44		95	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	44	0	95	
Percent Heavy Vehicles	8	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		72		139			
C (m) (veh/h)		1383		783			
v/c		0.05		0.18			
95% queue length		0.16		0.65			
Control Delay (s/veh)		7.7		10.6			
LOS		A		B			
Approach Delay (s/veh)	--	--	10.6				
Approach LOS	--	--	B				

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst				Intersection	Belardo Road @ Andreas Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Buildout No Park		
Analysis Time Period	Saturday Midday Peak Hour						
Project Description DT PS							
East/West Street: Andreas Road				North/South Street: Belardo Road			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		133	77	87	81		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	133	77	87	81	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	0	0	1		0
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				54		123	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	54	0	123	
Percent Heavy Vehicles	8	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		87		177			
C (m) (veh/h)		1326		724			
v/c		0.07		0.24			
95% queue length		0.21		0.97			
Control Delay (s/veh)		7.9		11.6			
LOS		A		B			
Approach Delay (s/veh)	--	--	11.6				
Approach LOS	--	--	B				

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Belardo Road @ Andreas Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Buildout No Park		
Analysis Time Period	Villagefest Peak Hour						
Project Description DT PS							
East/West Street: Andreas Road				North/South Street: Belardo Road			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		177	49	121	315		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	177	49	121	315	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	0	0	1		0
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				58		87	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	58	0	87	
Percent Heavy Vehicles	8	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		121		145			
C (m) (veh/h)		1308		517			
v/c		0.09		0.28			
95% queue length		0.31		1.16			
Control Delay (s/veh)		8.0		14.7			
LOS		A		B			
Approach Delay (s/veh)	--	--	14.7				
Approach LOS	--	--	B				

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	Greg				Intersection	Belardo Road @ Main Street			
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs			
Date Performed	9/22/2015				Analysis Year	Existing+Buildout No Park			
Analysis Time Period	Midday Peak Hour								
Project ID <i>DT PS</i>									
East/West Street: <i>Main Street</i>					North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	46	0	46	20	27	26			
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	68	70	0	0	55	41			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	LR		LTR		LT		TR		
PHF	1.00		1.00		1.00		1.00		
Flow Rate (veh/h)	92		73		138		96		
% Heavy Vehicles	8		8		8		8		
No. Lanes	1		1		1		1		
Geometry Group	1		1		1		1		
Duration, T	1.00								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.5		0.3		0.5		0.0		
Prop. Right-Turns	0.5		0.4		0.0		0.4		
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1		
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	
hadj, computed	-0.1		-0.0		0.2		-0.1		
Departure Headway and Service Time									
hd, initial value (s)	3.20		3.20		3.20		3.20		
x, initial	0.08		0.06		0.12		0.09		
hd, final value (s)	4.48		4.54		4.64		4.34		
x, final value	0.11		0.09		0.18		0.12		
Move-up time, m (s)	2.0		2.0		2.0		2.0		
Service Time, t _s (s)	2.5		2.5		2.6		2.3		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	342		323		388		346		
Delay (s/veh)	8.06		8.00		8.64		7.90		
LOS	A		A		A		A		
Approach: Delay (s/veh)	8.06		8.00		8.64		7.90		
LOS	A		A		A		A		
Intersection Delay (s/veh)	8.21								
Intersection LOS	A								

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	Greg			Intersection	Belardo Road @ Main Street			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Buildout No Park			
Analysis Time Period	PM Peak Hour							
Project ID <i>DT PS</i>								
East/West Street: <i>Main Street</i>				North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	66	0	66	28	27	31		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	67	63	0	0	78	40		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LR</i>		<i>LTR</i>		<i>LT</i>		<i>TR</i>	
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>	
Flow Rate (veh/h)	<i>132</i>		<i>86</i>		<i>130</i>		<i>118</i>	
% Heavy Vehicles	<i>8</i>		<i>8</i>		<i>8</i>		<i>8</i>	
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>	
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>	
Duration, T	<i>1.00</i>							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	<i>0.5</i>		<i>0.3</i>		<i>0.5</i>		<i>0.0</i>	
Prop. Right-Turns	<i>0.5</i>		<i>0.4</i>		<i>0.0</i>		<i>0.3</i>	
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>	
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>
hadj, computed	<i>-0.1</i>		<i>-0.0</i>		<i>0.2</i>		<i>-0.1</i>	
Departure Headway and Service Time								
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>	
x, initial	<i>0.12</i>		<i>0.08</i>		<i>0.12</i>		<i>0.10</i>	
hd, final value (s)	<i>4.55</i>		<i>4.66</i>		<i>4.81</i>		<i>4.53</i>	
x, final value	<i>0.17</i>		<i>0.11</i>		<i>0.17</i>		<i>0.15</i>	
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>	
Service Time, t _s (s)	<i>2.6</i>		<i>2.7</i>		<i>2.8</i>		<i>2.5</i>	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	<i>382</i>		<i>336</i>		<i>380</i>		<i>368</i>	
Delay (s/veh)	<i>8.46</i>		<i>8.24</i>		<i>8.82</i>		<i>8.31</i>	
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>	
Approach: Delay (s/veh)	<i>8.46</i>		<i>8.24</i>		<i>8.82</i>		<i>8.31</i>	
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>	
Intersection Delay (s/veh)	<i>8.48</i>							
Intersection LOS	<i>A</i>							

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	Greg				Intersection	Belardo Road @ Main Street			
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs			
Date Performed	9/22/2015				Analysis Year	Existing+Buildout No Park			
Analysis Time Period	Saturday Midday Peak Hour								
Project ID <i>DT PS</i>									
East/West Street: <i>Main Street</i>					North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	74	0	74	33	38	39			
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	94	97	0	0	79	56			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	<i>LR</i>		<i>LTR</i>		<i>LT</i>		<i>TR</i>		
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		
Flow Rate (veh/h)	<i>148</i>		<i>110</i>		<i>191</i>		<i>135</i>		
% Heavy Vehicles	<i>8</i>		<i>8</i>		<i>8</i>		<i>8</i>		
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Duration, T	<i>1.00</i>								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	<i>0.5</i>		<i>0.3</i>		<i>0.5</i>		<i>0.0</i>		
Prop. Right-Turns	<i>0.5</i>		<i>0.4</i>		<i>0.0</i>		<i>0.4</i>		
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	
hadj, computed	<i>-0.1</i>		<i>-0.0</i>		<i>0.2</i>		<i>-0.1</i>		
Departure Headway and Service Time									
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		
x, initial	<i>0.13</i>		<i>0.10</i>		<i>0.17</i>		<i>0.12</i>		
hd, final value (s)	<i>4.82</i>		<i>4.92</i>		<i>4.97</i>		<i>4.71</i>		
x, final value	<i>0.20</i>		<i>0.15</i>		<i>0.26</i>		<i>0.18</i>		
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		
Service Time, t _s (s)	<i>2.8</i>		<i>2.9</i>		<i>3.0</i>		<i>2.7</i>		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	<i>398</i>		<i>360</i>		<i>441</i>		<i>385</i>		
Delay (s/veh)	<i>9.01</i>		<i>8.79</i>		<i>9.75</i>		<i>8.72</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>		
Approach: Delay (s/veh)	<i>9.01</i>		<i>8.79</i>		<i>9.75</i>		<i>8.72</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>		
Intersection Delay (s/veh)	<i>9.14</i>								
Intersection LOS	<i>A</i>								

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	Greg				Intersection	Belardo Road @ Main Street			
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs			
Date Performed	9/22/2015				Analysis Year	Existing+Buildout No Park			
Analysis Time Period	Villagefest Peak Hour								
Project ID <i>DT PS</i>									
East/West Street: <i>Main Street</i>					North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics									
Approach	Eastbound			Westbound					
Movement	L	T	R	L	T	R			
Volume (veh/h)	66	0	66	28	0	19			
%Thrus Left Lane									
Approach	Northbound			Southbound					
Movement	L	T	R	L	T	R			
Volume (veh/h)	54	141	0	0	292	81			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	<i>LR</i>		<i>LTR</i>		<i>LT</i>		<i>TR</i>		
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		
Flow Rate (veh/h)	<i>132</i>		<i>47</i>		<i>195</i>		<i>373</i>		
% Heavy Vehicles	<i>8</i>		<i>8</i>		<i>8</i>		<i>8</i>		
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Duration, T	<i>1.00</i>								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	<i>0.5</i>		<i>0.6</i>		<i>0.3</i>		<i>0.0</i>		
Prop. Right-Turns	<i>0.5</i>		<i>0.4</i>		<i>0.0</i>		<i>0.2</i>		
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	
hadj, computed	<i>-0.1</i>		<i>0.0</i>		<i>0.2</i>		<i>0.0</i>		
Departure Headway and Service Time									
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		
x, initial	<i>0.12</i>		<i>0.04</i>		<i>0.17</i>		<i>0.33</i>		
hd, final value (s)	<i>5.31</i>		<i>5.55</i>		<i>5.07</i>		<i>4.68</i>		
x, final value	<i>0.19</i>		<i>0.07</i>		<i>0.27</i>		<i>0.48</i>		
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		
Service Time, t _s (s)	<i>3.3</i>		<i>3.5</i>		<i>3.1</i>		<i>2.7</i>		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	<i>382</i>		<i>297</i>		<i>445</i>		<i>623</i>		
Delay (s/veh)	<i>9.59</i>		<i>8.98</i>		<i>9.98</i>		<i>12.05</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>B</i>		
Approach: Delay (s/veh)	<i>9.59</i>		<i>8.98</i>		<i>9.98</i>		<i>12.05</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>B</i>		
Intersection Delay (s/veh)	<i>10.88</i>								
Intersection LOS	<i>B</i>								

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/2015</i> Time Period <i>Midday Peak Hour</i>						Intersection <i>Indian Canyon Dr @ Amado Rd</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Buildout W/ Park</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	144	94			172	47	72	994	117			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 14.0	G =	G =	G =	G = 38.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	144	94			172	47		1183				
Lane Group Capacity	250	410			410	1495		3975				
v/c Ratio	0.58	0.23			0.42	0.03		0.30				
Green Ratio	0.23	0.23			0.23	1.00		0.63				
Uniform Delay d ₁	20.4	18.6			19.5	0.0		5.0				
Delay Factor k	0.17	0.11			0.11	0.11		0.11				
Incremental Delay d ₂	3.3	0.3			0.7	0.0		0.0				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	23.7	18.9			20.2	0.0		5.0				
Lane Group LOS	C	B			C	A		A				
Approach Delay	21.8			15.9			5.0					
Approach LOS	C			B			A					
Intersection Delay	8.9			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>PM Peak Hour</i>						Intersection <i>Indian Canyon Dr @ Amado Rd</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Buildout W/ Park</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	396	180			120	58	102	1351	158			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 26.0	G =	G =	G =	G = 26.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	396	180			120	58		1611				
Lane Group Capacity	518	762			762	1495		2720				
v/c Ratio	0.76	0.24			0.16	0.04		0.59				
Green Ratio	0.43	0.43			0.43	1.00		0.43				
Uniform Delay d ₁	14.4	10.7			10.3	0.0		13.0				
Delay Factor k	0.32	0.11			0.11	0.11		0.18				
Incremental Delay d ₂	7.0	0.2			0.1	0.0		0.3				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	21.4	10.9			10.4	0.0		13.3				
Lane Group LOS	C	B			B	A		B				
Approach Delay	18.1			7.0			13.3					
Approach LOS	B			A			B					
Intersection Delay	14.0			Intersection LOS						B		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Canyon Dr @ Amado Rd					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/2015					Jurisdiction	Palm Springs					
Time Period	Saturday Midday Peak Hour					Analysis Year	Existing+Buildout W/ Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	237	134			237	61	135	1292	119			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 21.0	G =	G =	G =	G = 31.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	237	134			237	61		1546				
Lane Group Capacity	342	616			616	1495		3249				
v/c Ratio	0.69	0.22			0.38	0.04		0.48				
Green Ratio	0.35	0.35			0.35	1.00		0.52				
Uniform Delay d ₁	16.7	13.7			14.6	0.0		9.3				
Delay Factor k	0.26	0.11			0.11	0.11		0.11				
Incremental Delay d ₂	6.1	0.2			0.4	0.0		0.1				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	22.9	13.9			15.0	0.0		9.4				
Lane Group LOS	C	B			B	A		A				
Approach Delay	19.6			12.0			9.4					
Approach LOS	B			B			A					
Intersection Delay	11.5			Intersection LOS						B		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Canyon Dr @ Andreas Rd					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	Midday Peak Hour					Analysis Year	Existing+Buildout W/ Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	122	17			47	53	60	1145	38			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 15.0	G =	G =	G =	G = 47.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	122	17			100			1243				
Lane Group Capacity	220	377			350			4260				
v/c Ratio	0.55	0.05			0.29			0.29				
Green Ratio	0.21	0.21			0.21			0.67				
Uniform Delay d ₁	24.5	21.8			23.0			4.7				
Delay Factor k	0.15	0.11			0.11			0.11				
Incremental Delay d ₂	3.1	0.0			0.5			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	27.6	21.9			23.5			4.7				
Lane Group LOS	C	C			C			A				
Approach Delay	26.9			23.5			4.7					
Approach LOS	C			C			A					
Intersection Delay	8.1			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Canyon Dr @ Andreas Rd					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	PM Peak Hour					Analysis Year	Existing+Buildout W/ Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	329	40			26	50	44	1067	38			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 27.0	G =	G =	G =	G = 35.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	329	40			76			1149				
Lane Group Capacity	480	678			618			3173				
v/c Ratio	0.69	0.06			0.12			0.36				
Green Ratio	0.39	0.39			0.39			0.50				
Uniform Delay d ₁	18.0	13.5			13.9			10.7				
Delay Factor k	0.25	0.11			0.11			0.11				
Incremental Delay d ₂	4.1	0.0			0.1			0.1				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	22.1	13.6			14.0			10.8				
Lane Group LOS	C	B			B			B				
Approach Delay	21.2			14.0			10.8					
Approach LOS	C			B			B					
Intersection Delay	13.3			Intersection LOS						B		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Canyon Dr @ Andreas Rd					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	Saturday Midday Peak Hour					Analysis Year	Existing+Buildout W/ Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	201	26			61	66	72	1277	51			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 20.0	G =	G =	G =	G = 42.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	201	26			127			1400				
Lane Group Capacity	291	503			467			3803				
v/c Ratio	0.69	0.05			0.27			0.37				
Green Ratio	0.29	0.29			0.29			0.60				
Uniform Delay d ₁	22.2	18.1			19.4			7.2				
Delay Factor k	0.26	0.11			0.11			0.11				
Incremental Delay d ₂	7.1	0.0			0.3			0.1				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	29.3	18.2			19.7			7.2				
Lane Group LOS	C	B			B			A				
Approach Delay	28.0			19.7			7.2					
Approach LOS	C			B			A					
Intersection Delay	10.8			Intersection LOS						B		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Cyn Dr @ Tahquitz Cyn					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	Midday Peak Hour					Analysis Year	Existing+Buildout W/ Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	1	3	0			
Lane Group	L	T			T	R	L	TR				
Volume (vph)	96	224			381	158	657	1003	110			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0	2.0	2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0	2.0	2.0				
Arrival Type	3	3			3	3	3	3				
Unit Extension	3.0	3.0			3.0	3.0	3.0	3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0	12.0	12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0	0	0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EB Only	WB Only	03	04	NB Only	06	07	08				
Timing	G = 11.0	G = 17.0	G =	G =	G = 30.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	96	224			381	158	657	1113				
Lane Group Capacity	263	276			427	1929	716	2023				
v/c Ratio	0.37	0.81			0.89	0.08	0.92	0.55				
Green Ratio	0.16	0.16			0.24	0.73	0.43	0.43				
Uniform Delay d ₁	26.4	28.5			25.6	2.7	18.8	15.0				
Delay Factor k	0.11	0.35			0.42	0.11	0.44	0.15				
Incremental Delay d ₂	0.9	18.8			25.7	0.0	21.3	0.3				
PF Factor	1.000	1.000			1.000	1.000	1.000	1.000				
Control Delay	27.2	47.3			51.3	2.8	40.2	15.3				
Lane Group LOS	C	D			D	A	D	B				
Approach Delay	41.3			37.0			24.5					
Approach LOS	D			D			C					
Intersection Delay	29.1			Intersection LOS						C		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Cyn Dr @ Tahquitz Cyn					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	PM Peak Hour					Analysis Year	Existing+Buildout W/ Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	1	3	0			
Lane Group	L	T			T	R	L	TR				
Volume (vph)	123	411			227	127	293	868	70			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0	2.0	2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0	2.0	2.0				
Arrival Type	3	3			3	3	3	3				
Unit Extension	3.0	3.0			3.0	3.0	3.0	3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0	12.0	12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0	0	0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EB Only	WB Only	03	04	NB Only	06	07	08				
Timing	G = 22.0	G = 13.0	G =	G =	G = 23.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	123	411			227	127	293	938				
Lane Group Capacity	525	553			327	1513	549	1557				
v/c Ratio	0.23	0.74			0.69	0.08	0.53	0.60				
Green Ratio	0.31	0.31			0.19	0.57	0.33	0.33				
Uniform Delay d ₁	17.8	21.5			26.6	6.8	19.1	19.7				
Delay Factor k	0.11	0.30			0.26	0.11	0.14	0.19				
Incremental Delay d ₂	0.2	5.6			6.5	0.0	1.0	0.7				
PF Factor	1.000	1.000			1.000	1.000	1.000	1.000				
Control Delay	18.0	27.1			33.1	6.8	20.2	20.3				
Lane Group LOS	B	C			C	A	C	C				
Approach Delay	25.0			23.7			20.3					
Approach LOS	C			C			C					
Intersection Delay	22.0			Intersection LOS						C		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Cyn Dr @ Tahquitz Cyn					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	Saturday Midday Peak Hour					Analysis Year	Existing+Buildout W/ Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	135	345			461	190	785	1144	129			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EB Only	WB Only	03	04	NB Only	06	07	08				
Timing	G = 14.0	G = 19.0	G =	G =	G = 25.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	135	345			461	190		2058				
Lane Group Capacity	334	352			477	1815		2218				
v/c Ratio	0.40	0.98			0.97	0.10		0.93				
Green Ratio	0.20	0.20			0.27	0.69		0.36				
Uniform Delay d ₁	24.4	27.9			25.2	3.7		21.6				
Delay Factor k	0.11	0.48			0.47	0.11		0.44				
Incremental Delay d ₂	0.8	77.3			54.3	0.0		8.7				
PF Factor	1.000	1.000			1.000	1.000		1.000				
Control Delay	25.2	105.2			79.5	3.8		30.3				
Lane Group LOS	C	F			E	A		C				
Approach Delay	82.7			57.4			30.3					
Approach LOS	F			E			C					
Intersection Delay	43.7			Intersection LOS						D		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Cyn Dr @ Tahquitz Cyn					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	Midday Peak Hour					Analysis Year	Existing+Buildout W/ Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	75	46			55	29	74	1672	70			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	75	46			84			1816				
Lane Group Capacity	159	276			264			4619				
v/c Ratio	0.47	0.17			0.32			0.39				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d ₁	26.9	25.5			26.2			3.6				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d ₂	2.2	0.3			0.7			0.1				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	29.1	25.8			26.9			3.7				
Lane Group LOS	C	C			C			A				
Approach Delay	27.8			26.9			3.7					
Approach LOS	C			C			A					
Intersection Delay	6.1			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Cyn Dr @ Tahquitz Cyn					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	PM Peak Hour					Analysis Year	Existing+Buildout W/ Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	69	62			36	30	49	1147	64			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	69	62			66			1260				
Lane Group Capacity	180	276			259			4611				
v/c Ratio	0.38	0.22			0.25			0.27				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d ₁	26.5	25.8			25.9			3.2				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d ₂	1.4	0.4			0.5			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	27.8	26.2			26.4			3.3				
Lane Group LOS	C	C			C			A				
Approach Delay	27.1			26.4			3.3					
Approach LOS	C			C			A					
Intersection Delay	6.4			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Cyn Dr @ Tahquitz Cyn					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	Saturday Midday Peak Hour					Analysis Year	Existing+Buildout W/ Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	116	62			61	51	106	1881	93			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 13.0	G =	G =	G =	G = 49.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	116	62			112			2080				
Lane Group Capacity	169	327			307			4432				
v/c Ratio	0.69	0.19			0.36			0.47				
Green Ratio	0.19	0.19			0.19			0.70				
Uniform Delay d ₁	26.6	24.1			24.9			4.7				
Delay Factor k	0.26	0.11			0.11			0.11				
Incremental Delay d ₂	11.7	0.3			0.7			0.1				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	38.3	24.3			25.6			4.8				
Lane Group LOS	D	C			C			A				
Approach Delay	33.4			25.6			4.8					
Approach LOS	C			C			A					
Intersection Delay	7.9			Intersection LOS						A		

SHORT REPORT													
General Information						Site Information							
Analyst	Greg					Intersection	Palm Canyon Drive @ Amado Road						
Agency or Co.	Endo Engineering					Area Type	All other areas						
Date Performed	9/22/15					Jurisdiction	Palm Springs						
Time Period	Midday Peak Hour					Analysis Year	Existing+Buildout W/ Park						
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes		1	1	1	1					0	3	0	
Lane Group		T	R	L	T						LTR		
Volume (vph)		177	30	107	171					69	1381	128	
% Heavy Vehicles		8	8	8	8					8	8	8	
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00	
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A	
Startup Lost Time		2.0	2.0	2.0	2.0						2.0		
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0		
Arrival Type		3	3	3	3						3		
Unit Extension		3.0	3.0	3.0	3.0						3.0		
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0	
Lane Width		12.0	12.0	12.0	12.0						12.0		
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/Hour													
Bus Stops/Hour		0	0	0	0						0		
Minimum Pedestrian Time		3.2			3.2			3.2			3.2		
Phasing	EW Perm	02		03		04		SB Only	06		07		08
Timing	G = 12.0	G =		G =		G =		G = 40.0	G =		G =		G =
	Y = 4	Y =		Y =		Y =		Y = 4	Y =		Y =		Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0							
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adjusted Flow Rate		177	30	107	171						1578		
Lane Group Capacity		352	1495	204	352						3149		
v/c Ratio		0.50	0.02	0.52	0.49						0.50		
Green Ratio		0.20	1.00	0.20	0.20						0.67		
Uniform Delay d ₁		21.3	0.0	21.5	21.3						5.0		
Delay Factor k		0.11	0.11	0.13	0.11						0.11		
Incremental Delay d ₂		1.2	0.0	2.5	1.1						0.1		
PF Factor		1.000	0.950	1.000	1.000						1.000		
Control Delay		22.5	0.0	24.0	22.3						5.1		
Lane Group LOS		C	A	C	C						A		
Approach Delay		19.2			23.0						5.1		
Approach LOS		B			C						A		
Intersection Delay		9.0			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>PM Peak Hour</i>						Intersection <i>Palm Canyon Drive @ Amado Road</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Buildout W/ Park</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	3	0
Lane Group		T	R	L	T						LTR	
Volume (vph)		500	24	80	84					53	902	63
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0						2.0	
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0	
Arrival Type		3	3	3	3						3	
Unit Extension		3.0	3.0	3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	SB Only	06	07	08				
Timing	G = 26.0	G =	G =	G =	G = 26.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		500	24	80	84						1018	
Lane Group Capacity		762	1495	238	762						2052	
v/c Ratio		0.66	0.02	0.34	0.11						0.50	
Green Ratio		0.43	1.00	0.43	0.43						0.43	
Uniform Delay d ₁		13.5	0.0	11.3	10.1						12.3	
Delay Factor k		0.23	0.11	0.11	0.11						0.11	
Incremental Delay d ₂		2.1	0.0	0.8	0.1						0.2	
PF Factor		1.000	0.950	1.000	1.000						1.000	
Control Delay		15.5	0.0	12.1	10.2						12.5	
Lane Group LOS		B	A	B	B						B	
Approach Delay		14.8			11.1						12.5	
Approach LOS		B			B						B	
Intersection Delay		13.1			Intersection LOS						B	

SHORT REPORT													
General Information						Site Information							
Analyst	Greg					Intersection	Palm Canyon Drive @						
Agency or Co.	Endo Engineering						Amado Road						
Date Performed	9/22/15					Area Type	All other areas						
Time Period	Saturday Midday Peak Hour					Jurisdiction	Palm Springs						
						Analysis Year	Existing+Buildout W/ Park						
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes		1	1	1	1					0	3	0	
Lane Group		T	R	L	T						LTR		
Volume (vph)		278	54	157	214					85	1714	157	
% Heavy Vehicles		8	8	8	8					8	8	8	
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00	
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A	
Startup Lost Time		2.0	2.0	2.0	2.0						2.0		
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0		
Arrival Type		3	3	3	3						3		
Unit Extension		3.0	3.0	3.0	3.0						3.0		
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0	
Lane Width		12.0	12.0	12.0	12.0						12.0		
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/Hour													
Bus Stops/Hour		0	0	0	0						0		
Minimum Pedestrian Time		3.2			3.2			3.2			3.2		
Phasing	EW Perm	02		03		04		SB Only	06		07		08
Timing	G = 17.0	G =		G =		G =		G = 35.0	G =		G =		G =
	Y = 4	Y =		Y =		Y =		Y = 4	Y =		Y =		Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0							
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adjusted Flow Rate		278	54	157	214						1956		
Lane Group Capacity		498	1495	227	498						2756		
v/c Ratio		0.56	0.04	0.69	0.43						0.71		
Green Ratio		0.28	1.00	0.28	0.28						0.58		
Uniform Delay d ₁		18.3	0.0	19.2	17.5						8.9		
Delay Factor k		0.16	0.11	0.26	0.11						0.27		
Incremental Delay d ₂		1.4	0.0	9.1	0.6						0.9		
PF Factor		1.000	0.950	1.000	1.000						1.000		
Control Delay		19.7	0.0	28.2	18.1						9.8		
Lane Group LOS		B	A	C	B						A		
Approach Delay		16.5			22.4						9.8		
Approach LOS		B			C						A		
Intersection Delay		12.4			Intersection LOS						B		

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>Midday Peak Hour</i>						Intersection <i>Palm Cyn Dr @ Tahquitz Cyn Way</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Buildout W/ Park</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T					LT	R	
Volume (vph)		217	240	107	960					123	724	107
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0					2.0	2.0	
Extension of Effective Green		2.0		2.0	2.0					2.0	2.0	
Arrival Type		3		3	3					3	3	
Unit Extension		3.0		3.0	3.0					3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0					12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0					0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08				
Timing	G = 33.0	G = 11.0	G =	G =	G = 14.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		457		107	960					847	107	
Lane Group Capacity		771		263	1206					1269	1495	
v/c Ratio		0.59		0.41	0.80					0.67	0.07	
Green Ratio		0.47		0.16	0.69					0.20	1.00	
Uniform Delay d ₁		13.6		26.6	7.6					25.9	0.0	
Delay Factor k		0.18		0.11	0.34					0.24	0.11	
Incremental Delay d ₂		1.2		1.0	3.9					1.4	0.0	
PF Factor		1.000		1.000	1.000					1.000	0.950	
Control Delay		14.8		27.6	11.5					27.2	0.0	
Lane Group LOS		B		C	B					C	A	
Approach Delay		14.8		13.2						24.2		
Approach LOS		B		B						C		
Intersection Delay		17.7		Intersection LOS							B	

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Palm Cyn Dr @ Tahquitz Cyn Way					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	Midday Peak Hour					Analysis Year	Existing+Buildout W/ Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	4	1
Lane Group		T	R	L	T					LT	R	
Volume (vph)		217	240	107	960					123	724	107
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0					2.0	2.0	
Extension of Effective Green		2.0	2.0	2.0	2.0					2.0	2.0	
Arrival Type		3	3	3	3					3	3	
Unit Extension		3.0	3.0	3.0	3.0					3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0					12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0					0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Thru & RT	WB Only	03		04		SB Only	06		07		08
Timing	G = 26.0	G = 11.0	G =	G =	G = 11.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		217	240	107	960					847	107	
Lane Group Capacity		762	648	306	1202					1163	1495	
v/c Ratio		0.28	0.37	0.35	0.80					0.73	0.07	
Green Ratio		0.43	0.43	0.18	0.68					0.18	1.00	
Uniform Delay d ₁		11.0	11.5	21.4	6.6					23.1	0.0	
Delay Factor k		0.11	0.11	0.11	0.34					0.29	0.11	
Incremental Delay d ₂		0.2	0.4	0.7	4.0					2.4	0.0	
PF Factor		1.000	1.000	1.000	1.000					1.000	0.950	
Control Delay		11.2	11.8	22.1	10.7					25.5	0.0	
Lane Group LOS		B	B	C	B					C	A	
Approach Delay		11.5			11.8					22.6		
Approach LOS		B			B					C		
Intersection Delay		15.9			Intersection LOS					B		

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>PM Peak Hour</i>						Intersection <i>Palm Cyn Dr @ Tahquitz Cyn Way</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Buildout W/ Park</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T						LT	R
Volume (vph)		437	648	83	432					96	684	73
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	2.0
Extension of Effective Green		2.0		2.0	2.0						2.0	2.0
Arrival Type		3		3	3						3	3
Unit Extension		3.0		3.0	3.0						3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08				
Timing	G = 36.0	G = 11.0	G =	G =	G = 11.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		1085		83	432						780	73
Lane Group Capacity		832		263	1282						998	1495
v/c Ratio		1.30		0.32	0.34						0.78	0.05
Green Ratio		0.51		0.16	0.73						0.16	1.00
Uniform Delay d ₁		17.0		26.2	3.4						28.3	0.0
Delay Factor k		0.50		0.11	0.11						0.33	0.11
Incremental Delay d ₂		556.5		0.7	0.2						4.2	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		573.5		26.9	3.6						32.6	0.0
Lane Group LOS		F		C	A						C	A
Approach Delay		573.5			7.3						29.8	
Approach LOS		F			A						C	
Intersection Delay		265.6			Intersection LOS						F	

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>PM Peak Hour</i>						Intersection <i>Palm Cyn Dr @ Tahquitz Cyn Way</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Buildout W/ Park</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	4	1
Lane Group		T	R	L	T					LT	R	
Volume (vph)		437	648	83	432					96	684	73
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0					2.0	2.0	
Extension of Effective Green		2.0	2.0	2.0	2.0					2.0	2.0	
Arrival Type		3	3	3	3					3	3	
Unit Extension		3.0	3.0	3.0	3.0					3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0					12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0					0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Thru & RT	WB Only	03		04		SB Only	06		07		08
Timing	G = 36.0	G = 11.0	G =	G =	G = 11.0	G =	G =	G =	G =	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =	Y =	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		437	648	83	432					780	73	
Lane Group Capacity		905	769	263	1282					998	1495	
v/c Ratio		0.48	0.84	0.32	0.34					0.78	0.05	
Green Ratio		0.51	0.51	0.16	0.73					0.16	1.00	
Uniform Delay d ₁		11.0	14.6	26.2	3.4					28.3	0.0	
Delay Factor k		0.11	0.38	0.11	0.11					0.33	0.11	
Incremental Delay d ₂		0.4	9.2	0.7	0.2					4.2	0.0	
PF Factor		1.000	1.000	1.000	1.000					1.000	0.950	
Control Delay		11.4	23.7	26.9	3.6					32.6	0.0	
Lane Group LOS		B	C	C	A					C	A	
Approach Delay		18.8			7.3					29.8		
Approach LOS		B			A					C		
Intersection Delay		20.2			Intersection LOS						C	

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Palm Cyn Dr @ Tahquitz Cyn Way					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	Saturday Midday Peak Hour					Analysis Year	Existing+Buildout W/ Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T					LT	R	
Volume (vph)		295	362	146	1090					196	1026	157
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0					2.0	2.0	
Extension of Effective Green		2.0		2.0	2.0					2.0	2.0	
Arrival Type		3		3	3					3	3	
Unit Extension		3.0		3.0	3.0					3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0					12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0					0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08				
Timing	G = 32.0	G = 11.0	G =	G =	G = 15.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		657		146	1090						1222	157
Lane Group Capacity		744		263	1181						1358	1495
v/c Ratio		0.88		0.56	0.92						0.90	0.11
Green Ratio		0.46		0.16	0.67						0.21	1.00
Uniform Delay d ₁		17.3		27.2	9.9						26.8	0.0
Delay Factor k		0.41		0.15	0.44						0.42	0.11
Incremental Delay d ₂		14.0		2.6	14.5						9.5	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		31.3		29.8	24.5						36.3	0.0
Lane Group LOS		C		C	C						D	A
Approach Delay		31.3		25.1							32.2	
Approach LOS		C		C							C	
Intersection Delay		29.3		Intersection LOS							C	

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>Midday Peak Hour</i>						Intersection <i>Palm Cyn Dr @ Arenas Road</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Buildout W/ Park</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		41	28	45	77					57	981	65
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	SB Only	06	07	08				
Timing	G = 8.0	G =	G =	G =	G = 54.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		69		45	77						1103	
Lane Group Capacity		190		117	201						3655	
v/c Ratio		0.36		0.38	0.38						0.30	
Green Ratio		0.11		0.11	0.11						0.77	
Uniform Delay d ₁		28.6		28.7	28.7						2.4	
Delay Factor k		0.11		0.11	0.11						0.11	
Incremental Delay d ₂		1.2		2.1	1.2						0.0	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		29.8		30.8	29.9						2.4	
Lane Group LOS		C		C	C						A	
Approach Delay		29.8		30.3							2.4	
Approach LOS		C		C							A	
Intersection Delay		6.5		Intersection LOS							A	

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>PM Peak Hour</i>						Intersection <i>Palm Cyn Dr @ Arenas Road</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Buildout W/ Park</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		72	38	32	52					44	1295	49
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	SB Only	06	07	08				
Timing	G = 8.0	G =	G =	G =	G = 54.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		110		32	52						1388	
Lane Group Capacity		192		103	201						3671	
v/c Ratio		0.57		0.31	0.26						0.38	
Green Ratio		0.11		0.11	0.11						0.77	
Uniform Delay d ₁		29.4		28.5	28.3						2.6	
Delay Factor k		0.17		0.11	0.11						0.11	
Incremental Delay d ₂		4.2		1.7	0.7						0.1	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		33.6		30.2	29.0						2.6	
Lane Group LOS		C		C	C						A	
Approach Delay		33.6		29.4							2.6	
Approach LOS		C		C							A	
Intersection Delay		6.2					Intersection LOS				A	

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>Saturday Midday Peak Hour</i>						Intersection <i>Palm Cyn Dr @ Arenas Road</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Existing+Buildout W/ Park</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		88	46	47	93					96	1343	74
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	SB Only	06	07	08				
Timing	G = 10.0	G =	G =	G =	G = 52.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		134		47	93						1513	
Lane Group Capacity		240		103	251						3523	
v/c Ratio		0.56		0.46	0.37						0.43	
Green Ratio		0.14		0.14	0.14						0.74	
Uniform Delay d ₁		27.9		27.5	27.2						3.4	
Delay Factor k		0.16		0.11	0.11						0.11	
Incremental Delay d ₂		2.9		3.2	0.9						0.1	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		30.9		30.7	28.1						3.5	
Lane Group LOS		C		C	C						A	
Approach Delay		30.9		29.0							3.5	
Approach LOS		C		C							A	
Intersection Delay		7.5		Intersection LOS							A	

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Belardo Road @ Amado Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/15			Analysis Year	Existing+Buildout W/ Park		
Analysis Time Period	Midday Peak Hour						
Project Description DT PS							
East/West Street: Amado Road				North/South Street: Belardo Road			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		57	178	30	111		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	57	178	30	111	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration		T	R	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				263		39	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	263	0	39	
Percent Heavy Vehicles	0	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		30		302			
C (m) (veh/h)		1298		756			
v/c		0.02		0.40			
95% queue length		0.07		1.98			
Control Delay (s/veh)		7.8		12.9			
LOS		A		B			
Approach Delay (s/veh)	--	--		12.9			
Approach LOS	--	--		B			

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Belardo Road @ Amado Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Buildout W/ Park		
Analysis Time Period	PM Peak Hour						
Project Description <i>DT PS</i>							
East/West Street: <i>Amado Road</i>				North/South Street: <i>Belardo Road</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>1.00</i>			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		100	497	19	72		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	100	497	19	72	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration		T	R	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				120		25	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	120	0	25	
Percent Heavy Vehicles	0	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		19		145			
C (m) (veh/h)		951		777			
v/c		0.02		0.19			
95% queue length		0.06		0.69			
Control Delay (s/veh)		8.9		10.7			
LOS		A		B			
Approach Delay (s/veh)	--	--		10.7			
Approach LOS	--	--		B			

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Belardo Road @ Amado Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/15			Analysis Year	Existing+Buildout W/ Park		
Analysis Time Period	Saturday Midday Peak Hour						
Project Description DT PS							
East/West Street: Amado Road				North/South Street: Belardo Road			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		82	290	32	110		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	82	290	32	110	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	1	0	1	0	
Configuration		T	R	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				310		45	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	310	0	45	
Percent Heavy Vehicles	0	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		32		355			
C (m) (veh/h)		1154		725			
v/c		0.03		0.49			
95% queue length		0.09		2.83			
Control Delay (s/veh)		8.2		14.7			
LOS		A		B			
Approach Delay (s/veh)	--	--		14.7			
Approach LOS	--	--		B			

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Belardo Road @ Amado Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Buildout W/ Park		
Analysis Time Period	Villagefest Peak Hour						
Project Description DT PS							
East/West Street: Amado Road				North/South Street: Belardo Road			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		117	848	15	121		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	117	848	15	121	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration		T	R	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				711		58	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	711	0	58	
Percent Heavy Vehicles	0	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		15		769			
C (m) (veh/h)		690		707			
v/c		0.02		1.09			
95% queue length		0.07		52.83			
Control Delay (s/veh)		10.3		216.3			
LOS		B		F			
Approach Delay (s/veh)	--	--		216.3			
Approach LOS	--	--		F			

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	Greg			Intersection	Belardo Rd @ Tahquitz Cyn Way			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Buildout W/ Park			
Analysis Time Period	Midday Peak Hour							
Project ID <i>DT PS</i>								
East/West Street: <i>Tahquitz Canyon Way</i>				North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	0	281	40	52	760	248		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	89	49	74	94	30	0		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	281	40	1060		212		124	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.0	0.0	0.0		0.4		0.8	
Prop. Right-Turns	0.0	1.0	0.2		0.3		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.0		0.0		0.3	
Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.25	0.04	0.94		0.19		0.11	
hd, final value (s)	6.96	6.25	5.97		7.10		7.70	
x, final value	0.54	0.07	1.76		0.42		0.27	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	4.7	3.9	4.0		5.1		5.7	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	503	290	1060		462		374	
Delay (s/veh)	17.87	9.41	1389		15.17		13.48	
LOS	C	A	F		C		B	
Approach: Delay (s/veh)	16.82		1389		15.17		13.48	
LOS	C		F		C		B	
Intersection Delay (s/veh)	863.29							
Intersection LOS	F							

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	Greg			Intersection	Belardo Rd @ Tahquitz Cyn Way			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Buildout W/ Park			
Analysis Time Period	PM Peak Hour							
Project ID <i>DT PS</i>								
East/West Street: <i>Tahquitz Canyon Way</i>				North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	0	734	97	55	333	107		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	44	27	61	290	59	0		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	734	97	495		132		349	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.0	0.0	0.1		0.3		0.8	
Prop. Right-Turns	0.0	1.0	0.2		0.5		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.0		-0.1		0.3	
Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.65	0.09	0.44		0.12		0.31	
hd, final value (s)	8.13	7.40	7.68		9.18		8.31	
x, final value	1.66	0.20	1.06		0.34		0.81	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	5.8	5.1	5.7		7.2		6.3	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	734	347	495		373		431	
Delay (s/veh)	1214	11.94	192.01		16.83		42.80	
LOS	F	B	F		C		E	
Approach: Delay (s/veh)	1073		192.01		16.83		42.80	
LOS	F		F		C		E	
Intersection Delay (s/veh)	555.76							
Intersection LOS	F							

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	Greg			Intersection	Belardo Rd @ Tahquitz Cyn Way			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Buildout W/ Park			
Analysis Time Period	Saturday Midday Peak Hour							
Project ID <i>DT PS</i>								
East/West Street: <i>Tahquitz Canyon Way</i>				North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	0	417	58	85	871	289		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	111	61	94	150	39	0		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	417	58	1245		266		189	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.0	0.0	0.1		0.4		0.8	
Prop. Right-Turns	0.0	1.0	0.2		0.4		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.0		0.0		0.3	
Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.37	0.05	1.11		0.24		0.17	
hd, final value (s)	7.93	7.21	7.38		8.21		8.87	
x, final value	0.92	0.12	2.55		0.61		0.47	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	5.6	4.9	5.4		6.2		6.9	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	451	308	1245		423		386	
Delay (s/veh)	73.38	10.85	2816		23.64		19.55	
LOS	F	B	F		C		C	
Approach: Delay (s/veh)	65.74		2816		23.64		19.55	
LOS	F		F		C		C	
Intersection Delay (s/veh)	1631							
Intersection LOS	F							

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	Greg			Intersection	Belardo Rd @ Tahquitz Cyn Way			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Buildout W/ Park			
Analysis Time Period	Villagefest Peak Hour							
Project ID <i>DT PS</i>								
East/West Street: <i>Tahquitz Canyon Way</i>				North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	0	346	528	11	292	111		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	66	87	20	39	549	13		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	346	528	414		173		601	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.0	0.0	0.0		0.4		0.1	
Prop. Right-Turns	0.0	1.0	0.3		0.1		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	-0.0		0.1		0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.31	0.47	0.37		0.15		0.53	
hd, final value (s)	8.89	8.16	8.50		9.88		8.46	
x, final value	0.85	1.20	0.98		0.47		1.41	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	6.6	5.9	6.5		7.9		6.5	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	405	528	424		363		601	
Delay (s/veh)	56.11	408.73	115.16		21.73		782.17	
LOS	F	F	F		C		F	
Approach: Delay (s/veh)	269.13		115.16		21.73		782.17	
LOS	F		F		C		F	
Intersection Delay (s/veh)	366.99							
Intersection LOS	F							

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	Greg				Intersection	Belardo Road @ Arenas Road			
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs			
Date Performed	9/22/2015				Analysis Year	Existing+Buildout W/ Park			
Analysis Time Period	Midday Peak Hour								
Project ID <i>DT PS</i>									
East/West Street: <i>Arenas Road</i>					North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R	L	T	R	L	R	
Volume (veh/h)	4	29	10	11	30	54			
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R	L	T	R	L	R	
Volume (veh/h)	11	133	14	17	102	4			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		
Flow Rate (veh/h)	<i>43</i>		<i>95</i>		<i>158</i>		<i>123</i>		
% Heavy Vehicles	<i>8</i>		<i>8</i>		<i>8</i>		<i>8</i>		
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Duration, T	<i>1.00</i>								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		
Prop. Right-Turns	<i>0.2</i>		<i>0.6</i>		<i>0.1</i>		<i>0.0</i>		
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	
hadj, computed	<i>0.0</i>		<i>-0.2</i>		<i>0.1</i>		<i>0.1</i>		
Departure Headway and Service Time									
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		
x, initial	<i>0.04</i>		<i>0.08</i>		<i>0.14</i>		<i>0.11</i>		
hd, final value (s)	<i>4.69</i>		<i>4.43</i>		<i>4.47</i>		<i>4.55</i>		
x, final value	<i>0.06</i>		<i>0.12</i>		<i>0.20</i>		<i>0.16</i>		
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		
Service Time, t _s (s)	<i>2.7</i>		<i>2.4</i>		<i>2.5</i>		<i>2.6</i>		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	<i>293</i>		<i>345</i>		<i>408</i>		<i>373</i>		
Delay (s/veh)	<i>7.97</i>		<i>8.02</i>		<i>8.56</i>		<i>8.39</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>		
Approach: Delay (s/veh)	<i>7.97</i>		<i>8.02</i>		<i>8.56</i>		<i>8.39</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>		
Intersection Delay (s/veh)	<i>8.33</i>								
Intersection LOS	<i>A</i>								

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	Greg			Intersection	Belardo Road @ Arenas Road			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Buildout W/ Park			
Analysis Time Period	PM Peak Hour							
Project ID <i>DT PS</i>								
East/West Street: <i>Arenas Road</i>				North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	4	25	7	15	20	32		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	4	84	32	47	142	9		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		<i>LTR</i>	
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>	
Flow Rate (veh/h)	<i>36</i>		<i>67</i>		<i>120</i>		<i>198</i>	
% Heavy Vehicles	<i>8</i>		<i>8</i>		<i>8</i>		<i>8</i>	
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>	
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>	
Duration, T	<i>1.00</i>							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	<i>0.1</i>		<i>0.2</i>		<i>0.0</i>		<i>0.2</i>	
Prop. Right-Turns	<i>0.2</i>		<i>0.5</i>		<i>0.3</i>		<i>0.0</i>	
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>	
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>
hadj, computed	<i>0.0</i>		<i>-0.1</i>		<i>-0.0</i>		<i>0.2</i>	
Departure Headway and Service Time								
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>	
x, initial	<i>0.03</i>		<i>0.06</i>		<i>0.11</i>		<i>0.18</i>	
hd, final value (s)	<i>4.76</i>		<i>4.57</i>		<i>4.35</i>		<i>4.44</i>	
x, final value	<i>0.05</i>		<i>0.09</i>		<i>0.15</i>		<i>0.24</i>	
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>	
Service Time, t _s (s)	<i>2.8</i>		<i>2.6</i>		<i>2.4</i>		<i>2.4</i>	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	<i>286</i>		<i>317</i>		<i>370</i>		<i>448</i>	
Delay (s/veh)	<i>8.00</i>		<i>8.00</i>		<i>8.09</i>		<i>8.87</i>	
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>	
Approach: Delay (s/veh)	<i>8.00</i>		<i>8.00</i>		<i>8.09</i>		<i>8.87</i>	
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>	
Intersection Delay (s/veh)	<i>8.44</i>							
Intersection LOS	<i>A</i>							

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	Greg			Intersection	Belardo Road @ Arenas Road			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Buildout W/ Park			
Analysis Time Period	Saturday Midday Peak Hour							
Project ID <i>DT PS</i>								
East/West Street: <i>Arenas Road</i>				North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	5	42	6	18	31	81		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	4	160	41	38	101	11		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		<i>LTR</i>	
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>	
Flow Rate (veh/h)	<i>53</i>		<i>130</i>		<i>205</i>		<i>150</i>	
% Heavy Vehicles	<i>8</i>		<i>8</i>		<i>8</i>		<i>8</i>	
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>	
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>	
Duration, T	<i>1.00</i>							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	<i>0.1</i>		<i>0.1</i>		<i>0.0</i>		<i>0.3</i>	
Prop. Right-Turns	<i>0.1</i>		<i>0.6</i>		<i>0.2</i>		<i>0.1</i>	
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>	
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>
hadj, computed	<i>0.1</i>		<i>-0.2</i>		<i>0.0</i>		<i>0.1</i>	
Departure Headway and Service Time								
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>	
x, initial	<i>0.05</i>		<i>0.12</i>		<i>0.18</i>		<i>0.13</i>	
hd, final value (s)	<i>5.02</i>		<i>4.62</i>		<i>4.56</i>		<i>4.75</i>	
x, final value	<i>0.07</i>		<i>0.17</i>		<i>0.26</i>		<i>0.20</i>	
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>	
Service Time, t _s (s)	<i>3.0</i>		<i>2.6</i>		<i>2.6</i>		<i>2.7</i>	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	<i>303</i>		<i>380</i>		<i>455</i>		<i>400</i>	
Delay (s/veh)	<i>8.42</i>		<i>8.54</i>		<i>9.17</i>		<i>8.92</i>	
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>	
Approach: Delay (s/veh)	<i>8.42</i>		<i>8.54</i>		<i>9.17</i>		<i>8.92</i>	
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>	
Intersection Delay (s/veh)	<i>8.87</i>							
Intersection LOS	<i>A</i>							

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	Greg			Intersection	Belardo Road @ Arenas Road			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Buildout W/ Park			
Analysis Time Period	Villagefest Peak Hour							
Project ID <i>DT PS</i>								
East/West Street: <i>Arenas Road</i>				North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	7	15	26	44	11	40		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	10	118	23	48	994	17		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		<i>LTR</i>	
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>	
Flow Rate (veh/h)	<i>48</i>		<i>95</i>		<i>151</i>		<i>1059</i>	
% Heavy Vehicles	<i>8</i>		<i>8</i>		<i>8</i>		<i>8</i>	
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>	
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>	
Duration, T	<i>1.00</i>							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	<i>0.1</i>		<i>0.5</i>		<i>0.1</i>		<i>0.0</i>	
Prop. Right-Turns	<i>0.5</i>		<i>0.4</i>		<i>0.2</i>		<i>0.0</i>	
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>	
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>
hadj, computed	<i>-0.2</i>		<i>-0.0</i>		<i>0.1</i>		<i>0.1</i>	
Departure Headway and Service Time								
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>	
x, initial	<i>0.04</i>		<i>0.08</i>		<i>0.13</i>		<i>0.94</i>	
hd, final value (s)	<i>6.23</i>		<i>6.23</i>		<i>5.38</i>		<i>4.72</i>	
x, final value	<i>0.08</i>		<i>0.16</i>		<i>0.23</i>		<i>1.39</i>	
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>	
Service Time, t _s (s)	<i>4.2</i>		<i>4.2</i>		<i>3.4</i>		<i>2.7</i>	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	<i>298</i>		<i>345</i>		<i>401</i>		<i>1059</i>	
Delay (s/veh)	<i>9.79</i>		<i>10.46</i>		<i>9.94</i>		<i>723.76</i>	
LOS	<i>A</i>		<i>B</i>		<i>A</i>		<i>F</i>	
Approach: Delay (s/veh)	<i>9.79</i>		<i>10.46</i>		<i>9.94</i>		<i>723.76</i>	
LOS	<i>A</i>		<i>B</i>		<i>A</i>		<i>F</i>	
Intersection Delay (s/veh)	<i>568.68</i>							
Intersection LOS	<i>F</i>							

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Cahuilla Rd @ Tahquitz Cyn Way		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Buildout W/ Park		
Analysis Time Period	Midday Peak Hour						
Project Description DT PS							
East/West Street: Tahquitz Canyon Way				North/South Street: Cahuilla Road			
Intersection Orientation: East-West				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		176	29	21	401		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	176	29	21	401	0	
Percent Heavy Vehicles	8	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration		T	R	LT			
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	41		33				
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	41	0	33	0	0	0	
Percent Heavy Vehicles	8	0	8	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0		0
Configuration		LR					
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		21		74			
C (m) (veh/h)		1331		557			
v/c		0.02		0.13			
95% queue length		0.05		0.46			
Control Delay (s/veh)		7.7		12.5			
LOS		A		B			
Approach Delay (s/veh)	--	--		12.5			
Approach LOS	--	--		B			

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Cahuilla Rd @ Tahquitz Cyn Way		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Buildout W/ Park		
Analysis Time Period	PM Peak Hour						
Project Description DT PS							
East/West Street: Tahquitz Canyon Way				North/South Street: Cahuilla Road			
Intersection Orientation: East-West				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		369	45	29	185		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	369	45	29	185	0	
Percent Heavy Vehicles	8	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration		T	R	LT			
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	26		21				
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	26	0	21	0	0	0	
Percent Heavy Vehicles	8	0	8	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration		LR					
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		29		47			
C (m) (veh/h)		1113		514			
v/c		0.03		0.09			
95% queue length		0.08		0.30			
Control Delay (s/veh)		8.3		12.7			
LOS		A		B			
Approach Delay (s/veh)	--	--	12.7				
Approach LOS	--	--	B				

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Cahuilla Road @ Arenas Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Buildout W/ Park		
Analysis Time Period	Midday Peak Hour						
Project Description DT PS							
East/West Street: Arenas Road				North/South Street: Cahuilla Road			
Intersection Orientation: East-West				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	2	26	0	3	25	15	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	2	26	0	3	25	15	
Percent Heavy Vehicles	8	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration	LT		R	LTR			
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	4	53	3	8	33	5	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	4	53	3	8	33	5	
Percent Heavy Vehicles	8	8	8	8	8	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration	LT		R		LTR		
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LT	LTR	LT		R		LTR
v (veh/h)	2	3	57		3		46
C (m) (veh/h)	1532	1550	803		1033		830
v/c	0.00	0.00	0.07		0.00		0.06
95% queue length	0.00	0.01	0.23		0.01		0.18
Control Delay (s/veh)	7.4	7.3	9.8		8.5		9.6
LOS	A	A	A		A		A
Approach Delay (s/veh)	--	--	9.8			9.6	
Approach LOS	--	--	A			A	

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Cahuilla Road @ Arenas Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Buildout W/ Park		
Analysis Time Period	PM Peak Hour						
Project Description DT PS							
East/West Street: Arenas Road				North/South Street: Cahuilla Road			
Intersection Orientation: East-West				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	5	20	4	3	20	11	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	5	20	4	3	20	11	
Percent Heavy Vehicles	8	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration	LT		R	LTR			
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	0	30	3	14	55	6	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	30	3	14	55	6	
Percent Heavy Vehicles	8	8	8	8	8	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration	LT		R		LTR		
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound		Southbound		
Movement	1	4	7	8	9	10	11
Lane Configuration	LT	LTR	LT		R		LTR
v (veh/h)	5	3	30		3		75
C (m) (veh/h)	1543	1553	808		1041		833
v/c	0.00	0.00	0.04		0.00		0.09
95% queue length	0.01	0.01	0.12		0.01		0.30
Control Delay (s/veh)	7.3	7.3	9.6		8.5		9.7
LOS	A	A	A		A		A
Approach Delay (s/veh)	--	--	9.5		9.7		
Approach LOS	--	--	A		A		

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Museum Dr @ Tahquitz Cyn Way		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Buildout W/ Park		
Analysis Time Period	Midday Peak Hour						
Project Description DT PS							
East/West Street: Tahquitz Canyon Way				North/South Street: Museum Drive			
Intersection Orientation: East-West				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	2	16			20	425	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	2	16	0	0	20	425	
Percent Heavy Vehicles	8	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	0	0	1	1	
Configuration	LT				T	R	
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				18		4	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	18	0	4	
Percent Heavy Vehicles	0	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	1	0	1	
Configuration				L		R	
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LT					L	R
v (veh/h)	2					18	4
C (m) (veh/h)	1084					955	1041
v/c	0.00					0.02	0.00
95% queue length	0.01					0.06	0.01
Control Delay (s/veh)	8.3					8.8	8.5
LOS	A					A	A
Approach Delay (s/veh)	--	--				8.8	
Approach LOS	--	--				A	

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Museum Dr @ Tahquitz Cyn Way		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Buildout W/ Park		
Analysis Time Period	PM Peak Hour						
Project Description DT PS							
East/West Street: Tahquitz Canyon Way				North/South Street: Museum Drive			
Intersection Orientation: East-West				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	4	11			10	202	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	4	11	0	0	10	202	
Percent Heavy Vehicles	8	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	0	0	1	1	
Configuration	LT				T	R	
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				399		4	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	399	0	4	
Percent Heavy Vehicles	0	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	1	0	1	
Configuration				L		R	
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LT					L	R
v (veh/h)	4					399	4
C (m) (veh/h)	1323					967	1054
v/c	0.00					0.41	0.00
95% queue length	0.01					2.09	0.01
Control Delay (s/veh)	7.7					11.3	8.4
LOS	A					B	A
Approach Delay (s/veh)	--	--				11.3	
Approach LOS	--	--				B	

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	Greg			Intersection	Palm Canyon Drive @ Andreas Rd			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Buildout W/ Park			
Analysis Time Period	Midday Peak Hour							
Project Description <i>DT PS</i>								
East/West Street: <i>Andreas Road</i>				North/South Street: <i>Palm Canyon Drive</i>				
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>1.00</i>				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)				34	1184	300		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	34	1184	300		
Percent Heavy Vehicles	0	--	--	8	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	0	0	1	2	0		
Configuration				L	T	TR		
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)		106	17	31	75			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	106	17	31	75	0		
Percent Heavy Vehicles	0	8	8	8	8	8		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	LT					TR
v (veh/h)		34	106					123
C (m) (veh/h)		1585	108					147
v/c		0.02	0.98					0.84
95% queue length		0.07	12.12					8.85
Control Delay (s/veh)		7.3	264.9					124.4
LOS		A	F					F
Approach Delay (s/veh)	--	--	264.9			124.4		
Approach LOS	--	--	F			F		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Palm Cyn Dr @ Andreas Road					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	Midday Peak Hour					Analysis Year	Existing+Buildout W/ Park					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	0	1					1	2	0
Lane Group		TR			LT					L	TR	
Volume (vph)		106	17	31	75					34	1184	300
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0			2.0					2.0	2.0	
Extension of Effective Green		2.0			2.0					2.0	2.0	
Arrival Type		3			3					3	3	
Unit Extension		3.0			3.0					3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0			12.0					12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0			0					0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	SB Only	06	07	08				
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		123			106					34	1484	
Lane Group Capacity		271			198					1217	2366	
v/c Ratio		0.45			0.54					0.03	0.63	
Green Ratio		0.16			0.16					0.73	0.73	
Uniform Delay d ₁		26.8			27.1					2.6	4.7	
Delay Factor k		0.11			0.14					0.11	0.21	
Incremental Delay d ₂		1.2			2.9					0.0	0.5	
PF Factor		1.000			1.000					1.000	1.000	
Control Delay		28.0			30.0					2.6	5.3	
Lane Group LOS		C			C					A	A	
Approach Delay		28.0			30.0						5.2	
Approach LOS		C			C						A	
Intersection Delay		8.3			Intersection LOS						A	

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Palm Canyon Drive @ Andreas Rd		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Buildout W/ Park		
Analysis Time Period	PM Peak Hour						
Project Description <i>DT PS</i>							
East/West Street: <i>Andreas Road</i>				North/South Street: <i>Palm Canyon Drive</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>1.00</i>			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)				40	837	129	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	40	837	129	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	0	0	1	2	0	
Configuration				L	T	TR	
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)		325	53	40	32		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	325	53	40	32	0	
Percent Heavy Vehicles	0	8	8	8	8	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L	LT				TR
v (veh/h)		40	72				378
C (m) (veh/h)		1585	0				258
v/c		0.03					1.47
95% queue length		0.08					68.30
Control Delay (s/veh)		7.3					898.0
LOS		A	F				F
Approach Delay (s/veh)	--	--				898.0	
Approach LOS	--	--				F	

SHORT REPORT													
General Information						Site Information							
Analyst	Greg					Intersection	Palm Cyn Dr @ Andreas Road						
Agency or Co.	Endo Engineering					Area Type	All other areas						
Date Performed	9/22/15					Jurisdiction	Palm Springs						
Time Period	PM Peak Hour					Analysis Year	Existing+Buildout W/ Park						
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes		1	0	0	1					1	2	0	
Lane Group		TR			LT					L	TR		
Volume (vph)		325	53	40	32					40	837	129	
% Heavy Vehicles		8	8	8	8					8	8	8	
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00	
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A	
Startup Lost Time		2.0			2.0					2.0	2.0		
Extension of Effective Green		2.0			2.0					2.0	2.0		
Arrival Type		3			3					3	3		
Unit Extension		3.0			3.0					3.0	3.0		
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0	
Lane Width		12.0			12.0					12.0	12.0		
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/Hour													
Bus Stops/Hour		0			0					0	0		
Minimum Pedestrian Time		3.2			3.2			3.2			3.2		
Phasing	EW Perm	02		03		04		SB Only	06		07		08
Timing	G = 22.0	G =		G =		G =		G = 40.0	G =		G =		G =
	Y = 4	Y =		Y =		Y =		Y = 4	Y =		Y =		Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0							
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adjusted Flow Rate		378			72					40	966		
Lane Group Capacity		542			338					955	1876		
v/c Ratio		0.70			0.21					0.04	0.51		
Green Ratio		0.31			0.31					0.57	0.57		
Uniform Delay d ₁		21.1			17.6					6.6	9.1		
Delay Factor k		0.26			0.11					0.11	0.12		
Incremental Delay d ₂		4.0			0.3					0.0	0.2		
PF Factor		1.000			1.000					1.000	1.000		
Control Delay		25.1			18.0					6.6	9.4		
Lane Group LOS		C			B					A	A		
Approach Delay		25.1			18.0						9.2		
Approach LOS		C			B						A		
Intersection Delay		13.8			Intersection LOS						B		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst				Intersection	Palm Canyon Drive @ Andreas Rd			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Buildout W/ Park			
Analysis Time Period	Saturday Midday Peak Hour							
Project Description <i>DT PS</i>								
East/West Street: <i>Andreas Road</i>				North/South Street: <i>Palm Canyon Drive</i>				
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>1.00</i>				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)				59	1517	349		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	59	1517	349		
Percent Heavy Vehicles	0	--	--	8	--	--		
Median Type	Undivided							
RT Channelized			0				0	
Lanes	0	0	0	1	2	0		
Configuration				L	T	TR		
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)		169	28	44	87			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	169	28	44	87	0		
Percent Heavy Vehicles	0	8	8	8	8	8		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	LT					TR
v (veh/h)		59	131					197
C (m) (veh/h)		1585	0					82
v/c		0.04						2.40
95% queue length		0.12						62.25
Control Delay (s/veh)		7.4						2646
LOS		A	F					F
Approach Delay (s/veh)	--	--					2646	
Approach LOS	--	--					F	

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	Greg				Intersection	Belardo Road @ Museum Way			
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs			
Date Performed	9/22/2015				Analysis Year	Existing+Buildout W/ Park			
Analysis Time Period	Midday Peak Hour								
Project ID <i>DT PS</i>									
East/West Street: <i>Museum Way</i>					North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	114	0	49	0	0	0			
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	238	77	0	0	142	159			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	<i>LR</i>				<i>LT</i>		<i>T R</i>		
PHF	<i>1.00</i>				<i>1.00</i>		<i>1.00 1.00</i>		
Flow Rate (veh/h)	<i>163</i>				<i>315</i>		<i>142 159</i>		
% Heavy Vehicles	<i>8</i>				<i>8</i>		<i>8 8</i>		
No. Lanes	<i>1</i>		<i>0</i>		<i>1</i>		<i>2</i>		
Geometry Group	<i>1</i>				<i>3a</i>		<i>5</i>		
Duration, T	<i>1.00</i>								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	<i>0.7</i>				<i>0.8</i>		<i>0.0</i>	<i>0.0</i>	
Prop. Right-Turns	<i>0.3</i>				<i>0.0</i>		<i>0.0</i>	<i>1.0</i>	
Prop. Heavy Vehicle	<i>0.1</i>				<i>0.1</i>		<i>0.1</i>	<i>0.1</i>	
hLT-adj	<i>0.2</i>	<i>0.2</i>			<i>0.2</i>	<i>0.2</i>	<i>0.5</i>	<i>0.5</i>	
hRT-adj	<i>-0.6</i>	<i>-0.6</i>			<i>-0.6</i>	<i>-0.6</i>	<i>-0.7</i>	<i>-0.7</i>	
hHV-adj	<i>1.7</i>	<i>1.7</i>			<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	
hadj, computed	<i>0.1</i>				<i>0.3</i>		<i>0.1</i>	<i>-0.6</i>	
Departure Headway and Service Time									
hd, initial value (s)	<i>3.20</i>				<i>3.20</i>		<i>3.20</i>	<i>3.20</i>	
x, initial	<i>0.14</i>				<i>0.28</i>		<i>0.13</i>	<i>0.14</i>	
hd, final value (s)	<i>5.45</i>				<i>5.13</i>		<i>5.45</i>	<i>4.74</i>	
x, final value	<i>0.25</i>				<i>0.45</i>		<i>0.21</i>	<i>0.21</i>	
Move-up time, m (s)	<i>2.0</i>				<i>2.0</i>		<i>2.3</i>		
Service Time, t _s (s)	<i>3.4</i>				<i>3.1</i>		<i>3.1</i>	<i>2.4</i>	
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	<i>413</i>				<i>565</i>		<i>392 409</i>		
Delay (s/veh)	<i>10.23</i>				<i>12.28</i>		<i>9.63 8.69</i>		
LOS	<i>B</i>				<i>B</i>		<i>A A</i>		
Approach: Delay (s/veh)	<i>10.23</i>				<i>12.28</i>		<i>9.14</i>		
LOS	<i>B</i>				<i>B</i>		<i>A</i>		
Intersection Delay (s/veh)	<i>10.64</i>								
Intersection LOS	<i>B</i>								

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	Greg				Intersection	Belardo Road @ Museum Way			
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs			
Date Performed	9/22/2015				Analysis Year	Existing+Buildout W/ Park			
Analysis Time Period	PM Peak Hour								
Project ID <i>DT PS</i>									
East/West Street: <i>Museum Way</i>					North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics									
Approach	Eastbound			Westbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R
Volume (veh/h)	351	0	150	0	0	0			
%Thrus Left Lane									
Approach	Northbound			Southbound			Westbound		
Movement	L	T	R	L	T	R	L	T	R
Volume (veh/h)	103	187	0	0	79	68			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	<i>LR</i>				<i>LT</i>		<i>T</i>		<i>R</i>
PHF	<i>1.00</i>				<i>1.00</i>		<i>1.00</i>		<i>1.00</i>
Flow Rate (veh/h)	<i>501</i>				<i>290</i>		<i>79</i>		<i>68</i>
% Heavy Vehicles	<i>8</i>				<i>8</i>		<i>8</i>		<i>8</i>
No. Lanes	<i>1</i>		<i>0</i>		<i>1</i>		<i>2</i>		
Geometry Group	<i>1</i>				<i>3a</i>		<i>5</i>		
Duration, T					<i>1.00</i>				
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	<i>0.7</i>				<i>0.4</i>		<i>0.0</i>	<i>0.0</i>	
Prop. Right-Turns	<i>0.3</i>				<i>0.0</i>		<i>0.0</i>	<i>1.0</i>	
Prop. Heavy Vehicle	<i>0.1</i>				<i>0.1</i>		<i>0.1</i>	<i>0.1</i>	
hLT-adj	<i>0.2</i>	<i>0.2</i>			<i>0.2</i>	<i>0.2</i>	<i>0.5</i>	<i>0.5</i>	
hRT-adj	<i>-0.6</i>	<i>-0.6</i>			<i>-0.6</i>	<i>-0.6</i>	<i>-0.7</i>	<i>-0.7</i>	
hHV-adj	<i>1.7</i>	<i>1.7</i>			<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	
hadj, computed	<i>0.1</i>				<i>0.2</i>		<i>0.1</i>	<i>-0.6</i>	
Departure Headway and Service Time									
hd, initial value (s)	<i>3.20</i>				<i>3.20</i>		<i>3.20</i>	<i>3.20</i>	
x, initial	<i>0.45</i>				<i>0.26</i>		<i>0.07</i>	<i>0.06</i>	
hd, final value (s)	<i>5.28</i>				<i>5.95</i>		<i>6.61</i>	<i>5.89</i>	
x, final value	<i>0.73</i>				<i>0.48</i>		<i>0.15</i>	<i>0.11</i>	
Move-up time, m (s)	<i>2.0</i>				<i>2.0</i>		<i>2.3</i>		
Service Time, t _s (s)	<i>3.3</i>				<i>4.0</i>		<i>4.3</i>	<i>3.6</i>	
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	<i>667</i>				<i>540</i>		<i>329</i>		<i>318</i>
Delay (s/veh)	<i>22.45</i>				<i>14.41</i>		<i>10.43</i>		<i>9.33</i>
LOS	<i>C</i>				<i>B</i>		<i>B</i>		<i>A</i>
Approach: Delay (s/veh)	<i>22.45</i>				<i>14.41</i>		<i>9.92</i>		
LOS	<i>C</i>				<i>B</i>		<i>A</i>		
Intersection Delay (s/veh)					<i>18.00</i>				
Intersection LOS					<i>C</i>				

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	Greg				Intersection	Belardo Road @ Museum Way			
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs			
Date Performed	9/22/2015				Analysis Year	Existing+Buildout W/ Park			
Analysis Time Period	Saturday Midday Peak Hour								
Project ID <i>DT PS</i>									
East/West Street: <i>Museum Way</i>					North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	182	0	78	0	0	0			
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	277	118	0	0	164	185			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	LR				LT		T R		
PHF	1.00				1.00		1.00 1.00		
Flow Rate (veh/h)	260				395		164 185		
% Heavy Vehicles	8				8		8 8		
No. Lanes	1		0		1		2		
Geometry Group	1				3a		5		
Duration, T	1.00								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.7				0.7		0.0	0.0	
Prop. Right-Turns	0.3				0.0		0.0	1.0	
Prop. Heavy Vehicle	0.1				0.1		0.1	0.1	
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5	
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7	
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7	
hadj, computed	0.1				0.3		0.1	-0.6	
Departure Headway and Service Time									
hd, initial value (s)	3.20				3.20		3.20	3.20	
x, initial	0.23				0.35		0.15	0.16	
hd, final value (s)	5.86				5.59		5.99	5.28	
x, final value	0.42				0.61		0.27	0.27	
Move-up time, m (s)	2.0				2.0		2.3		
Service Time, t _s (s)	3.9				3.6		3.7	3.0	
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	510				628		414 435		
Delay (s/veh)	13.16				17.38		10.94 9.95		
LOS	B				C		B A		
Approach: Delay (s/veh)	13.16				17.38		10.42		
LOS	B				C		B		
Intersection Delay (s/veh)	13.86								
Intersection LOS	B								

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	Greg				Intersection	Belardo Road @ Museum Way			
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs			
Date Performed	9/22/2015				Analysis Year	Existing+Buildout W/ Park			
Analysis Time Period	Villagefest Peak Hour								
Project ID <i>DT PS</i>									
East/West Street: <i>Museum Way</i>					North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	453	0	50	0	0	0			
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	17	458	0	0	420	154			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	LR				LT		T R		
PHF	1.00				1.00		1.00 1.00		
Flow Rate (veh/h)	503				475		420 154		
% Heavy Vehicles	8				8		8 8		
No. Lanes	1		0		1		2		
Geometry Group	1				3a		5		
Duration, T	1.00								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.9				0.0		0.0	0.0	
Prop. Right-Turns	0.1				0.0		0.0	1.0	
Prop. Heavy Vehicle	0.1				0.1		0.1	0.1	
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5	
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7	
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7	
hadj, computed	0.3				0.1		0.1	-0.6	
Departure Headway and Service Time									
hd, initial value (s)	3.20				3.20		3.20	3.20	
x, initial	0.45				0.42		0.37	0.14	
hd, final value (s)	7.25				7.35		7.86	7.14	
x, final value	1.01				0.97		0.92	0.31	
Move-up time, m (s)	2.0				2.0		2.3		
Service Time, t _s (s)	5.3				5.4		5.6	4.8	
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	503				490		458 404		
Delay (s/veh)	138.15				100.13		72.35 12.97		
LOS	F				F		F B		
Approach: Delay (s/veh)	138.15				100.13		56.42		
LOS	F				F		F		
Intersection Delay (s/veh)	96.29								
Intersection LOS	F								

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Belardo Road @ Andreas Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Buildout W/ Park		
Analysis Time Period	Midday Peak Hour						
Project Description DT PS							
East/West Street: Andreas Road				North/South Street: Belardo Road			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		147	79	103	88		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	147	79	103	88	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	0	0	1		0
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				65		168	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	65	0	168	
Percent Heavy Vehicles	8	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		103		233			
C (m) (veh/h)		1308		702			
v/c		0.08		0.33			
95% queue length		0.26		1.48			
Control Delay (s/veh)		8.0		12.7			
LOS		A		B			
Approach Delay (s/veh)	--	--	12.7				
Approach LOS	--	--	B				

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Belardo Road @ Andreas Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Buildout W/ Park		
Analysis Time Period	PM Peak Hour						
Project Description DT PS							
East/West Street: Andreas Road				North/South Street: Belardo Road			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		150	116	122	108		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	150	116	122	108	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	0	0	1		0
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				72		139	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	72	0	139	
Percent Heavy Vehicles	8	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		122		211			
C (m) (veh/h)		1264		627			
v/c		0.10		0.34			
95% queue length		0.32		1.51			
Control Delay (s/veh)		8.2		13.6			
LOS		A		B			
Approach Delay (s/veh)	--	--		13.6			
Approach LOS	--	--		B			

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst				Intersection	Belardo Road @ Andreas Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Buildout W/ Park		
Analysis Time Period	Saturday Midday Peak Hour						
Project Description <i>DT PS</i>							
East/West Street: <i>Andreas Road</i>				North/South Street: <i>Belardo Road</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>1.00</i>			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		189	106	133	109		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	189	106	133	109	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	0	0	1		0
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				83		206	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	83	0	206	
Percent Heavy Vehicles	8	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		133		289			
C (m) (veh/h)		1233		611			
v/c		0.11		0.47			
95% queue length		0.36		2.65			
Control Delay (s/veh)		8.3		16.2			
LOS		A		C			
Approach Delay (s/veh)	--	--	16.2				
Approach LOS	--	--	C				

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Belardo Road @ Andreas Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	Existing+Buildout W/ Park		
Analysis Time Period	Villagefest Peak Hour						
Project Description DT PS							
East/West Street: Andreas Road				North/South Street: Belardo Road			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		281	51	125	345		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	281	51	125	345	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	0	0	1		0
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				129		194	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	129	0	194	
Percent Heavy Vehicles	8	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		125		323			
C (m) (veh/h)		1194		431			
v/c		0.10		0.75			
95% queue length		0.35		7.84			
Control Delay (s/veh)		8.4		37.1			
LOS		A		E			
Approach Delay (s/veh)	--	--		37.1			
Approach LOS	--	--		E			

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	Greg				Intersection	Belardo Road @ Main Street			
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs			
Date Performed	9/22/2015				Analysis Year	Existing+Buildout W/ Park			
Analysis Time Period	Midday Peak Hour								
Project ID <i>DT PS</i>									
East/West Street: <i>Main Street</i>					North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics									
Approach	Eastbound			Westbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R
Volume (veh/h)	47	0	47	21	64	43			
%Thrus Left Lane									
Approach	Northbound			Southbound					
Movement	L	T	R	L	T	R	L	T	R
Volume (veh/h)	161	136	0	0	56	96			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	<i>LR</i>		<i>LTR</i>		<i>LT</i>		<i>TR</i>		
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		
Flow Rate (veh/h)	<i>94</i>		<i>128</i>		<i>297</i>		<i>152</i>		
% Heavy Vehicles	<i>8</i>		<i>8</i>		<i>8</i>		<i>8</i>		
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Duration, T	<i>1.00</i>								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	<i>0.5</i>		<i>0.2</i>		<i>0.5</i>		<i>0.0</i>		
Prop. Right-Turns	<i>0.5</i>		<i>0.3</i>		<i>0.0</i>		<i>0.6</i>		
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	
hadj, computed	<i>-0.1</i>		<i>-0.0</i>		<i>0.2</i>		<i>-0.2</i>		
Departure Headway and Service Time									
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		
x, initial	<i>0.08</i>		<i>0.11</i>		<i>0.26</i>		<i>0.14</i>		
hd, final value (s)	<i>5.17</i>		<i>5.14</i>		<i>4.94</i>		<i>4.66</i>		
x, final value	<i>0.13</i>		<i>0.18</i>		<i>0.41</i>		<i>0.20</i>		
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		
Service Time, t _s (s)	<i>3.2</i>		<i>3.1</i>		<i>2.9</i>		<i>2.7</i>		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	<i>344</i>		<i>378</i>		<i>547</i>		<i>402</i>		
Delay (s/veh)	<i>8.97</i>		<i>9.29</i>		<i>11.33</i>		<i>8.80</i>		
LOS	<i>A</i>		<i>A</i>		<i>B</i>		<i>A</i>		
Approach: Delay (s/veh)	<i>8.97</i>		<i>9.29</i>		<i>11.33</i>		<i>8.80</i>		
LOS	<i>A</i>		<i>A</i>		<i>B</i>		<i>A</i>		
Intersection Delay (s/veh)	<i>10.04</i>								
Intersection LOS	<i>B</i>								

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	Greg				Intersection	Belardo Road @ Main Street			
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs			
Date Performed	9/22/2015				Analysis Year	Existing+Buildout W/ Park			
Analysis Time Period	PM Peak Hour								
Project ID <i>DT PS</i>									
East/West Street: <i>Main Street</i>					North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics									
Approach	Eastbound			Westbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R
Volume (veh/h)	66	0	66	28	27	31			
%Thrus Left Lane									
Approach	Northbound			Southbound					
Movement	L	T	R	L	T	R			
Volume (veh/h)	67	63	0	0	78	40			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	<i>LR</i>		<i>LTR</i>		<i>LT</i>		<i>TR</i>		
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		
Flow Rate (veh/h)	<i>132</i>		<i>86</i>		<i>130</i>		<i>118</i>		
% Heavy Vehicles	<i>8</i>		<i>8</i>		<i>8</i>		<i>8</i>		
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Duration, T	<i>1.00</i>								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	<i>0.5</i>		<i>0.3</i>		<i>0.5</i>		<i>0.0</i>		
Prop. Right-Turns	<i>0.5</i>		<i>0.4</i>		<i>0.0</i>		<i>0.3</i>		
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	
hadj, computed	<i>-0.1</i>		<i>-0.0</i>		<i>0.2</i>		<i>-0.1</i>		
Departure Headway and Service Time									
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		
x, initial	<i>0.12</i>		<i>0.08</i>		<i>0.12</i>		<i>0.10</i>		
hd, final value (s)	<i>4.55</i>		<i>4.66</i>		<i>4.81</i>		<i>4.53</i>		
x, final value	<i>0.17</i>		<i>0.11</i>		<i>0.17</i>		<i>0.15</i>		
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		
Service Time, t _s (s)	<i>2.6</i>		<i>2.7</i>		<i>2.8</i>		<i>2.5</i>		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	<i>382</i>		<i>336</i>		<i>380</i>		<i>368</i>		
Delay (s/veh)	<i>8.46</i>		<i>8.24</i>		<i>8.82</i>		<i>8.31</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>		
Approach: Delay (s/veh)	<i>8.46</i>		<i>8.24</i>		<i>8.82</i>		<i>8.31</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>		
Intersection Delay (s/veh)	<i>8.48</i>								
Intersection LOS	<i>A</i>								

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	Greg			Intersection	Belardo Road @ Main Street			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Buildout W/ Park			
Analysis Time Period	Saturday Midday Peak Hour							
Project ID <i>DT PS</i>								
East/West Street: <i>Main Street</i>				North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics								
Approach	Eastbound			Westbound				
Movement	L	T	R	L	T	R		
Volume (veh/h)	76	0	76	33	75	56		
%Thrus Left Lane								
Approach	Northbound			Southbound				
Movement	L	T	R	L	T	R		
Volume (veh/h)	187	163	0	0	80	112		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LR</i>		<i>LTR</i>		<i>LT</i>		<i>TR</i>	
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>	
Flow Rate (veh/h)	<i>152</i>		<i>164</i>		<i>350</i>		<i>192</i>	
% Heavy Vehicles	<i>8</i>		<i>8</i>		<i>8</i>		<i>8</i>	
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>	
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>	
Duration, T	<i>1.00</i>							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	<i>0.5</i>		<i>0.2</i>		<i>0.5</i>		<i>0.0</i>	
Prop. Right-Turns	<i>0.5</i>		<i>0.3</i>		<i>0.0</i>		<i>0.6</i>	
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>	
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>
hadj, computed	<i>-0.1</i>		<i>-0.0</i>		<i>0.2</i>		<i>-0.2</i>	
Departure Headway and Service Time								
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>	
x, initial	<i>0.14</i>		<i>0.15</i>		<i>0.31</i>		<i>0.17</i>	
hd, final value (s)	<i>5.63</i>		<i>5.64</i>		<i>5.37</i>		<i>5.18</i>	
x, final value	<i>0.24</i>		<i>0.26</i>		<i>0.52</i>		<i>0.28</i>	
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>	
Service Time, t _s (s)	<i>3.6</i>		<i>3.6</i>		<i>3.4</i>		<i>3.2</i>	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	<i>402</i>		<i>414</i>		<i>600</i>		<i>442</i>	
Delay (s/veh)	<i>10.38</i>		<i>10.58</i>		<i>14.19</i>		<i>10.15</i>	
LOS	<i>B</i>		<i>B</i>		<i>B</i>		<i>B</i>	
Approach: Delay (s/veh)	<i>10.38</i>		<i>10.58</i>		<i>14.19</i>		<i>10.15</i>	
LOS	<i>B</i>		<i>B</i>		<i>B</i>		<i>B</i>	
Intersection Delay (s/veh)	<i>11.92</i>							
Intersection LOS	<i>B</i>							

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	Greg			Intersection	Belardo Road @ Main Street			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	Existing+Buildout W/ Park			
Analysis Time Period	Villagefest Peak Hour							
Project ID <i>DT PS</i>								
East/West Street: <i>Main Street</i>				North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	147	0	147	64	0	43		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	55	143	0	0	390	83		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LR</i>		<i>LTR</i>		<i>LT</i>		<i>TR</i>	
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>	
Flow Rate (veh/h)	<i>294</i>		<i>107</i>		<i>198</i>		<i>473</i>	
% Heavy Vehicles	<i>8</i>		<i>8</i>		<i>8</i>		<i>8</i>	
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>	
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>	
Duration, T	<i>1.00</i>							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	<i>0.5</i>		<i>0.6</i>		<i>0.3</i>		<i>0.0</i>	
Prop. Right-Turns	<i>0.5</i>		<i>0.4</i>		<i>0.0</i>		<i>0.2</i>	
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>	
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>
hadj, computed	<i>-0.1</i>		<i>0.0</i>		<i>0.2</i>		<i>0.0</i>	
Departure Headway and Service Time								
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>	
x, initial	<i>0.26</i>		<i>0.10</i>		<i>0.18</i>		<i>0.42</i>	
hd, final value (s)	<i>6.08</i>		<i>6.63</i>		<i>6.29</i>		<i>5.64</i>	
x, final value	<i>0.50</i>		<i>0.20</i>		<i>0.35</i>		<i>0.74</i>	
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>	
Service Time, t _s (s)	<i>4.1</i>		<i>4.6</i>		<i>4.3</i>		<i>3.6</i>	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	<i>544</i>		<i>357</i>		<i>448</i>		<i>621</i>	
Delay (s/veh)	<i>15.03</i>		<i>11.25</i>		<i>12.60</i>		<i>24.20</i>	
LOS	<i>C</i>		<i>B</i>		<i>B</i>		<i>C</i>	
Approach: Delay (s/veh)	<i>15.03</i>		<i>11.25</i>		<i>12.60</i>		<i>24.20</i>	
LOS	<i>C</i>		<i>B</i>		<i>B</i>		<i>C</i>	
Intersection Delay (s/veh)	<i>18.25</i>							
Intersection LOS	<i>C</i>							

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/2015</i> Time Period <i>Midday Peak Hour</i>						Intersection <i>Indian Canyon Dr @ Amado Rd</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>2017 No Project</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	28	77			37	81	71	1076	112			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 11.0	G =	G =	G =	G = 41.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	28	77			37	81		1259				
Lane Group Capacity	236	322			322	1495		4296				
v/c Ratio	0.12	0.24			0.11	0.05		0.29				
Green Ratio	0.18	0.18			0.18	1.00		0.68				
Uniform Delay d ₁	20.5	20.9			20.4	0.0		3.8				
Delay Factor k	0.11	0.11			0.11	0.11		0.11				
Incremental Delay d ₂	0.2	0.4			0.2	0.0		0.0				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	20.7	21.3			20.6	0.0		3.8				
Lane Group LOS	C	C			C	A		A				
Approach Delay	21.1			6.5			3.8					
Approach LOS	C			A			A					
Intersection Delay	5.2			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Canyon Dr @ Amado Rd					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	PM Peak Hour					Analysis Year	2017 No Project					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	35	90			62	94	101	1170	136			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 11.0	G =	G =	G =	G = 41.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	35	90			62	94		1407				
Lane Group Capacity	231	322			322	1495		4287				
v/c Ratio	0.15	0.28			0.19	0.06		0.33				
Green Ratio	0.18	0.18			0.18	1.00		0.68				
Uniform Delay d ₁	20.6	21.1			20.7	0.0		3.9				
Delay Factor k	0.11	0.11			0.11	0.11		0.11				
Incremental Delay d ₂	0.3	0.5			0.3	0.0		0.0				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	20.9	21.6			21.0	0.0		3.9				
Lane Group LOS	C	C			C	A		A				
Approach Delay	21.4			8.4			3.9					
Approach LOS	C			A			A					
Intersection Delay	5.6			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/2015</i> Time Period <i>Saturday Midday Peak Hour</i>						Intersection <i>Indian Canyon Dr @ Amado Rd</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Year 2017 No Project</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	50	106			62	102	130	1302	95			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 11.0	G =	G =	G =	G = 41.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	50	106			62	102		1527				
Lane Group Capacity	231	322			322	1495		4307				
v/c Ratio	0.22	0.33			0.19	0.07		0.35				
Green Ratio	0.18	0.18			0.18	1.00		0.68				
Uniform Delay d ₁	20.8	21.3			20.7	0.0		4.0				
Delay Factor k	0.11	0.11			0.11	0.11		0.11				
Incremental Delay d ₂	0.5	0.6			0.3	0.0		0.1				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	21.3	21.9			21.0	0.0		4.0				
Lane Group LOS	C	C			C	A		A				
Approach Delay	21.7			8.0			4.0					
Approach LOS	C			A			A					
Intersection Delay	5.9			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Canyon Dr @					
Agency or Co.	Endo Engineering						Andreas Rd					
Date Performed	9/22/15					Area Type	All other areas					
Time Period	Midday Peak Hour					Jurisdiction	Palm Springs					
						Analysis Year	2017 No Project					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	20	16			5	69	16	1304	35			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	20	16			74			1355				
Lane Group Capacity	170	276			242			4634				
v/c Ratio	0.12	0.06			0.31			0.29				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d ₁	25.3	25.1			26.1			3.3				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d ₂	0.3	0.1			0.7			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	25.6	25.2			26.8			3.3				
Lane Group LOS	C	C			C			A				
Approach Delay	25.4			26.8			3.3					
Approach LOS	C			C			A					
Intersection Delay	5.0			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Canyon Dr @ Andreas Rd					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	PM Peak Hour					Analysis Year	2017 No Project					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	25	17			7	73	20	1135	28			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	25	17			80			1183				
Lane Group Capacity	163	276			242			4635				
v/c Ratio	0.15	0.06			0.33			0.26				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d ₁	25.5	25.1			26.2			3.2				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d ₂	0.4	0.1			0.8			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	25.9	25.2			27.0			3.2				
Lane Group LOS	C	C			C			A				
Approach Delay	25.6			27.0			3.2					
Approach LOS	C			C			A					
Intersection Delay	5.4			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>Saturday Midday Peak Hour</i>						Intersection <i>Indian Canyon Dr @ Andreas Rd</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>Year 2017 No Project</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	30	21			8	117	9	1388	43			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	30	21			125			1440				
Lane Group Capacity	117	276			242			4633				
v/c Ratio	0.26	0.08			0.52			0.31				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d ₁	25.9	25.2			27.1			3.3				
Delay Factor k	0.11	0.11			0.12			0.11				
Incremental Delay d ₂	1.2	0.1			1.9			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	27.1	25.3			29.0			3.4				
Lane Group LOS	C	C			C			A				
Approach Delay	26.3			29.0			3.4					
Approach LOS	C			C			A					
Intersection Delay	6.1			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Cyn Dr @ Tahquitz Cyn					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	Midday Peak Hour					Analysis Year	2017 No Project					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	82	155			147	167	70	1102	168			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EB Only	WB Only	03	04	NB Only	06	07	08				
Timing	G = 11.0	G = 11.0	G =	G =	G = 36.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	82	155			147	167		1340				
Lane Group Capacity	263	276			276	1929		3216				
v/c Ratio	0.31	0.56			0.53	0.09		0.42				
Green Ratio	0.16	0.16			0.16	0.73		0.51				
Uniform Delay d ₁	26.1	27.3			27.1	2.8		10.5				
Delay Factor k	0.11	0.16			0.14	0.11		0.11				
Incremental Delay d ₂	0.7	2.6			2.0	0.0		0.1				
PF Factor	1.000	1.000			1.000	1.000		1.000				
Control Delay	26.8	29.9			29.1	2.8		10.6				
Lane Group LOS	C	C			C	A		B				
Approach Delay	28.8			15.1			10.6					
Approach LOS	C			B			B					
Intersection Delay	13.6			Intersection LOS						B		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Cyn Dr @ Tahquitz Cyn					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	PM Peak Hour					Analysis Year	2017 No Project					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	73	117			171	143	46	950	119			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EB Only	WB Only	03	04	NB Only	06	07	08				
Timing	G = 11.0	G = 11.0	G =	G =	G = 36.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	73	117			171	143		1115				
Lane Group Capacity	263	276			276	1929		3227				
v/c Ratio	0.28	0.42			0.62	0.07		0.35				
Green Ratio	0.16	0.16			0.16	0.73		0.51				
Uniform Delay d ₁	26.0	26.6			27.5	2.7		10.0				
Delay Factor k	0.11	0.11			0.20	0.11		0.11				
Incremental Delay d ₂	0.6	1.1			4.3	0.0		0.1				
PF Factor	1.000	1.000			1.000	1.000		1.000				
Control Delay	26.6	27.7			31.8	2.7		10.1				
Lane Group LOS	C	C			C	A		B				
Approach Delay	27.3			18.6			10.1					
Approach LOS	C			B			B					
Intersection Delay	13.8			Intersection LOS						B		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Cyn Dr @ Tahquitz Cyn					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	Saturday Midday Peak Hour					Analysis Year	2017 No Project					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	113	189			216	182	100	1166	194			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EB Only	WB Only	03	04	NB Only	06	07	08				
Timing	G = 12.0	G = 13.0	G =	G =	G = 33.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	113	189			216	182		1460				
Lane Group Capacity	286	302			327	1891		2942				
v/c Ratio	0.40	0.63			0.66	0.10		0.50				
Green Ratio	0.17	0.17			0.19	0.71		0.47				
Uniform Delay d ₁	25.8	26.9			26.5	3.1		12.8				
Delay Factor k	0.11	0.21			0.24	0.11		0.11				
Incremental Delay d ₂	0.9	4.1			5.0	0.0		0.1				
PF Factor	1.000	1.000			1.000	1.000		1.000				
Control Delay	26.7	31.0			31.5	3.1		12.9				
Lane Group LOS	C	C			C	A		B				
Approach Delay	29.4			18.5			12.9					
Approach LOS	C			B			B					
Intersection Delay	16.2			Intersection LOS						B		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Cyn Dr @ Tahquitz Cyn					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	Midday Peak Hour					Analysis Year	2017 No Project					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	66	41			38	29	50	1259	74			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	66	41			67			1383				
Lane Group Capacity	179	276			260			4610				
v/c Ratio	0.37	0.15			0.26			0.30				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d ₁	26.4	25.5			25.9			3.3				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d ₂	1.3	0.3			0.5			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	27.7	25.7			26.4			3.3				
Lane Group LOS	C	C			C			A				
Approach Delay	26.9			26.4			3.3					
Approach LOS	C			C			A					
Intersection Delay	6.0			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Cyn Dr @ Tahquitz Cyn					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	PM Peak Hour					Analysis Year	2017 No Project					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	45	44			31	30	39	1063	67			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	45	44			61			1169				
Lane Group Capacity	186	276			258			4607				
v/c Ratio	0.24	0.16			0.24			0.25				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d ₁	25.8	25.5			25.8			3.2				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d ₂	0.7	0.3			0.5			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	26.5	25.8			26.3			3.2				
Lane Group LOS	C	C			C			A				
Approach Delay	26.2			26.3			3.2					
Approach LOS	C			C			A					
Intersection Delay	5.8			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Indian Cyn Dr @ Tahquitz Cyn					
Agency or Co.	Endo Engineering					Area Type	All other areas					
Date Performed	9/22/15					Jurisdiction	Palm Springs					
Time Period	Saturday Midday Peak Hour					Analysis Year	2017 No Project					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	90	50			40	49	78	1319	99			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				
Phasing	EW Perm	02	03	04	NB Only	06	07	08				
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	90	50			89			1496				
Lane Group Capacity	154	276			256			4597				
v/c Ratio	0.58	0.18			0.35			0.33				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d ₁	27.4	25.6			26.3			3.4				
Delay Factor k	0.18	0.11			0.11			0.11				
Incremental Delay d ₂	5.7	0.3			0.8			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	33.1	25.9			27.1			3.4				
Lane Group LOS	C	C			C			A				
Approach Delay	30.5			27.1			3.4					
Approach LOS	C			C			A					
Intersection Delay	6.8			Intersection LOS						A		

SHORT REPORT													
General Information						Site Information							
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>Midday Peak Hour</i>						Intersection <i>Palm Canyon Drive @ Amado Road</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>2017 No Project</i>							
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes		1	1	1	1					0	3	0	
Lane Group		T	R	L	T						LTR		
Volume (vph)		23	30	108	37					90	976	24	
% Heavy Vehicles		8	8	8	8					8	8	8	
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00	
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A	
Startup Lost Time		2.0	2.0	2.0	2.0						2.0		
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0		
Arrival Type		3	3	3	3						3		
Unit Extension		3.0	3.0	3.0	3.0						3.0		
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0	
Lane Width		12.0	12.0	12.0	12.0						12.0		
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/Hour													
Bus Stops/Hour		0	0	0	0						0		
Minimum Pedestrian Time		3.2			3.2			3.2			3.2		
Phasing	EW Perm	02		03		04		SB Only	06		07		08
Timing	G = 9.0	G =		G =		G =		G = 43.0	G =		G =		G =
	Y = 4	Y =		Y =		Y =		Y = 4	Y =		Y =		Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0							
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adjusted Flow Rate		23	30	108	37						1090		
Lane Group Capacity		264	1495	196	264						3409		
v/c Ratio		0.09	0.02	0.55	0.14						0.32		
Green Ratio		0.15	1.00	0.15	0.15						0.72		
Uniform Delay d ₁		22.0	0.0	23.6	22.1						3.1		
Delay Factor k		0.11	0.11	0.15	0.11						0.11		
Incremental Delay d ₂		0.1	0.0	3.4	0.2						0.1		
PF Factor		1.000	0.950	1.000	1.000						1.000		
Control Delay		22.1	0.0	27.0	22.4						3.2		
Lane Group LOS		C	A	C	C						A		
Approach Delay		9.6			25.8						3.2		
Approach LOS		A			C						A		
Intersection Delay		6.0			Intersection LOS						A		

SHORT REPORT													
General Information						Site Information							
Analyst	Greg					Intersection	Palm Canyon Drive @ Amado Road						
Agency or Co.	Endo Engineering					Area Type	All other areas						
Date Performed	9/22/15					Jurisdiction	Palm Springs						
Time Period	PM Peak Hour					Analysis Year	2017 No Project						
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes		1	1	1	1					0	3	0	
Lane Group		T	R	L	T						LTR		
Volume (vph)		20	23	78	24					83	827	19	
% Heavy Vehicles		8	8	8	8					8	8	8	
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00	
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A	
Startup Lost Time		2.0	2.0	2.0	2.0						2.0		
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0		
Arrival Type		3	3	3	3						3		
Unit Extension		3.0	3.0	3.0	3.0						3.0		
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0	
Lane Width		12.0	12.0	12.0	12.0						12.0		
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/Hour													
Bus Stops/Hour		0	0	0	0						0		
Minimum Pedestrian Time		3.2			3.2			3.2			3.2		
Phasing	EW Perm	02		03		04		SB Only	06		07		08
Timing	G = 8.0	G =		G =		G =		G = 44.0	G =		G =		G =
	Y = 4	Y =		Y =		Y =		Y = 4	Y =		Y =		Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0							
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adjusted Flow Rate		20	23	78	24						929		
Lane Group Capacity		235	1495	175	235						3488		
v/c Ratio		0.09	0.02	0.45	0.10						0.27		
Green Ratio		0.13	1.00	0.13	0.13						0.73		
Uniform Delay d ₁		22.8	0.0	24.0	22.8						2.7		
Delay Factor k		0.11	0.11	0.11	0.11						0.11		
Incremental Delay d ₂		0.2	0.0	1.8	0.2						0.0		
PF Factor		1.000	0.950	1.000	1.000						1.000		
Control Delay		22.9	0.0	25.8	23.0						2.7		
Lane Group LOS		C	A	C	C						A		
Approach Delay		10.7			25.1						2.7		
Approach LOS		B			C						A		
Intersection Delay		5.1			Intersection LOS						A		

SHORT REPORT													
General Information						Site Information							
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>Saturday Midday Peak Hour</i>						Intersection <i>Palm Canyon Drive @ Amado Road</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>2017 No Project</i>							
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes		1	1	1	1					0	3	0	
Lane Group		T	R	L	T						LTR		
Volume (vph)		30	49	140	53					119	1180	37	
% Heavy Vehicles		8	8	8	8					8	8	8	
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00	
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A	
Startup Lost Time		2.0	2.0	2.0	2.0						2.0		
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0		
Arrival Type		3	3	3	3						3		
Unit Extension		3.0	3.0	3.0	3.0						3.0		
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0	
Lane Width		12.0	12.0	12.0	12.0						12.0		
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/Hour													
Bus Stops/Hour		0	0	0	0						0		
Minimum Pedestrian Time		3.2			3.2			3.2			3.2		
Phasing	EW Perm	02		03		04		SB Only	06		07		08
Timing	G = 11.0	G =		G =		G =		G = 41.0	G =		G =		G =
	Y = 4	Y =		Y =		Y =		Y = 4	Y =		Y =		Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0							
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adjusted Flow Rate		30	49	140	53						1336		
Lane Group Capacity		322	1495	238	322						3247		
v/c Ratio		0.09	0.03	0.59	0.16						0.41		
Green Ratio		0.18	1.00	0.18	0.18						0.68		
Uniform Delay d ₁		20.4	0.0	22.4	20.6						4.2		
Delay Factor k		0.11	0.11	0.18	0.11						0.11		
Incremental Delay d ₂		0.1	0.0	3.8	0.2						0.1		
PF Factor		1.000	0.950	1.000	1.000						1.000		
Control Delay		20.5	0.0	26.3	20.9						4.3		
Lane Group LOS		C	A	C	C						A		
Approach Delay		7.8			24.8						4.3		
Approach LOS		A			C						A		
Intersection Delay		6.9			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Palm Cyn Dr @ Tahquitz					
Agency or Co.	Endo Engineering						Cyn Way					
Date Performed	9/22/15					Area Type	All other areas					
Time Period	Midday Peak Hour					Jurisdiction	Palm Springs					
						Analysis Year	2017 No Project					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T					LT	R	
Volume (vph)		109	38	162	84					148	822	50
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0					2.0	2.0	
Extension of Effective Green		2.0		2.0	2.0					2.0	2.0	
Arrival Type		3		3	3					3	3	
Unit Extension		3.0		3.0	3.0					3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0					12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0					0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08				
Timing	G = 11.0	G = 11.0	G =	G =	G = 36.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		147		162	84						970	50
Lane Group Capacity		267		263	653						3261	1495
v/c Ratio		0.55		0.62	0.13						0.30	0.03
Green Ratio		0.16		0.16	0.37						0.51	1.00
Uniform Delay d ₁		27.2		27.5	14.5						9.7	0.0
Delay Factor k		0.15		0.20	0.11						0.11	0.11
Incremental Delay d ₂		2.5		4.4	0.1						0.1	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		29.7		31.9	14.6						9.8	0.0
Lane Group LOS		C		C	B						A	A
Approach Delay		29.7			26.0						9.3	
Approach LOS		C			C						A	
Intersection Delay		14.3			Intersection LOS						B	

SHORT REPORT												
General Information						Site Information						
Analyst	Greg					Intersection	Palm Cyn Dr @ Tahquitz					
Agency or Co.	Endo Engineering						Cyn Way					
Date Performed	9/22/15					Area Type	All other areas					
Time Period	PM Peak Hour					Jurisdiction	Palm Springs					
						Analysis Year	2017 No Project					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T					LT	R	
Volume (vph)		90	18	154	57					100	739	45
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0					2.0	2.0	
Extension of Effective Green		2.0		2.0	2.0					2.0	2.0	
Arrival Type		3		3	3					3	3	
Unit Extension		3.0		3.0	3.0					3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0					12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0					0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08				
Timing	G = 11.0	G = 11.0	G =	G =	G = 36.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		108		154	57						839	45
Lane Group Capacity		270		263	653						3267	1495
v/c Ratio		0.40		0.59	0.09						0.26	0.03
Green Ratio		0.16		0.16	0.37						0.51	1.00
Uniform Delay d ₁		26.5		27.4	14.3						9.5	0.0
Delay Factor k		0.11		0.18	0.11						0.11	0.11
Incremental Delay d ₂		1.0		3.4	0.1						0.0	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		27.5		30.8	14.3						9.6	0.0
Lane Group LOS		C		C	B						A	A
Approach Delay		27.5			26.3						9.1	
Approach LOS		C			C						A	
Intersection Delay		13.8			Intersection LOS						B	

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>Saturday Midday Peak Hour</i>						Intersection <i>Palm Cyn Dr @ Tahquitz Cyn Way</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>2017 No Project</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T					LT	R	
Volume (vph)		120	37	239	70					195	1060	84
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0					2.0	2.0	
Extension of Effective Green		2.0		2.0	2.0					2.0	2.0	
Arrival Type		3		3	3					3	3	
Unit Extension		3.0		3.0	3.0					3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0					12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0					0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08				
Timing	G = 11.0	G = 14.0	G =	G =	G = 33.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		157		239	70						1255	84
Lane Group Capacity		268		334	729						2989	1495
v/c Ratio		0.59		0.72	0.10						0.42	0.06
Green Ratio		0.16		0.20	0.41						0.47	1.00
Uniform Delay d ₁		27.4		26.1	12.5						12.2	0.0
Delay Factor k		0.18		0.28	0.11						0.11	0.11
Incremental Delay d ₂		3.3		7.4	0.1						0.1	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		30.7		33.6	12.6						12.3	0.0
Lane Group LOS		C		C	B						B	A
Approach Delay		30.7			28.8						11.5	
Approach LOS		C			C						B	
Intersection Delay		16.2			Intersection LOS						B	

SHORT REPORT													
General Information						Site Information							
Analyst	Greg					Intersection	Palm Cyn Dr @ Arenas Road						
Agency or Co.	Endo Engineering					Area Type	All other areas						
Date Performed	9/22/15					Jurisdiction	Palm Springs						
Time Period	Midday Peak Hour					Analysis Year	2017 No Project						
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes		1	0	1	1					0	3	0	
Lane Group		TR		L	T						LTR		
Volume (vph)		26	21	49	31					55	941	66	
% Heavy Vehicles		8	8	8	8					8	8	8	
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00	
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A	
Startup Lost Time		2.0		2.0	2.0						2.0		
Extension of Effective Green		2.0		2.0	2.0						2.0		
Arrival Type		3		3	3						3		
Unit Extension		3.0		3.0	3.0						3.0		
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0	
Lane Width		12.0		12.0	12.0						12.0		
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/Hour													
Bus Stops/Hour		0		0	0						0		
Minimum Pedestrian Time		3.2			3.2			3.2			3.2		
Phasing	EW Perm	02		03		04		SB Only	06		07		08
Timing	G = 8.0	G =		G =		G =		G = 54.0	G =		G =		G =
	Y = 4	Y =		Y =		Y =		Y = 4	Y =		Y =		Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0							
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adjusted Flow Rate		47		49	31						1062		
Lane Group Capacity		189		145	201						3653		
v/c Ratio		0.25		0.34	0.15						0.29		
Green Ratio		0.11		0.11	0.11						0.77		
Uniform Delay d ₁		28.3		28.6	27.9						2.4		
Delay Factor k		0.11		0.11	0.11						0.11		
Incremental Delay d ₂		0.7		1.4	0.4						0.0		
PF Factor		1.000		1.000	1.000						1.000		
Control Delay		29.0		30.0	28.3						2.4		
Lane Group LOS		C		C	C						A		
Approach Delay		29.0			29.3						2.4		
Approach LOS		C			C						A		
Intersection Delay		5.3			Intersection LOS						A		

SHORT REPORT													
General Information						Site Information							
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>PM Peak Hour</i>						Intersection <i>Palm Cyn Dr @ Arenas Road</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>2017 No Project</i>							
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes		1	0	1	1					0	3	0	
Lane Group		TR		L	T						LTR		
Volume (vph)		42	16	34	34					30	810	49	
% Heavy Vehicles		8	8	8	8					8	8	8	
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00	
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A	
Startup Lost Time		2.0		2.0	2.0						2.0		
Extension of Effective Green		2.0		2.0	2.0						2.0		
Arrival Type		3		3	3						3		
Unit Extension		3.0		3.0	3.0						3.0		
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0	
Lane Width		12.0		12.0	12.0						12.0		
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/Hour													
Bus Stops/Hour		0		0	0						0		
Minimum Pedestrian Time		3.2			3.2			3.2			3.2		
Phasing	EW Perm	02		03		04		SB Only	06		07		08
Timing	G = 8.0	G =		G =		G =		G = 54.0	G =		G =		G =
	Y = 4	Y =		Y =		Y =		Y = 4	Y =		Y =		Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0							
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adjusted Flow Rate		58		34	34						889		
Lane Group Capacity		194		131	201						3660		
v/c Ratio		0.30		0.26	0.17						0.24		
Green Ratio		0.11		0.11	0.11						0.77		
Uniform Delay d ₁		28.4		28.3	28.0						2.3		
Delay Factor k		0.11		0.11	0.11						0.11		
Incremental Delay d ₂		0.9		1.1	0.4						0.0		
PF Factor		1.000		1.000	1.000						1.000		
Control Delay		29.3		29.4	28.4						2.3		
Lane Group LOS		C		C	C						A		
Approach Delay		29.3			28.9						2.3		
Approach LOS		C			C						A		
Intersection Delay		5.6			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>9/22/15</i> Time Period <i>Saturday Midday Peak Hour</i>						Intersection <i>Palm Cyn Dr @ Arenas Road</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Springs</i> Analysis Year <i>2017 No Project</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		56	36	49	39					89	1167	73
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	SB Only	06	07	08				
Timing	G = 9.0	G =	G =	G =	G = 53.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		92		49	39						1329	
Lane Group Capacity		214		111	226						3587	
v/c Ratio		0.43		0.44	0.17						0.37	
Green Ratio		0.13		0.13	0.13						0.76	
Uniform Delay d ₁		28.1		28.2	27.2						2.9	
Delay Factor k		0.11		0.11	0.11						0.11	
Incremental Delay d ₂		1.4		2.8	0.4						0.1	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		29.5		31.0	27.5						2.9	
Lane Group LOS		C		C	C						A	
Approach Delay		29.5		29.5							2.9	
Approach LOS		C		C							A	
Intersection Delay		6.1		Intersection LOS								A

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Belardo Road @ Amado Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/15			Analysis Year	2017 No Project		
Analysis Time Period	Midday Peak Hour						
Project Description <i>DT PS</i>							
East/West Street: <i>Amado Road</i>				North/South Street: <i>Belardo Road</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>1.00</i>			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		46	25	31	75		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	46	25	31	75	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration		T	R	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				25		40	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	25	0	40	
Percent Heavy Vehicles	0	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		31		65			
C (m) (veh/h)		1492		904			
v/c		0.02		0.07			
95% queue length		0.06		0.23			
Control Delay (s/veh)		7.5		9.3			
LOS		A		A			
Approach Delay (s/veh)	--	--		9.3			
Approach LOS	--	--		A			

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Belardo Road @ Amado Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	2017 No Project		
Analysis Time Period	PM Peak Hour						
Project Description DT PS							
East/West Street: Amado Road				North/South Street: Belardo Road			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		61	17	18	57		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	61	17	18	57	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration		T	R	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				18		24	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	18	0	24	
Percent Heavy Vehicles	0	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		18		42			
C (m) (veh/h)		1483		905			
v/c		0.01		0.05			
95% queue length		0.04		0.15			
Control Delay (s/veh)		7.5		9.2			
LOS		A		A			
Approach Delay (s/veh)	--	--		9.2			
Approach LOS	--	--		A			

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Belardo Road @ Amado Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/15			Analysis Year	Year 2017 No Project		
Analysis Time Period	Saturday Midday Peak Hour						
Project Description DT PS							
East/West Street: Amado Road				North/South Street: Belardo Road			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		63	45	26	66		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	63	45	26	66	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration		T	R	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				33		41	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	33	0	41	
Percent Heavy Vehicles	0	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		26		74			
C (m) (veh/h)		1446		882			
v/c		0.02		0.08			
95% queue length		0.05		0.27			
Control Delay (s/veh)		7.5		9.5			
LOS		A		A			
Approach Delay (s/veh)	--	--	9.5				
Approach LOS	--	--	A				

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst				Intersection	Belardo Road @ Amado Road		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	2017 No Project		
Analysis Time Period	Villagefest Peak Hour						
Project Description DT PS							
East/West Street: Amado Road				North/South Street: Belardo Road			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		76	59	13	104		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	76	59	13	104	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration		T	R	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				405		58	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	405	0	58	
Percent Heavy Vehicles	0	0	0	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		13		463			
C (m) (veh/h)		1413		783			
v/c		0.01		0.59			
95% queue length		0.03		4.23			
Control Delay (s/veh)		7.6		16.2			
LOS		A		C			
Approach Delay (s/veh)	--	--		16.2			
Approach LOS	--	--		C			

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	Greg			Intersection	Belardo Rd @ Tahquitz Cyn Way			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	2017 No Project			
Analysis Time Period	Midday Peak Hour							
Project ID <i>DT PS</i>								
East/West Street: <i>Tahquitz Canyon Way</i>				North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	0	60	19	51	75	0		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	21	21	77	0	20	0		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	60	19	126		119		20	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.0	0.0	0.4		0.2		0.0	
Prop. Right-Turns	0.0	1.0	0.0		0.6		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.2		-0.2		0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.05	0.02	0.11		0.11		0.02	
hd, final value (s)	5.06	4.36	4.63		4.20		4.66	
x, final value	0.08	0.02	0.16		0.14		0.03	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	2.8	2.1	2.6		2.2		2.7	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	310	269	376		369		270	
Delay (s/veh)	8.23	7.16	8.53		7.88		7.79	
LOS	A	A	A		A		A	
Approach: Delay (s/veh)	7.97		8.53		7.88		7.79	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.13							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	Greg			Intersection	Belardo Rd @ Tahquitz Cyn Way			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	2017 No Project			
Analysis Time Period	PM Peak Hour							
Project ID <i>DT PS</i>								
East/West Street: <i>Tahquitz Canyon Way</i>				North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	0	43	29	54	39	0		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	15	15	64	0	28	0		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	43	29	93		94		28	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.0	0.0	0.6		0.2		0.0	
Prop. Right-Turns	0.0	1.0	0.0		0.7		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.3		-0.2		0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.04	0.03	0.08		0.08		0.02	
hd, final value (s)	4.98	4.28	4.61		4.08		4.52	
x, final value	0.06	0.03	0.12		0.11		0.04	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	2.7	2.0	2.6		2.1		2.5	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	293	279	343		344		278	
Delay (s/veh)	8.00	7.14	8.23		7.57		7.69	
LOS	A	A	A		A		A	
Approach: Delay (s/veh)	7.65		8.23		7.57		7.69	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.82							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	Greg			Intersection	Belardo Rd @ Tahquitz Cyn Way			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	2017 No Project			
Analysis Time Period	Saturday Midday Peak Hour							
Project ID <i>DT PS</i>								
East/West Street: <i>Tahquitz Canyon Way</i>				North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	0	61	22	79	70	0		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	31	30	97	0	22	0		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	61	22	149		158		22	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.0	0.0	0.5		0.2		0.0	
Prop. Right-Turns	0.0	1.0	0.0		0.6		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.2		-0.2		0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.05	0.02	0.13		0.14		0.02	
hd, final value (s)	5.19	4.49	4.77		4.31		4.79	
x, final value	0.09	0.03	0.20		0.19		0.03	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	2.9	2.2	2.8		2.3		2.8	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	311	272	399		408		272	
Delay (s/veh)	8.40	7.32	8.94		8.31		7.94	
LOS	A	A	A		A		A	
Approach: Delay (s/veh)	8.11		8.94		8.31		7.94	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.48							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	Greg			Intersection	Belardo Rd @ Tahquitz Cyn Way			
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs			
Date Performed	9/22/2015			Analysis Year	2017 No Project			
Analysis Time Period	Villagefest Peak Hour							
Project ID <i>DT PS</i>								
East/West Street: <i>Tahquitz Canyon Way</i>				North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	0	13	103	13	9	0		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	38	78	22	0	231	1		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	13	103	22		138		232	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.0	0.0	0.6		0.3		0.0	
Prop. Right-Turns	0.0	1.0	0.0		0.2		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.3		0.1		0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.01	0.09	0.02		0.12		0.21	
hd, final value (s)	5.54	4.84	5.31		4.61		4.55	
x, final value	0.02	0.14	0.03		0.18		0.29	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	3.2	2.5	3.3		2.6		2.5	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	263	353	272		388		482	
Delay (s/veh)	8.36	8.32	8.49		8.61		9.43	
LOS	A	A	A		A		A	
Approach: Delay (s/veh)	8.32		8.49		8.61		9.43	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.91							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	Greg				Intersection	Belardo Road @ Arenas Road			
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs			
Date Performed	9/22/2015				Analysis Year	2017 No Project			
Analysis Time Period	Midday Peak Hour								
Project ID <i>DT PS</i>									
East/West Street: <i>Arenas Road</i>					North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R		L	T	R		
Volume (veh/h)	4	24	10		11	22	16		
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R		L	T	R		
Volume (veh/h)	11	78	9		4	83	4		
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		
Flow Rate (veh/h)	<i>38</i>		<i>49</i>		<i>98</i>		<i>91</i>		
% Heavy Vehicles	<i>8</i>		<i>8</i>		<i>8</i>		<i>8</i>		
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Duration, T	<i>1.00</i>								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	<i>0.1</i>		<i>0.2</i>		<i>0.1</i>		<i>0.0</i>		
Prop. Right-Turns	<i>0.3</i>		<i>0.3</i>		<i>0.1</i>		<i>0.0</i>		
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	
hadj, computed	<i>-0.0</i>		<i>-0.0</i>		<i>0.1</i>		<i>0.1</i>		
Departure Headway and Service Time									
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		
x, initial	<i>0.03</i>		<i>0.04</i>		<i>0.09</i>		<i>0.08</i>		
hd, final value (s)	<i>4.38</i>		<i>4.36</i>		<i>4.30</i>		<i>4.32</i>		
x, final value	<i>0.05</i>		<i>0.06</i>		<i>0.12</i>		<i>0.11</i>		
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		
Service Time, t _s (s)	<i>2.4</i>		<i>2.4</i>		<i>2.3</i>		<i>2.3</i>		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	<i>288</i>		<i>299</i>		<i>348</i>		<i>341</i>		
Delay (s/veh)	<i>7.60</i>		<i>7.63</i>		<i>7.87</i>		<i>7.85</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>		
Approach: Delay (s/veh)	<i>7.60</i>		<i>7.63</i>		<i>7.87</i>		<i>7.85</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>		
Intersection Delay (s/veh)	<i>7.79</i>								
Intersection LOS	<i>A</i>								

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	Greg				Intersection	Belardo Road @ Arenas Road			
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs			
Date Performed	9/22/2015				Analysis Year	2017 No Project			
Analysis Time Period	PM Peak Hour								
Project ID <i>DT PS</i>									
East/West Street: <i>Arenas Road</i>					North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R	L	T	R	L	R	
Volume (veh/h)	4	15	8	15	17	15			
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R	L	T	R	L	R	
Volume (veh/h)	4	62	28	8	81	9			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		
Flow Rate (veh/h)	<i>27</i>		<i>47</i>		<i>94</i>		<i>98</i>		
% Heavy Vehicles	<i>8</i>		<i>8</i>		<i>8</i>		<i>8</i>		
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Duration, T	<i>1.00</i>								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	<i>0.1</i>		<i>0.3</i>		<i>0.0</i>		<i>0.1</i>		
Prop. Right-Turns	<i>0.3</i>		<i>0.3</i>		<i>0.3</i>		<i>0.1</i>		
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	
hadj, computed	<i>-0.0</i>		<i>0.0</i>		<i>-0.0</i>		<i>0.1</i>		
Departure Headway and Service Time									
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		
x, initial	<i>0.02</i>		<i>0.04</i>		<i>0.08</i>		<i>0.09</i>		
hd, final value (s)	<i>4.37</i>		<i>4.36</i>		<i>4.14</i>		<i>4.26</i>		
x, final value	<i>0.03</i>		<i>0.06</i>		<i>0.11</i>		<i>0.12</i>		
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		
Service Time, t _s (s)	<i>2.4</i>		<i>2.4</i>		<i>2.1</i>		<i>2.3</i>		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	<i>277</i>		<i>297</i>		<i>344</i>		<i>348</i>		
Delay (s/veh)	<i>7.51</i>		<i>7.63</i>		<i>7.64</i>		<i>7.82</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>		
Approach: Delay (s/veh)	<i>7.51</i>		<i>7.63</i>		<i>7.64</i>		<i>7.82</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>		
Intersection Delay (s/veh)	<i>7.69</i>								
Intersection LOS	<i>A</i>								

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	Greg	Intersection	Belardo Road @ Arenas Road
Agency/Co.	Endo Engineering	Jurisdiction	Palm Springs
Date Performed	9/22/2015	Analysis Year	2017 No Project
Analysis Time Period	Saturday Midday Peak Hour		

Project ID *DT PS*East/West Street: *Arenas Road*North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	5	32	6	19	18	36
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	4	97	29	18	65	11
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		<i>LTR</i>	
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>	
Flow Rate (veh/h)	<i>43</i>		<i>73</i>		<i>130</i>		<i>94</i>	
% Heavy Vehicles	<i>8</i>		<i>8</i>		<i>8</i>		<i>8</i>	
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>	
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>	
Duration, T	<i>1.00</i>							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	<i>0.1</i>		<i>0.3</i>		<i>0.0</i>		<i>0.2</i>	
Prop. Right-Turns	<i>0.1</i>		<i>0.5</i>		<i>0.2</i>		<i>0.1</i>	
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>	
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>
hadj, computed	<i>0.1</i>		<i>-0.1</i>		<i>0.0</i>		<i>0.1</i>	

Departure Headway and Service Time

hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>	
x, initial	<i>0.04</i>		<i>0.06</i>		<i>0.12</i>		<i>0.08</i>	
hd, final value (s)	<i>4.57</i>		<i>4.36</i>		<i>4.28</i>		<i>4.42</i>	
x, final value	<i>0.05</i>		<i>0.09</i>		<i>0.15</i>		<i>0.12</i>	
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>	
Service Time, t _s (s)	<i>2.6</i>		<i>2.4</i>		<i>2.3</i>		<i>2.4</i>	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	<i>293</i>		<i>323</i>		<i>380</i>		<i>344</i>	
Delay (s/veh)	<i>7.84</i>		<i>7.78</i>		<i>8.07</i>		<i>7.99</i>	
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>	
Approach: Delay (s/veh)	<i>7.84</i>		<i>7.78</i>		<i>8.07</i>		<i>7.99</i>	
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>A</i>	
Intersection Delay (s/veh)	<i>7.96</i>							
Intersection LOS	<i>A</i>							

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	Greg				Intersection	Belardo Road @ Arenas Road			
Agency/Co.	Endo Engineering				Jurisdiction	Palm Springs			
Date Performed	9/22/2015				Analysis Year	2017 No Project			
Analysis Time Period	Villagefest Peak Hour								
Project ID <i>DT PS</i>									
East/West Street: <i>Arenas Road</i>					North/South Street: <i>Belardo Road</i>				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R	L	T	R	L	R	
Volume (veh/h)	7	3	28	45	6	24			
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R	L	T	R	L	R	
Volume (veh/h)	10	94	19	17	274	17			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		
PHF	<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		<i>1.00</i>		
Flow Rate (veh/h)	<i>38</i>		<i>75</i>		<i>123</i>		<i>308</i>		
% Heavy Vehicles	<i>8</i>		<i>8</i>		<i>8</i>		<i>8</i>		
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Duration, T	<i>1.00</i>								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	<i>0.2</i>		<i>0.6</i>		<i>0.1</i>		<i>0.1</i>		
Prop. Right-Turns	<i>0.7</i>		<i>0.3</i>		<i>0.2</i>		<i>0.1</i>		
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	
hadj, computed	<i>-0.3</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		
Departure Headway and Service Time									
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		
x, initial	<i>0.03</i>		<i>0.07</i>		<i>0.11</i>		<i>0.27</i>		
hd, final value (s)	<i>4.75</i>		<i>5.02</i>		<i>4.60</i>		<i>4.45</i>		
x, final value	<i>0.05</i>		<i>0.10</i>		<i>0.16</i>		<i>0.38</i>		
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		
Service Time, t _s (s)	<i>2.7</i>		<i>3.0</i>		<i>2.6</i>		<i>2.5</i>		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	<i>288</i>		<i>325</i>		<i>373</i>		<i>558</i>		
Delay (s/veh)	<i>8.00</i>		<i>8.61</i>		<i>8.45</i>		<i>10.18</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>B</i>		
Approach: Delay (s/veh)	<i>8.00</i>		<i>8.61</i>		<i>8.45</i>		<i>10.18</i>		
LOS	<i>A</i>		<i>A</i>		<i>A</i>		<i>B</i>		
Intersection Delay (s/veh)	<i>9.42</i>								
Intersection LOS	<i>A</i>								

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Greg			Intersection	Cahuilla Rd @ Tahquitz Cyn Way		
Agency/Co.	Endo Engineering			Jurisdiction	Palm Springs		
Date Performed	9/22/2015			Analysis Year	2017 No Project		
Analysis Time Period	Midday Peak Hour						
Project Description DT PS							
East/West Street: Tahquitz Canyon Way				North/South Street: Cahuilla Road			
Intersection Orientation: East-West				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		75	20	18	65		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	75	20	18	65	0	
Percent Heavy Vehicles	8	--	--	8	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	1	0	1		0
Configuration		T	R	LT			
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	11		14				
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	11	0	14	0	0	0	
Percent Heavy Vehicles	8	0	8	8	0	8	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration		LR					
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		18		25			
C (m) (veh/h)		1462		882			
v/c		0.01		0.03			
95% queue length		0.04		0.09			
Control Delay (s/veh)		7.5		9.2			
LOS		A		A			
Approach Delay (s/veh)	--	--		9.2			
Approach LOS	--	--		A			