
Coachella Airport Business Park Traffic Impact Analysis

Prepared for:



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EXECUTIVE SUMMARY

Purpose of the Report

The purpose of this traffic impact analysis (TIA) report is to identify and document potential traffic deficiencies related to the proposed Coachella Airport Business Park in the City of Coachella. This technical report will also recommend transportation improvements to address potential project deficiencies to local and regional transportation facilities.

Project Overview

The project is proposed to be developed in three phases on a vacant site located at the northwest quadrant of State Route 86 (SR-86) and Airport Boulevard interchange. Access to the project site will be provided via a newly constructed driveway along the western end of the property on Airport Boulevard which will be signalized at Phase III of the project. Additionally, a secondary access east of the primary access on Airport Boulevard will be provided for emergency access use only.

The following land uses are proposed as part of the industrial park project which will be developed through three different Phases:

Phase I

- Large Warehouse – 112,100 square feet (sf)
- Small Warehouse – 33,600 sf
- Small Business – 31,500 sf
- Brick Yard – 38,400 sf
- Self-storage – 72,825 sf
- Fast Food Restaurant with Drive Through – 4,650 sf
- Service Station with Convenience Store – 10 vehicle fueling positions and 4,000 sf Convenience Store

Phase II

- Large Warehouse – 48,800 sf
- Small Warehouse – 43,200 sf
- Small Business – 22,500 sf
- Brick Yard – 38,400 sf

Phase III

- Large Warehouse – 76,300 sf
- Small Warehouse – 19,200 sf
- Small Business – 27,000 sf
- Self-storage – 60,450 sf

The project trip generation was calculated using the ITE Trip Generation Manual (10th Edition). It is estimated that the project will generate 4,786 total daily trips, 500 AM peak hour trips and 464 PM peak hour trips. Project trip distribution and assignment were developed, in coordination with City staff, based on the land use characteristics of the proposed project and surrounding area, existing travel patterns within the study area, anticipated travel patterns to and from the project site, and approved projects located in the vicinity of the project site. Project scenarios and study area were

then established in coordination with City staff to determine the potential project impacts on the transportation network. Refer to **Appendix A** for approved scoping agreement.

Project Scenarios:

- Existing Year (2020)
 - Existing Year 2020 Baseline Conditions: Represents the traffic conditions of the existing street network.
- Opening Year (2025)
 - Opening Year 2025 Baseline Conditions: Represents the traffic conditions of the street network assumed to be in place by Year 2025 (existing counts plus ambient growth).
 - Opening Year 2025 Plus Project Conditions: Represents the Opening Year 2025 Baseline traffic conditions with the addition of Phase I of the proposed project
- Opening Year (2030)
 - Opening Year 2030 Baseline Conditions: Represents the traffic conditions of the street network assumed to be in place by Year 2030 (existing counts plus ambient growth plus Phase I of the propose project)
 - Opening Year 2030 Plus Project Conditions: Represents the Opening Year 2030 Baseline traffic conditions with the addition of Phase II of the proposed project
- Buildout Year (2035)
 - Buildout Year 2035 Baseline Conditions: Represents the traffic conditions of the street network assumed to be in place by Year 2035 (Community Buildout plus Phase I & II of the proposed project)
 - Buildout Year 2035 Plus Project Conditions: Represents the Buildout Year 2035 Baseline traffic conditions with the addition of Phase III of the proposed project

Study Area Intersections:

1. Airport Boulevard and Pierce Street
2. Airport Boulevard and Filmore Street
3. Airport Boulevard and SR-86 Northbound Ramps
4. Airport Boulevard and SR-86 Southbound Ramps
5. Airport Boulevard and Palm Street
6. Airport Boulevard and Polk Street
7. Airport Boulevard and Tyler Street
8. Airport Boulevard and Harrison Street
9. Airport Boulevard and Project Driveway

Study Area Roadway Segments:

1. Airport Boulevard between Palm Street and Project Driveway
2. Airport Boulevard between Project Driveway and SR-86 Southbound Ramps
3. Airport Boulevard between SR-86 Southbound Ramps and SR-86 Northbound Ramps

Analysis Results and Recommendations

Existing Year (2020) Scenario

All study area intersections and roadway segments operate at acceptable level of service (LOS) under Existing Year 2020 scenario.

Opening Year (2025) Scenario

All study area intersections operate at acceptable LOS under Opening Year 2025 Baseline Conditions. All study area intersections operate at acceptable LOS under Opening Year 2025 Plus Project Conditions except for the following intersection:

- Airport Boulevard and Tyler Street

The following identified improvements will address intersection operation deficiencies at this location:

- Airport Boulevard and Tyler Street – Signalize the intersection. Project fee payment toward County of Riverside Development Impact Fee (DIF) and Transportation Uniform Mitigation Fee (TUMF) programs.

All study area roadway segments operate at acceptable LOS under Opening Year 2025 scenario.

Opening Year (2030) Scenario

All study area intersections operate at acceptable LOS under Opening Year 2030 Baseline Conditions except for the following intersections:

- Airport Boulevard and Filmore Street
- Airport Boulevard and Tyler Street

The above intersection locations will continue to be deficient under Opening Year 2030 Plus Project Conditions. The following identified improvements will address intersection operation deficiencies at these locations:

- Airport Boulevard and Filmore Street – Signalize the intersection. Project fee payment toward the City of Coachella and County of Riverside DIF programs.
- Airport Boulevard and Tyler Street – Signalize the intersection. Project fee payment toward the County of Riverside DIF and TUMF programs.

All study area roadway segments operate at acceptable LOS under Opening Year 2030 scenario.

Buildout Year (2035) Scenario

All study area intersections operate at acceptable LOS under Buildout Year 2035 Baseline Conditions except for the following intersections:

- Airport Boulevard and Pierce Street
- Airport Boulevard and Filmore Street
- Airport Boulevard and SR-86 NB Ramps
- Airport Boulevard and SR-86 SB Ramps
- Airport Boulevard and Tyler Street
- Airport Boulevard and Harrison Street
- Airport Boulevard and Project Driveway

The above intersection locations will continue to be deficient under Buildout Year 2035 Plus Project Conditions. The following identified improvements will address intersection operation deficiencies at these locations:

- Airport Boulevard and Pierce Street – Convert intersection to all-way stop control and widen or reconfigure intersection approaches to provide 1 exclusive left turn lane, 1 through lane and 1 shared through-right turn lane in the northbound direction; 1 exclusive left turn lane, 1 through lane and 1 shared through-right turn lane in the southbound direction; 1 exclusive left turn lane and 1 shared through-right turn lane in the eastbound direction; and 1 exclusive left turn lane and 1 shared through-right turn lane in the westbound direction. Project fee payment toward the County of Riverside DIF and TUMF programs.
- Airport Boulevard and Filmore Street – Signalize the intersection and widen or reconfigure intersection approaches to provide 1 exclusive left turn lane and 1 shared through-right turn lane in the northbound direction; 1 shared through-left turn lane and 1 exclusive right turn lane in the southbound direction; and 1 exclusive left turn lane, 1 through lane and 1 exclusive right turn lane in the eastbound direction. Project fee payment toward the City of Coachella and County of Riverside DIF programs.
- Airport Boulevard and SR-86 NB Ramps – Widening of Airport Boulevard to 4 lanes from SR-86 SB Ramps to SR-86 NB Ramps and add 1 exclusive right turn lane in the eastbound direction. Project fee payment toward the City of Coachella DIF Program, County of Riverside DIF Program and TUMF program.
- Airport Boulevard and SR-86 SB Ramps – Add 1 exclusive left turn lane in the southbound direction and widen Airport Boulevard to 4 lanes from SR-86 SB Ramps to SR-86 NB Ramps. Project fee payment toward the City of Coachella DIF Program, County of Riverside DIF Program and TUMF program.
- Airport Boulevard and Tyler Street – Signalize the intersection and widen or reconfigure intersection approaches to provide 1 exclusive left turn lane and 1 shared through-right turn lane in the southbound direction; 1 exclusive left turn lane, 1 through lane and 1 exclusive right turn lane in the eastbound direction; and 1 exclusive left turn lane, 1 through lane and 1 exclusive right turn lane in the westbound direction. Project fee payment toward the County of Riverside DIF Program and TUMF program.
- Airport Boulevard and Harrison Street - Widen or reconfigure intersection approaches to add 1 through lane in the northbound direction; add 1 exclusive left turn lane and 1 through lane in the southbound direction; provide 1 exclusive left turn lane, 1 through lane and 1 exclusive right turn lane in the eastbound direction; and add 1 exclusive left turn lane and 1 through lane in the westbound direction. Project fee payment toward the City of Coachella DIF Program, County of Riverside DIF Program, Tribal Transportation Program and TUMF Program.
- Airport Boulevard and Project Driveway – The project will signalize the intersection.

The proposed project would not have any roadway segments with traffic related deficiencies within the study area.

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1.0 PROJECT INTRODUCTION

This traffic impact analysis (TIA) report has been prepared for Coachella Airport Business Park. The project is proposed to be developed in three phases on a vacant site located at the northwest quadrant of State Route 86 (SR-86) and Airport Boulevard interchange. Access to the project site will be provided via a newly constructed driveway along the western end of the property on Airport Boulevard which will be signalized at Phase III of the project. Additionally, a secondary access east of the primary access on Airport Boulevard will be provided for emergency access use only.

PROJECT DESCRIPTION

The following land uses are proposed as part of the industrial park project and will be developed through three different phases:

Phase I

- Large Warehouse – 112,100 sf
- Small Warehouse – 33,600 sf
- Small Business – 31,500 sf
- Brick Yard – 38,400 sf
- Self-storage – 72,825 sf
- Fast Food Restaurant with Drive Through – 4,650 sf
- Service Station with Convenience Store – 10 vehicle fueling positions and 4,000 sf Convenience Store

Phase II

- Large Warehouse – 48,800 sf
- Small Warehouse – 43,200 sf
- Small Business – 22,500 sf
- Brick Yard – 38,400 sf

Phase III

- Large Warehouse – 76,300 sf
- Small Warehouse – 19,200 sf
- Small Business – 27,000 sf
- Self-storage – 60,450 sf

Figure 1-1 shows the project site plan.

STUDY AREA

The study area for this project was developed consistent with the Riverside County TIA Preparation Guide, including all intersections of “Collector” or higher classification streets with “Collector” or higher classification streets, at which the proposed project will add 50 or more peak hour trips. IEG prepared a project traffic study scoping agreement defining the study area, which was reviewed and approved by City staff prior to the preparation of this technical report. Refer to **Appendix A** for approved scoping agreement.

Figure 1-2 presents the study area that includes the following key locations:

Study Area Intersections

1. Airport Boulevard and Pierce Street
2. Airport Boulevard and Filmore Street
3. Airport Boulevard and SR-86 Northbound Ramps
4. Airport Boulevard and SR-86 Southbound Ramps
5. Airport Boulevard and Palm Street
6. Airport Boulevard and Polk Street
7. Airport Boulevard and Tyler Street
8. Airport Boulevard and Harrison Street
9. Airport Boulevard and Project Driveway

Study Area Roadway Segment

1. Airport Boulevard between Palm Street and Project Driveway
2. Airport Boulevard between Project Driveway and SR-86 Southbound Ramps
3. Airport Boulevard between SR-86 Southbound Ramps and SR-86 Northbound Ramps

Due to the COVID-19 pandemic, traffic patterns are currently disrupted and not typical; therefore, IEG, in coordination with City staff, County of Riverside, and County consultants, has collected the most recent count data available in the area. Counts from La Entrada Specific Plan report, County of Riverside Whitewater River Bridge Widening assessment, and Thermal Motorsport Park Project were used in the development of Year 2020 intersection peak hour turning movement volumes and corresponding roadway segment daily volumes. Per discussion with City staff, the proposed project should be analyzed consistent with the City of Coachella General Plan. A copy of the City of Coachella traffic forecast model plots was obtained from Fehr and Peers who prepared the General Plan and created the City of Coachella traffic model, which is a sub-area model created specifically for the City of Coachella using the Riverside County Traffic Analysis Model (RivTAM). A comparison of the base year model (2011) and future year (2035) will reflect the anticipated area-wide growth. Based on this comparison, annual growth factors were determined for each intersection approach and used for the development of Existing Year 2020, Opening Years 2025 and 2030 volume forecasts. Annual growth factors and volume forecasts are shown in **Appendix B**.

Buildout Year 2035 Baseline Conditions forecast volumes will use the Buildout plus Project forecast volumes from La Entrada Specific Plan. Project trips will then be added to develop the Buildout with project volumes.

PROJECT TRIP GENERATION

The trip generation is a measure or forecast of the number of trips that begin or end at the project site. These trips will result in some traffic increases on the streets where they occur. The rates used in this analysis were determined using *Trip Generation, 10th Edition*, published by the Institute of Transportation Engineers (ITE) that is widely used in Southern California. Project ITE average trip generation rates are presented in **Table 1-1**.

Table 1-1
Project Trip Generation Rate

Land Use ¹	Units ¹	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Industrial Park	TSF	130	0.324	0.076	0.4	0.084	0.316	0.4	3.37
Self-Storage	TSF	151	0.06	0.04	0.1	0.08	0.09	0.17	1.51
Service Station/Mini Mart	VFP	960	14.04	14.04	28.08	11.48	11.48	22.96	230.52
Fast Food Restaurant w/ Drive Through	TSF	934	20.50	19.69	40.19	16.99	15.68	32.67	470.95

Source: Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10th Edition (2017)

¹ TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions

Tables 1-2 through 1-4 summarizes the calculated trip generation based on the floor areas or dwelling units associated with Phases I, II, and III of the proposed Project. As shown on Table 1-4, the proposed development is anticipated to generate approximately 4,078 total daily trips, 500 AM peak hour trips and 464 PM peak hour trips.

Table 1-2
Project Trip Generation – Phase I

Land Use	Intensity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Phase I									
Industrial Park ³	215.6	TSF	70	16	86	18	68	86	727
Passenger Cars (AM-69.2%; PM-78.3%; Daily-67.8%)			48	11	59	14	53	67	493
2-Axle Trucks (AM-5.14%; PM-3.62%; Daily-5.38%) (PCE = 1.5)			5	1	6	1	4	5	59
3-Axle Trucks (AM-6.38%; PM-4.49%; Daily-6.67%) (PCE = 2.0)			9	2	11	2	6	8	97
4+-Axle Trucks (AM-19.25%; PM-13.56%; Daily-20.13%) (PCE = 3.0)			40	9	49	7	28	35	439
Subtotal			102	23	125	24	91	115	1,087
Self-Storage	72.83	TSF	4	3	7	6	7	13	110
Service Station/Mini Mart	10	VFP	140	140	280	115	115	230	2,305
Pass-by Reduction (62% AM Peak Hour, 56% PM Peak Hour) ²			87	87	174	64	64	128	1,291
Subtotal			53	53	106	51	51	102	1,014
Fast Food Restaurant W/ Drive Through	4.7	TSF	95	92	187	79	73	152	2,190
Pass-by Reduction (49% AM Peak Hour, 50% PM Peak Hour) ²			47	45	92	39	36	75	1,095
Subtotal			48	47	95	40	37	77	1,095
Total (Phase I)			207	126	333	121	186	307	3,307

Source: Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10th Edition (2017)

¹ TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions

² Pass-by reduction percentage is based on the ITE methodology per Table E of ITE Trip Generation Handbook (3rd Edition, 2017)

³ Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, SANBAG PCE Rates

Table 1-3
Project Trip Generation – Phases I & II

Land Use	Intensity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Phase I									
Industrial Park ³	215.6	TSF	70	16	86	18	68	86	727
Passenger Cars (AM-69.2%; PM-78.3%; Daily-67.8%)			48	11	59	14	53	67	493
2-Axle Trucks (AM-5.14%; PM-3.62%; Daily-5.38%) (PCE = 1.5)			5	1	6	1	4	5	59
3-Axle Trucks (AM-6.38%; PM-4.49%; Daily-6.67%) (PCE = 2.0)			9	2	11	2	6	8	97
4+-Axle Trucks (AM-19.25%; PM-13.56%; Daily-20.13%) (PCE = 3.0)			40	9	49	7	28	35	439
Subtotal			102	23	125	24	91	115	1,087
Self-Storage	72.83	TSF	4	3	7	6	7	13	110
Service Station/Mini Mart	10	VFP	140	140	280	115	115	230	2,305
Pass-by Reduction (62% AM Peak Hour, 56% PM Peak Hour) ²			87	87	174	64	64	128	1,291
Subtotal			53	53	106	51	51	102	1,014
Fast Food Restaurant W/ Drive Through	4.7	TSF	95	92	187	79	73	152	2,190
Pass-by Reduction (49% AM Peak Hour, 50% PM Peak Hour) ²			47	45	92	39	36	75	1,095
Subtotal			48	47	95	40	37	77	1,095
Total (Phase I)			207	126	333	121	186	307	3,307
Phase II									
Industrial Park ³	152.9	TSF	50	12	62	13	48	61	515
Passenger Cars (AM-69.2%; PM-78.3%; Daily-67.8%)			34	8	42	10	38	48	349
2-Axle Trucks (AM-5.14%; PM-3.62%; Daily-5.38%) (PCE = 1.5)			4	1	5	1	3	4	42
3-Axle Trucks (AM-6.38%; PM-4.49%; Daily-6.67%) (PCE = 2.0)			6	1	7	1	4	5	69
4+-Axle Trucks (AM-19.25%; PM-13.56%; Daily-20.13%) (PCE = 3.0)			29	7	36	5	20	25	311
Total (Phase II)			73	17	90	17	65	82	771
Total (Phases I & II)			280	143	423	138	251	389	4,078

Source: Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10th Edition (2017)

¹ TSF = Thousand Square Feet; VFP = Vehicle Fueling Station

² Pass-by reduction percentage is based on the ITE methodology per Table E of ITE Trip Generation Handbook (3rd Edition, 2017)

³ Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, SANBAG PCE Rates

Table 1-4
Project Trip Generation – Phases I, II & III

Land Use	Intensity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Phase 1									
Industrial Park ³	215.6	TSF	70	16	86	18	68	86	727
Passenger Cars (AM-69.2%; PM-78.3%; Daily-67.8%)			48	11	59	14	53	67	493
2-Axle Trucks (AM-5.14%; PM-3.62%; Daily-5.38%) (PCE = 1.5)			5	1	6	1	4	5	59
3-Axle Trucks (AM-6.38%; PM-4.49%; Daily-6.67%) (PCE = 2.0)			9	2	11	2	6	8	97
4+-Axle Trucks (AM-19.25%; PM-13.56%; Daily-20.13%) (PCE = 3.0)			40	9	49	7	28	35	439
Subtotal			102	23	125	24	91	115	1,087
Self-Storage	72.83	TSF	4	3	7	6	7	13	110
Service Station/Mini Mart	10	VFP	140	140	280	115	115	230	2,305
Pass-by Reduction (62% AM Peak Hour, 56% PM Peak Hour) ²			87	87	174	64	64	128	1,291
Subtotal			53	53	106	51	51	102	1,014
Fast Food Restaurant W/ Drive Through	4.7	TSF	95	92	187	79	73	152	2,190
Pass-by Reduction (49% AM Peak Hour, 50% PM Peak Hour) ²			47	45	92	39	36	75	1,095
Subtotal			48	47	95	40	37	77	1,095
Total			207	126	333	121	186	307	3,307
Phases II									
Industrial Park ³	152.9	TSF	50	12	62	13	48	61	515
Passenger Cars (AM-69.2%; PM-78.3%; Daily-67.8%)			34	8	42	10	38	48	349
2-Axle Trucks (AM-5.14%; PM-3.62%; Daily-5.38%) (PCE = 1.5)			4	1	5	1	3	4	42
3-Axle Trucks (AM-6.38%; PM-4.49%; Daily-6.67%) (PCE = 2.0)			6	1	7	1	4	5	69
4+-Axle Trucks (AM-19.25%; PM-13.56%; Daily-20.13%) (PCE = 3.0)			29	7	36	5	20	25	311
Total (Phase II)			73	17	90	17	65	82	771
Phase III									
Industrial Park ³	122.5	TSF	40	9	49	10	39	49	413
Passenger Cars (AM-69.2%; PM-78.3%; Daily-67.8%)			27	6	33	8	30	38	280
2-Axle Trucks (AM-5.14%; PM-3.62%; Daily-5.38%) (PCE = 1.5)			3	1	4	1	2	3	33
3-Axle Trucks (AM-6.38%; PM-4.49%; Daily-6.67%) (PCE = 2.0)			5	1	6	1	3	4	55
4+-Axle Trucks (AM-19.25%; PM-13.56%; Daily-20.13%) (PCE = 3.0)			23	5	28	4	16	20	249
Subtotal			58	13	71	14	51	65	617
Self-Storage	60.45	TSF	4	2	6	5	5	10	91
Total (Phase III)			62	15	77	19	56	75	708
TOTAL (Phases I, II & III)			342	158	500	157	307	464	4,786

Source: Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10th Edition (2017)

¹ TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions

² Pass-by reduction percentage is based on the ITE methodology per Table E of ITE Trip Generation Handbook (3rd Edition, 2017)

³ Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, SANBAG PCE Rates

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution and assignment is the process of identifying the probable destinations, directions and traffic routes that project related traffic will affect. Trip distribution and assignment information can be estimated from observed traffic patterns, experience or through use of a computerized travel forecast model. Once the proposed development's trips have been estimated, they are assigned to the study area network. For this development, the project trip distribution and assignment were developed, in coordination with City staff, based on the land use characteristics of the proposed project and surrounding area, existing travel patterns within the study area, anticipated travel patterns to and from the project site, and approved projects located in the vicinity of the project site.

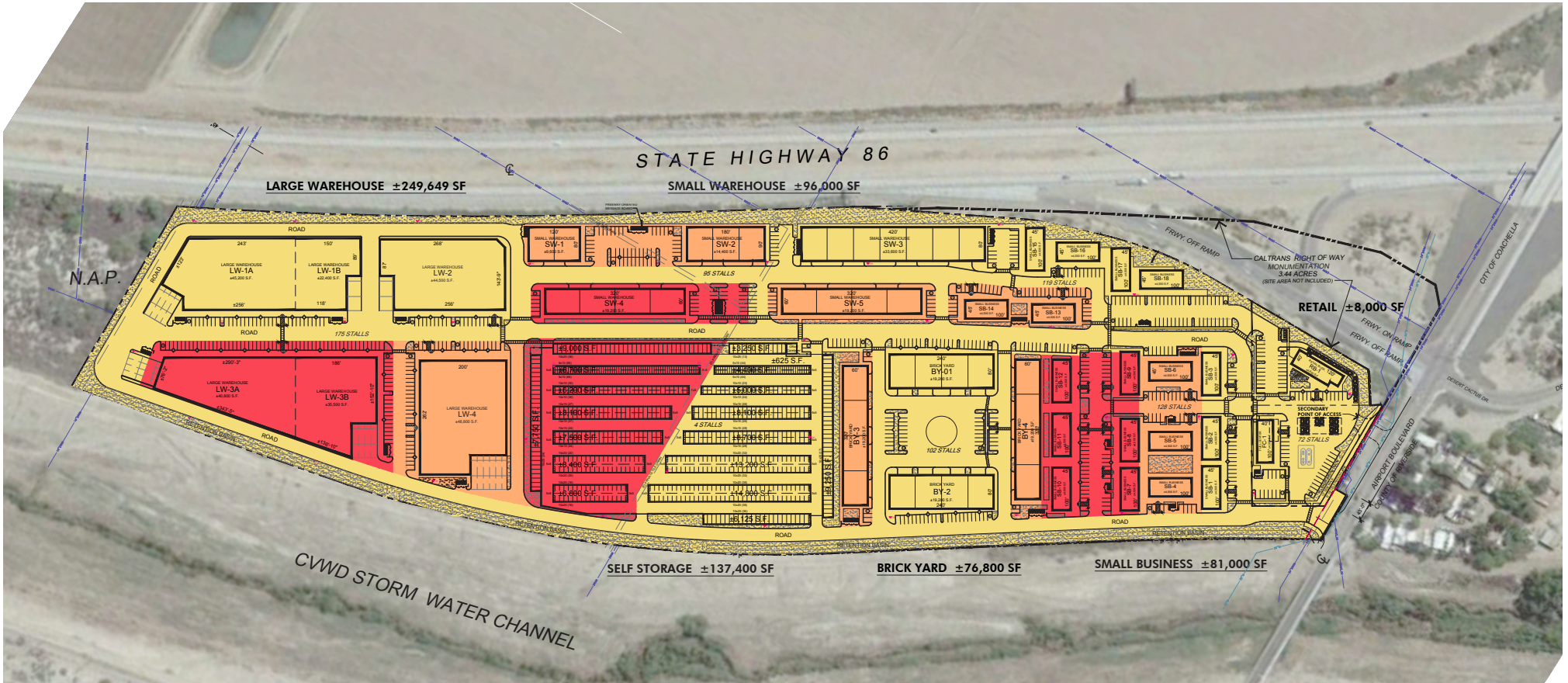
Figures 1-1 through 1-8 show project site plan, study area, trip distribution/assignment and intersection turning movement volumes.

PROJECT ACCESS

The proposed site will be accessed via a newly constructed driveway along the western end of the property on Airport Boulevard which will be signalized at Phase III of the project. The project will provide a secondary access east of the primary access on Airport Boulevard for emergency access use only. Regional access to the project is provided by SR-86 just east of the project site. Airport Boulevard is a major arterial that connects the project to the surrounding local roadway network and regional freeway system.

PARKING

The proposed development will be required to provide on-site parking spaces consistent with City of Coachella parking requirement.



PROPOSED SITE PLAN

SCALE: 1" = 100'-0"

	PHASE 1	1-5 YEARS
	PHASE 2	5-10 YEARS
	PHASE 3	10-20 YEARS



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LEGEND

- # Intersections
- # Project Driveway



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LEGEND

- # Intersections
- # Project Driveway



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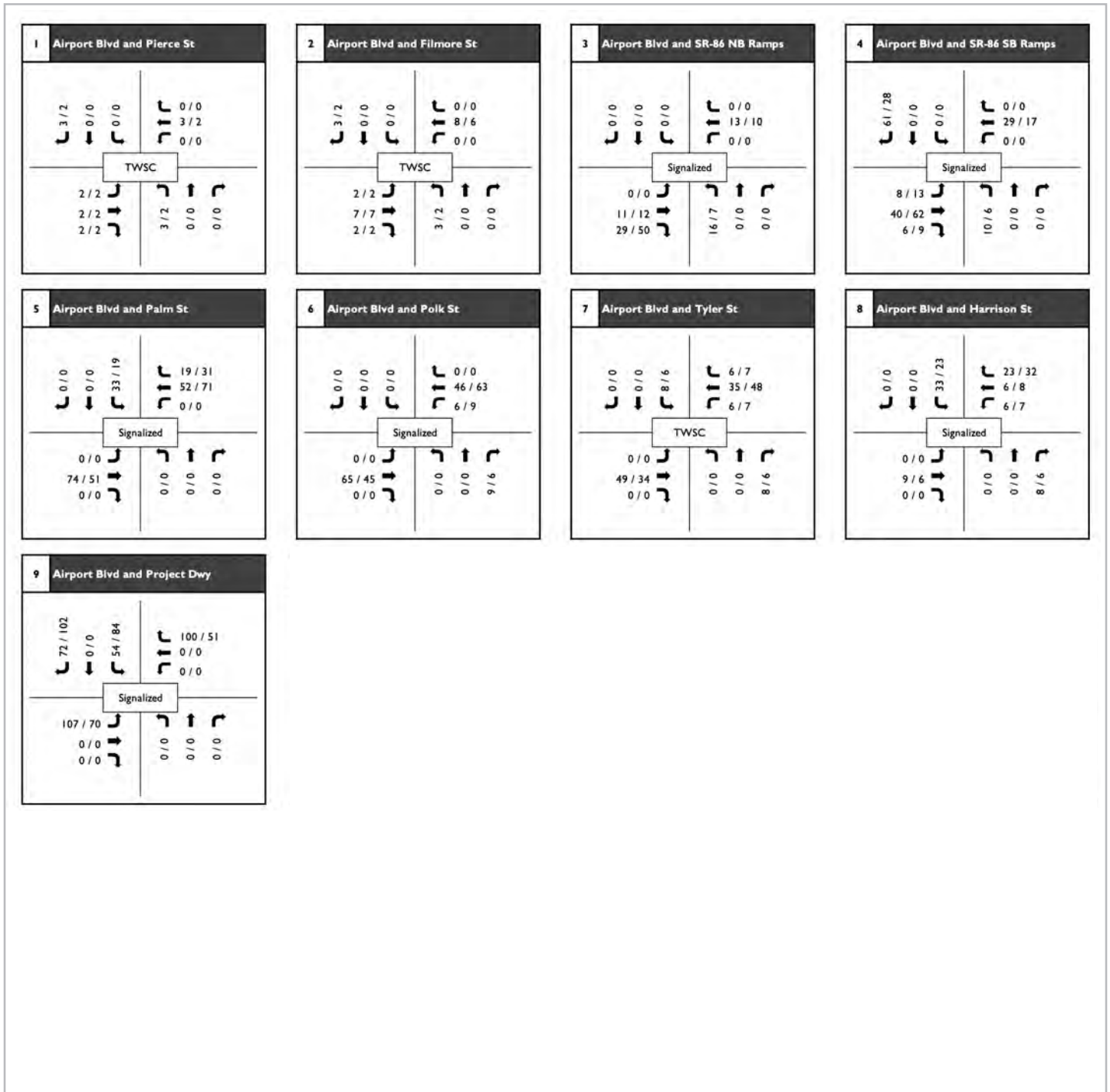


LEGEND

- # Intersections
- # Project Driveway



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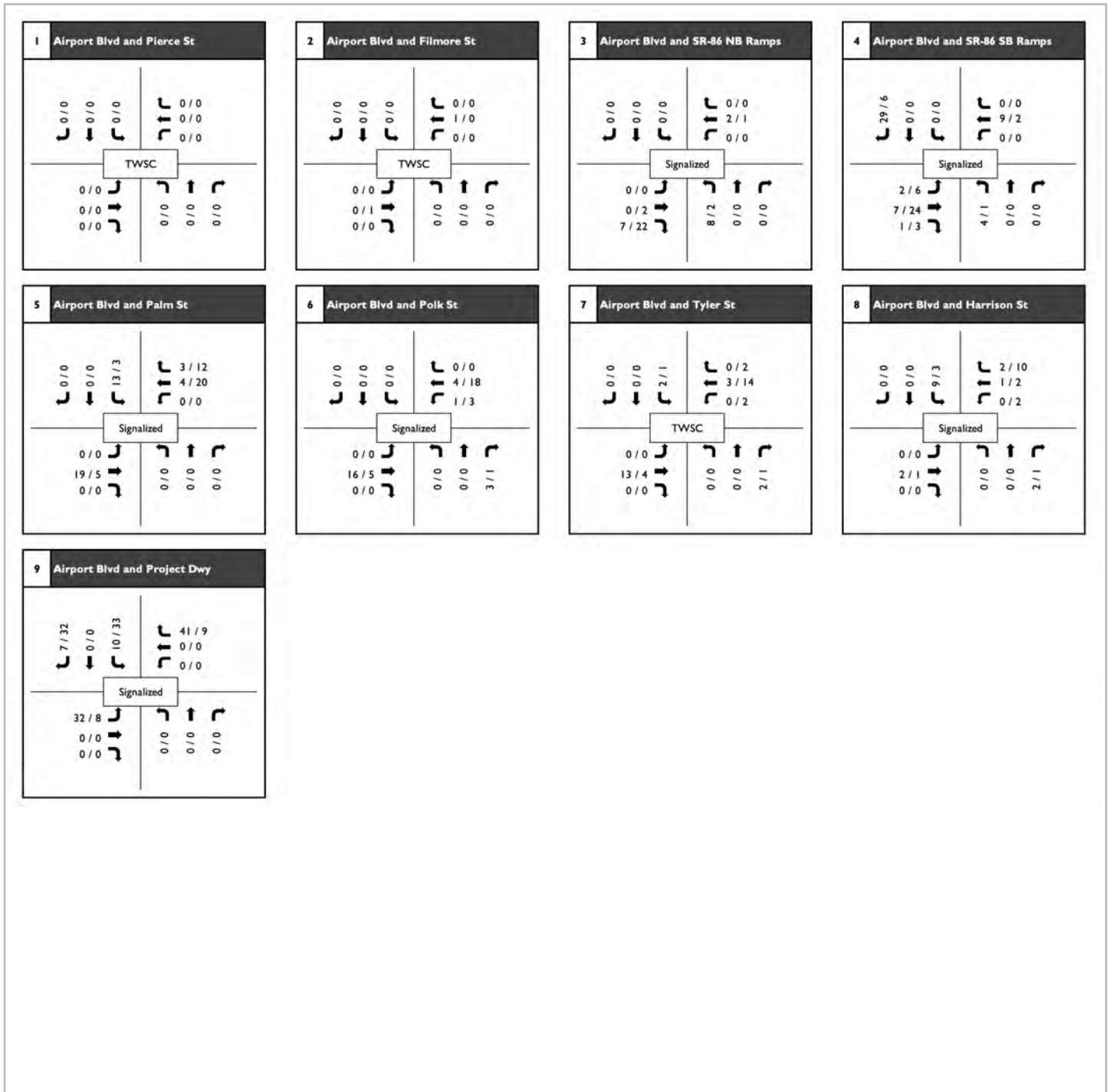


LEGEND

0/0 = (AM/PM) Peak Hour Volumes



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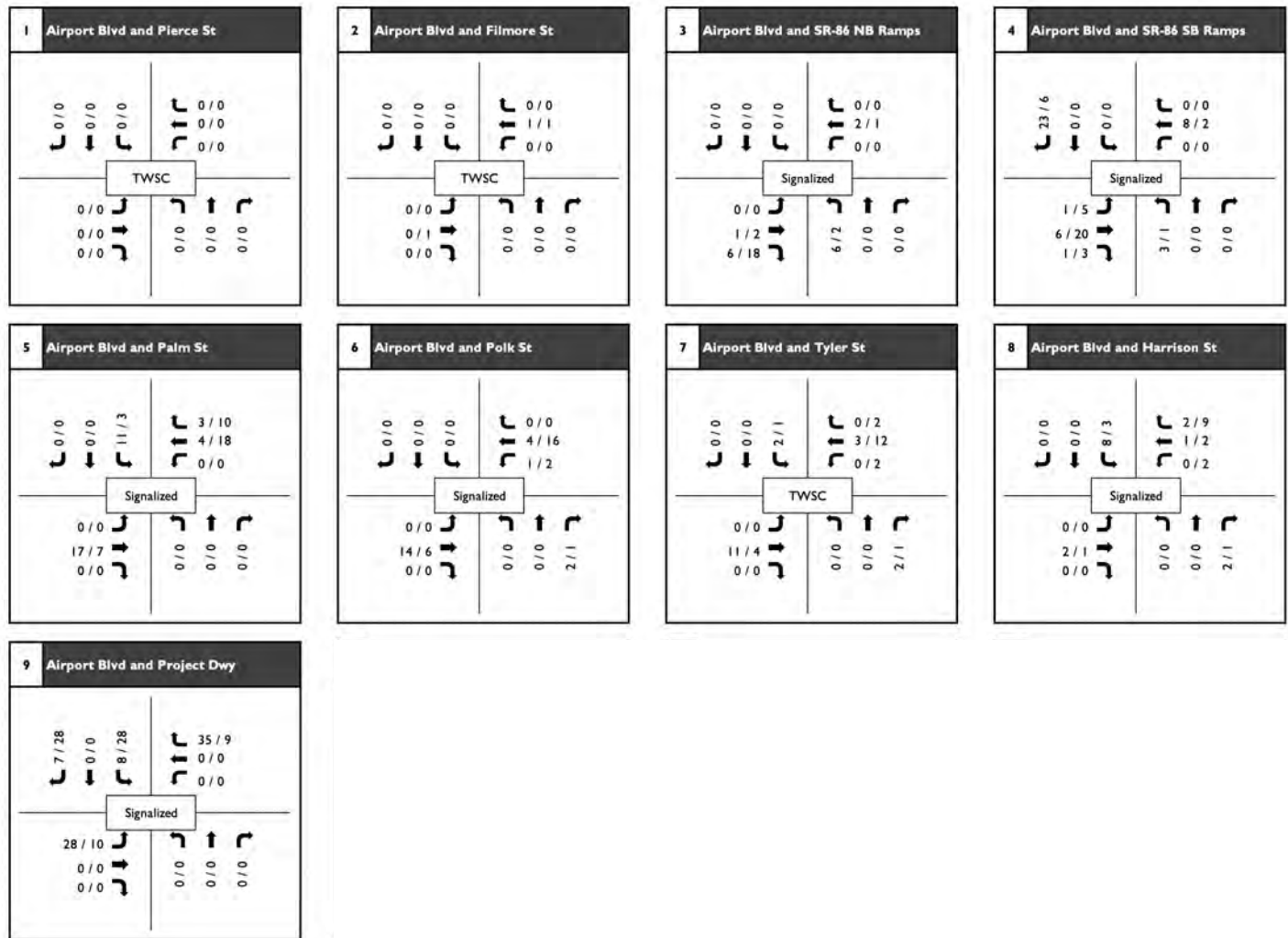


LEGEND

0/0 = (AM/PM) Peak Hour Volumes



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LEGEND

0/0 = (AM/PM) Peak Hour Volumes



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2.0 METHODOLOGIES

This section documents the methodologies and assumptions used to conduct the circulation impact analysis for the proposed project. This section contains the following background information:

- Study scenarios
- Study time periods
- Analysis methodologies

Refer to **Appendix A** for approved scoping agreement.

STUDY SCENARIOS

This report presents an analysis of the intersections and roadway segments operating conditions which were selected for the following anticipated timeframe scenarios:

- Existing Year (2020)
 - Existing Year 2020 Baseline Conditions: Represents the traffic conditions of the existing street network.
- Opening Year (2025)
 - Opening Year 2025 Baseline Conditions: Represents the traffic conditions of the street network assumed to be in place by Year 2025 (existing counts plus ambient growth).
 - Opening Year 2025 Plus Project Conditions: Represents the Opening Year 2025 Baseline traffic conditions with the addition of Phase I of the proposed project
- Opening Year (2030)
 - Opening Year 2030 Baseline Conditions: Represents the traffic conditions of the street network assumed to be in place by Year 2030 (existing counts plus ambient growth plus Phase I of the propose project)
 - Opening Year 2030 Plus Project Conditions: Represents the Opening Year 2030 Baseline traffic conditions with the addition of Phase II of the proposed project
- Buildout (2035)
 - Buildout Year 2035 Baseline Conditions: Represents the traffic conditions of the street network assumed to be in place by Year 2035 (Community Buildout plus Phase I & II of the proposed project)
 - Buildout Year 2035 Plus Project Conditions: Represents the Buildout Year 2030 Baseline traffic conditions with the addition of Phase III of the proposed project

STUDY TIME PERIODS

The City selected the following peak hours for analysis:

- Weekday AM (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM (peak hour between 4:00 PM and 6:00 PM)

ANALYSIS METHODOLOGIES

Street system operating conditions are typically described in terms of “level of service.” Level of service is a report-card scale used to indicate the quality of traffic flow on roadway segments and at intersections. Level of service (LOS) ranges from LOS A (free flow, little congestion) to LOS F (forced flow, extreme congestion). **Table 2-1** describes generalized definitions of auto LOS A through F.

Table 2-1
Vehicular Level of Service Definitions

LOS	Characteristics
A	Primarily free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Controlled delay at the boundary intersections is minimal. The travel speed exceeds 85% of the base free-flow speed.
B	Reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant. The travel speed is between 67% and 85% of the base free-flow speed.
C	Stable operation. The ability to maneuver and change lanes at mid-segment locations may be more restricted than at LOS B. Longer queues at the boundary intersections may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed.
D	Less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections. The travel speed is between 40% and 50% of the base free-flow speed.
E	Unstable operation and significant delay. Such operations may be due to some combination of adverse signal progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30% and 40% of the base free-flow speed.
F	Flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is 30% or less of the base free-flow speed. Also, LOS F is assigned to the subject direction of travel if the through movement at one or more boundary intersections have a volume-to-capacity ratio greater than 1.0.

Source: Highway Capacity Manual, Transportation Research Board (2010)

Intersection Capacity Analysis

The analysis of peak hour intersection performance was conducted using the Synchro 10 software program, which uses methodologies defined in the 2010 Highway Capacity Manual (HCM) to calculate LOS. Level of service (LOS) for intersections is determined by control delay. Control delay is defined as the total elapsed time from when a vehicle stops at the end of a queue to the time the vehicle departs from the stop line. The total elapsed time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to the speed of vehicles in the queue.

Signalized Intersections

The HCM analysis methodology for evaluating signalized intersections is based on the “operational analysis” procedure. This technique uses 1,900 passenger cars per hour of green per lane (pcphpl) as the maximum saturation flow of a single lane at an intersection. Average control delay is calculated by taking a volume-weighted average of all the delays for all vehicles entering the intersection. **Table 2-2** summarizes the level of service criteria for signalized intersections.

Table 2-2
Signalized Intersection Level of Service HCM Operational Analysis Method

Average Control Delay Per Vehicle (seconds)	Level of Service (LOS) Characteristics
≤ 10.0	<i>LOS A</i> occurs when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
10.1 – 20.0	<i>LOS B</i> occurs when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with <i>LOS A</i> .
20.1 – 35.0	<i>LOS C</i> occurs when progression is favorable or the cycle length is moderate. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
35.1 – 55.0	<i>LOS D</i> occurs when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
55.1 – 80.0	<i>LOS E</i> occurs when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
> 80.0	<i>LOS F</i> occurs when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Source: Highway Capacity Manual, Transportation Research Board (2010)

All-way Stop-controlled (AWSC) Intersections

The HCM analysis methodology for evaluating all-way Stop-controlled intersections is based on the degree of conflict for each independent approach created by the opposing approach and each conflicting approach. Level of Service for AWSC intersections is also based on the average control delay. However, AWSC intersections have different threshold values than those applied to signalized intersections. This is based on the rationale that drivers expect AWSC intersections to carry lower traffic volumes than at signalized intersections. Therefore, a higher level of delay is acceptable at a signalized intersection for the same LOS.

Two-way Stop-controlled (TWSC) Intersections

The HCM analysis methodology for evaluating two-way Stop-controlled (TWSC) intersections is based on gap acceptance and conflicting traffic for vehicles stopped on the minor-street approaches. The critical gap (minimum gap that would be acceptable) is defined as the minimum time interval in the major-street traffic stream that allows intersection entry for one minor-street vehicle. Average control delay and LOS for the “worst approach” are reported. Level of service is not defined for the intersection as a whole. **Table 2-3** summarizes the level of service criteria for unsignalized intersections.

Table 2-3
Level of Service Criteria for Stop Controlled Unsignalized Intersections

Average Control Delay (sec/veh)	Level of Service (LOS)
≤10.0	A
10.1 – 15.0	B
15.1 – 25.0	C
25.1 – 35.0	D
35.1 – 50.0	E
>50.0	F

Source: Highway Capacity Manual, Transportation Research Board (2010)

Roadway Segments

The weekday average daily traffic (ADT) volumes for all scenarios included in this report were determined based on the following equation, which utilizes the forecasted intersection PM peak hour turning movement counts: PM Peak Hour (Approach Volume + Exit Volume) x 12 = ADT Leg Volume

Roadway segment operations were evaluated by comparing the forecasted traffic volumes to the maximum two-way daily traffic volumes based on the 1999 Modified Highway Capacity Manual Level of Service Tables as defined in the Riverside County Congestion Management Program. **Table 2-4** shows roadway classifications with volume capacities used for this study area.

Table 2-4
Roadway Segment Capacity Thresholds

Roadway Classification	Maximum Two-Way Traffic Volume (ADT)		
	LOS C	LOS D	LOS E
2-lane Arterial	14,400	16,200	18,000
6-lane Urban Arterial	43,100	48,500	53,900

Source: County of Riverside General Plan Circulation Element Figure C-3 (2008)

Traffic Signal Warrant Analysis

The Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD), amended with California MUTCD 2014 Edition, presents warrant criteria for the justifying the installation of a traffic signal at an unsignalized intersection. The criteria include studying traffic conditions, pedestrian characteristics, and physical characteristics of the intersection location. The MUTCD indicates that satisfaction of one or more of the traffic signal warrants does not in itself require the installation of a traffic control signal.

This study uses the Peak Hour Volume Warrant 3 to assess the need of a traffic signal at the unsignalized intersection locations shown below:

- Airport Boulevard and Tyler Street/Higgins Drive
- Airport Boulevard and Filmore Street
- Airport Boulevard and Project Driveway

For all other scenarios that include forecasted traffic volumes, this study uses MUTCD Figure 4C-103 (CA) for new intersections where it is not reasonable to count actual traffic volumes.

Coachella General Plan Compliance

In coordination with City staff, the traffic impact analysis will identify LOS deficiencies for compliance with City of Coachella General Plan goals subsequent to July 1, 2020 but will not be defined as significant environmental impacts. Instead, deficiencies and improvements may be incorporated into project conditions of approval as deemed satisfactory to the City Engineer. The City of Coachella has established LOS "D" as the minimum allowable level of service at intersections. Therefore, any intersection operating at LOS "E" or worse will be considered deficient for the purposes of this analysis.

Transportation Uniform Mitigation Fee & Development Impact Fee

New development projects within the City of Coachella are required to provide needed infrastructure improvements to meet the demand created by the development and provide off-site improvements designed to ensure construction of the local and regional transportation networks to their ultimate classifications. These improvements could be funded through development fee payment toward several adopted funding mechanisms such as Transportation Uniform Mitigation Fee (TUMF), City of Coachella Development Impact Fee (DIF), County of Riverside DIF, and Tribal Transportation Program. If the "funded" improvements can provide the target LOS, payment into the fee program will be provided in cases where this study identifies that the Project would contribute additional traffic volumes to cumulative traffic deficiencies.

3.0 EXISTING YEAR (2020) SCENARIO

This section documents the circulation system conditions within the study area of the project under Existing Year 2020 project scenario. The Existing Year 2020 Baseline Conditions traffic volumes were developed by applying the annual growth factors per intersection approach (shown in Appendix B) to La Entrada Specific Plan 2012 counts for 8 years. For intersections 3 and 4, peak hour intersection volumes counted on February 27, 2020 were used. This section also documents operational deficiencies on the existing local and regional circulation networks. No network improvements are assumed under Existing Year 2020 project scenario.

ROADWAY NETWORK

Locally significant roadway located within the study area of the proposed project is discussed below.

Airport Boulevard from Harrison Street to Pierce Street functions as a 2-lane major arterial that is currently under County of Riverside jurisdiction, within the City of Coachella sphere of influence. The posted speed limit on Airport Boulevard is 45 miles per hour (mph) between Polk Street and Fillmore Street and 55 mph east and west of this segment. Per the City of Coachella General Plan and the County of Riverside General Plan, the buildout classification for this segment of Airport Boulevard is a 6-lane major arterial.

TRANSIT SYSTEM

The SunLine Transit Agency is the main transit agency servicing the City of Coachella. Currently, SunLine operates buses on two routes within the vicinity of the project including Routes 91 and 95. Route 91 operates seven days a week and connects Coachella to Indio, Thermal, Oasis and Mecca. Weekday service frequency is 60 minutes and weekend service frequency is 80 minutes. Bus stops for Route 91 is currently located west of the project at the intersection of Airport Boulevard and Palm Street. Pedestrian accessibility and connectivity from the project site to this bus stop is provided along the south side of Airport Blvd. Route 95 operates seven days a week and connects Coachella to North Shore. Weekday and weekend service frequency is 180 minutes. Bus stops for Route 95 are currently located along the project frontage on Airport Boulevard.

ACTIVE TRANSPORTATION SYSTEM

Active transportation facilities including pedestrian and bicycle facilities within the study area of the project are limited. Pedestrian crosswalks are generally provided at sign intersections along Airport Boulevard. Neither bicycle facilities nor sidewalks currently exist along the project frontage on Airport Boulevard. However, Pedestrian crosswalks and sidewalks are provided along the south side of Airport Boulevard. Bicycle facilities do not currently exist along Airport Boulevard. Project is proposing to provide half width right-of-way improvements along the property frontage including vehicular travel lane, bike lanes, curb, gutter and sidewalk.

TRAFFIC VOLUMES

Due to the COVID-19 pandemic, traffic patterns are currently disrupted and not typical; therefore, IEG, in coordination with City staff, County of Riverside, and County consultants, has collected the most recent count data available in the area. Counts from La Entrada Specific Plan report, County of Riverside Whitewater River Bridge Widening assessment, and Thermal Motorsport Park Project were used in the development of Year 2020 intersection peak hour turning movement volumes and

corresponding roadway segment daily volumes. A copy of the City of Coachella traffic forecast model plots were obtained from Fehr and Peers who prepared the General Plan and created the City of Coachella traffic model, which is a sub-area model created specifically for the City of Coachella using the Riverside County Traffic Analysis Model (RivTAM). A comparison of the base year model (2011) and future year (2035) will reflect the anticipated area-wide growth. Based on this comparison, annual growth factors by intersection approach were determined and used for the development of Year 2020 forecasts shown in Appendix B. For intersections 3 and 4, peak hour intersection volumes counted on February 27, 2020 were used.

ANALYSIS RESULTS

Tables 3-1 through 3-3 show Existing Conditions intersection operation, intersection queuing and roadway segment analysis results.

Figures 3-1 through 3-4 show City of Coachella circulation network, City of Coachella roadway cross-sections, and intersection turning movement volumes under Existing Year 2020 scenario.

Table 3-1
Existing Year 2020 Scenario Intersection Operation Analysis

Intersection	Existing Year 2020	
	Delay (a)	LOS (b)
AM Peak/PM Peak		
1. Airport Boulevard and Pierce Street	8.9/9.4	A/A
2. Airport Boulevard and Filmore Street	11.4/15.9	B/C
3. Airport Boulevard and SR-86 Northbound Ramps	13.5/7.7	B/A
4. Airport Boulevard and SR-86 Southbound Ramps	21.1/19.2	C/B
5. Airport Boulevard and Palm Street	7.8/8.9	A/A
6. Airport Boulevard and Polk Street	11.9/11.4	B/B
7. Airport Boulevard and Tyler Street	20.6/12.6	C/B
8. Airport Boulevard and Harrison Street	16.3/16.4	B/B
9. Airport Boulevard and Project Driveway	Does not exist	

Per the analysis results shown in **Table 3-1**, all analyzed intersections are operating at an acceptable LOS under Existing scenario.

Table 3-2
Existing Year 2020 Scenario Roadway Segment Capacity Analysis

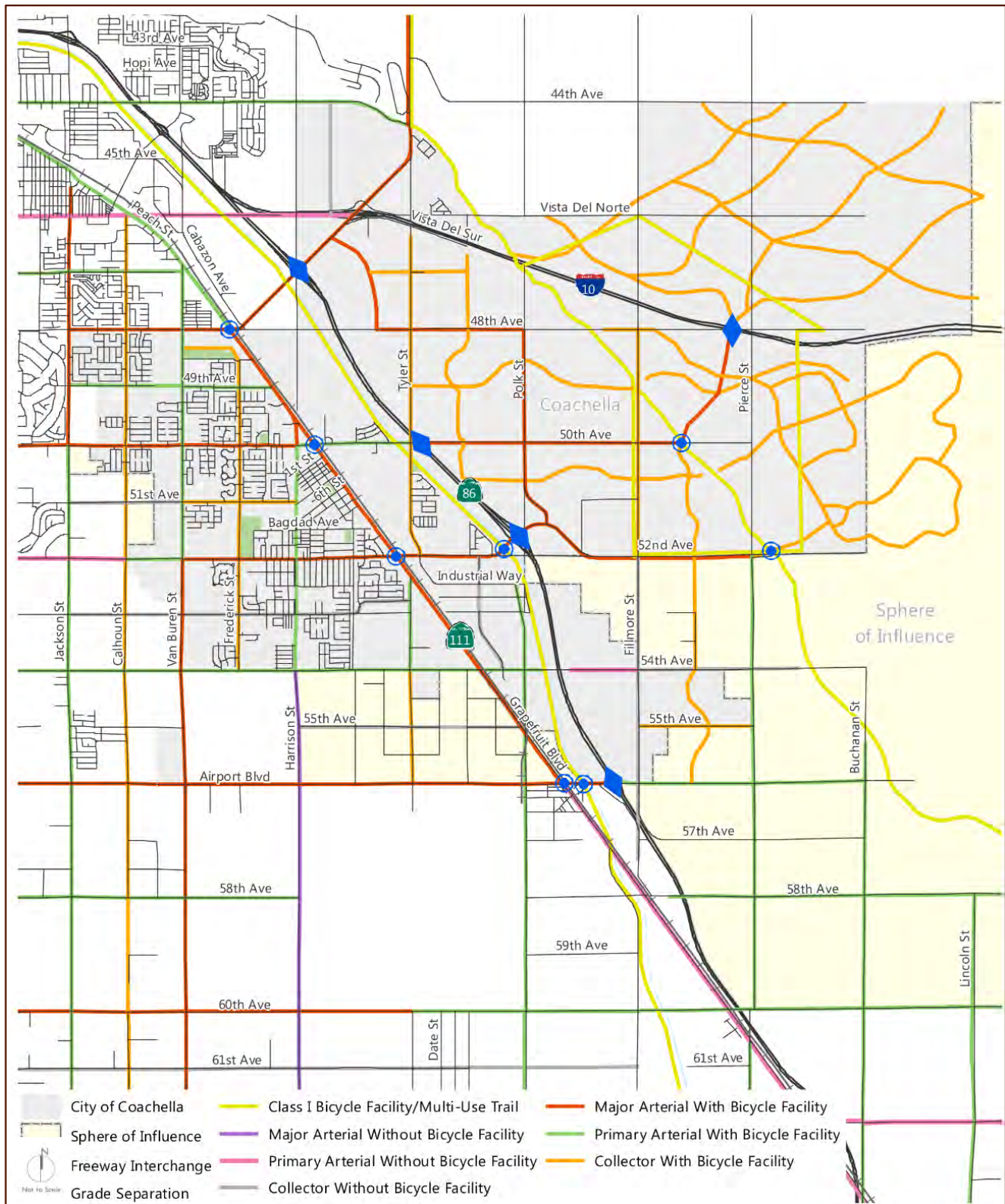
Roadway Segment	Classification	LOS E Capacity	Existing Year 2020		
			ADT	v/c ratio	LOS
Airport Boulevard					
Palm Street to Project Driveway	2-lane Arterial	18,000	7,970	0.442	< C
Project Driveway to SR-86 SB Ramps	2-lane Arterial	18,000	6,290	0.349	< C
SR-86 SB Ramps to SR-86 NB Ramps	2-lane Arterial	18,000	5,410	0.301	< C

Per the analysis results shown in **Table 3-2**, all analyzed roadway segments are operating at an acceptable LOS under Existing 2020 Conditions.

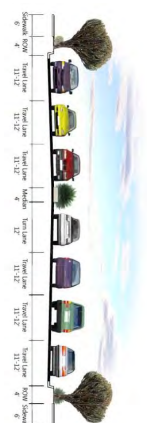
TRAFFIC RELATED DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

The proposed project would not have any intersection operation or roadway segment capacity deficiencies under Existing Conditions, as shown in **Tables 3-1** and **3-2**.

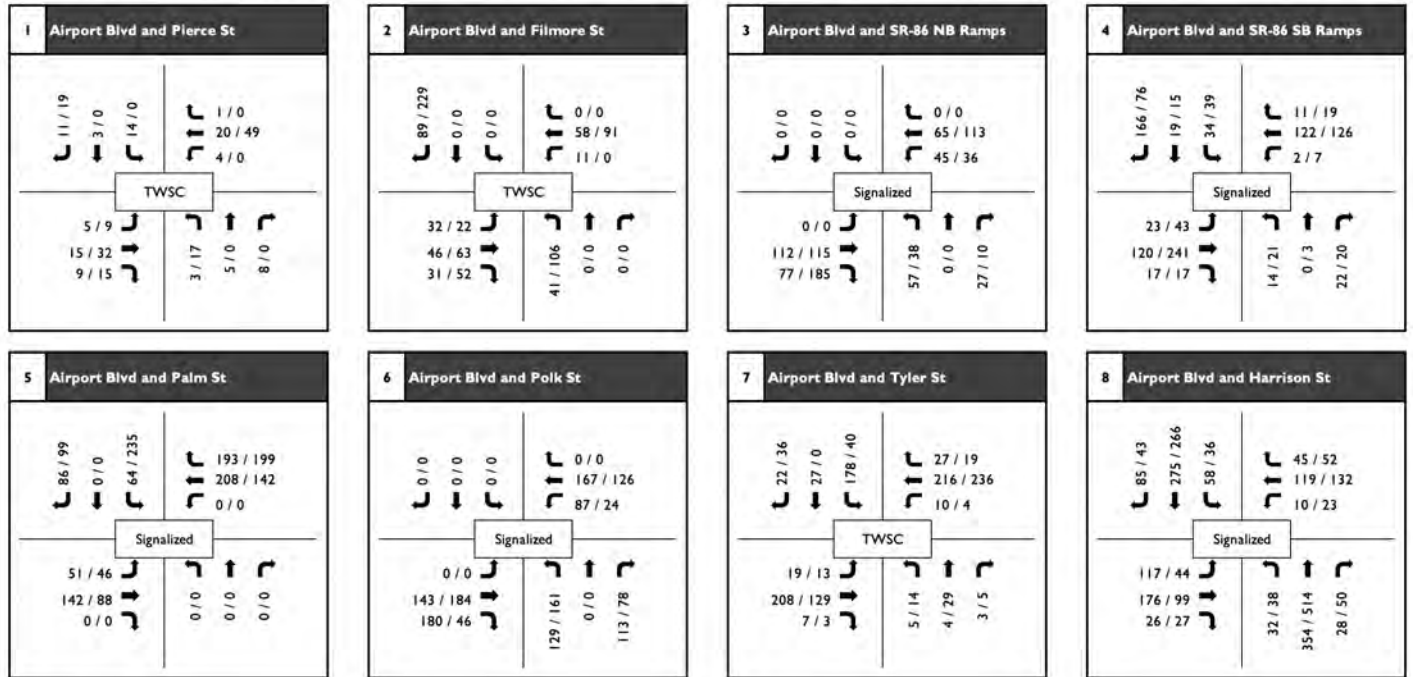
Existing Conditions peak hour analysis worksheets are provided in **Appendix C**.



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STREET TYPE	DESCRIPTION	CROSS-SECTION		TRAVEL LANE WIDTH	SIDEWALK WIDTH	BIKE LANE WIDTH	PRIORITIZED				
		ROW	LANE				PED	BIKE	BUS	AUTO	
COUNTRY ROAD	Two-lane roadways designed to carry traffic through rural areas of the City. It is designed for higher speeds and a variety of vehicles including cars, large trucks, and agricultural equipment as necessary. Limited bicycle and pedestrian usage is anticipated.			50 feet	12 to 15 feet	Not Present	Not Present	N	N	N	Y
MAJOR ARTERIAL	These facilities provide for all modes of travel, but they acknowledge that the arterial is a primary link in the City's vehicular transportation system. Major arterials have six travel lanes and can have ROW up to 120 feet. Travel lanes can vary from 11 to 12 feet.			108 feet	11 to 12 feet	6 feet or more	Not Present	N	N	Y	Y
MAJOR ARTERIAL WITH ENHANCED BICYCLE FACILITIES	These facilities provide for all modes of travel, but they acknowledge that the arterial is a primary link in the City's vehicular transportation system. Major arterials have six travel lanes and can have ROW up to 132 feet. Travel lanes can vary from 11 to 12 feet.			118 feet	11 to 12 feet	6 feet or more	5 feet or more	Y	Y	Y	Y
PRIMARY ARTERIAL	These facilities provide for all modes of travel, but they acknowledge that the arterial is a primary link in the City's vehicular transportation system. Major arterials have four travel lanes and can have ROW up to 110 feet. Travel lanes can vary from 11 to 12 feet.			84 feet	11 to 12 feet	6 feet or more	Not present	N	N	Y	Y
PRIMARY ARTERIAL WITH ENHANCED BICYCLE FACILITIES	These facilities provide superior accommodations for bicyclists as compared to regular arterials. In-street Bicycle lanes (Class II) facilities are provided. The bicycle lanes can vary from 5 to 6 feet. The travel lanes can vary from 11 to 12 feet.			94 feet	11 to 12 feet	6 feet or more	5 feet or more	Y	Y	Y	Y

Coachella Airport Business Park
City of Coachella General Plan Roadway Cross-Section
Figure 3-2



LEGEND

0/0 = (AM/PM) Peak Hour Volumes



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4.0 OPENING YEAR (2025) SCENARIO

This section documents the circulation system conditions within the study area of the project under Opening Year 2025 project scenarios. The Opening Year 2025 Baseline Conditions traffic volumes were developed by applying the annual growth factors per intersection approach (shown in Appendix B) to La Entrada Specific Plan 2012 counts for 13 years. For intersections 3 and 4, annual growth factors per intersection approach were applied to 2020 counts for 5 years. Phase I Project traffic volumes are then added to the Opening Year 2025 Baseline Conditions traffic volumes to develop Opening Year 2025 with Project Phase I Conditions traffic volumes. This section also documents potential operational deficiencies on the existing local and regional circulation networks. No network improvements are assumed under Opening Year 2025 scenario.

ANALYSIS RESULTS

Tables 4-1 through **4-3** show Opening Year Conditions (2025) intersection operation, intersection queuing and roadway segment analysis results.

Figures 4-1 and **4-2** show intersection turning movement volumes under Opening Year 2025 scenario.

Table 4-1
Opening Year 2025 Scenario Intersection Operation Analysis

Intersection	Opening Year 2025 Baseline		Opening Year 2025 With Project		Opening Year 2025 With Improvement		Δ Delay (c)	
	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)		
AM Peak/PM Peak								
1. Airport Boulevard and Pierce Street	9.0/9.5	A/A	9.1/9.6	A/A				
2. Airport Boulevard and Filmore Street	12.3/27.4	B/D	12.7/29.4	B/D				
3. Airport Boulevard and SR-Northbound Ramps	24.3/8.0	C/A	17.4/7.7	B/A				
4. Airport Boulevard and SR-Southbound Ramps	28.0/19.9	C/B	28.6/21.8	C/C				
5. Airport Boulevard and Palm Street	8.1/9.7	A/A	8.6/10.0	A/B				
6. Airport Boulevard and Polk Street	13.5/12.6	B/B	13.9/12.7	B/B				
7. Airport Boulevard and Tyler Street	24.2/13.2	C/B	35.9/15.0	E/C	18.2/13.2	B/B	-6.0/0.0	
8. Airport Boulevard and Harrison Street	19.4/19.0	B/B	21.5/22.6	C/C				
9. Airport Boulevard and Project Driveway	Does not exist		14.6/14.6	B/B				

Notes:

Bold values indicate intersections operating at LOS E or F.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At unsignalized intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual 6th Edition and performed using Synchro 10

(c) Change in delay between Opening Year 2025 With Improvement and Opening Year 2025 Baseline

Per the analysis results shown in **Table 4-1**, all analyzed intersections are operating at an acceptable LOS under Opening Year 2025 scenario except for the following:

- Airport Boulevard and Tyler Street during AM peak (LOS E)

TRAFFIC RELATED DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

The proposed project would have an intersection operation deficiency under Opening Year 2025 with Project Conditions at the following intersection, as shown in **Table 4-1**:

- Airport Boulevard and Tyler Street

The following transportation improvement is recommended at the identified deficient location:

- Airport Boulevard and Tyler Street – Signalize the intersection

Table 4-1 displays the analysis results after the implementation of the improvements described above. As shown, the deficient location will be improved with the implementation of the proposed transportation improvement. This intersection of Airport Boulevard and Tyler Street warrants a traffic signal under Opening Year 2025 scenario. Traffic signal warrant worksheets are provided in **Appendix L**.

Opening Year 2025 Baseline and Opening Year 2025 with Project peak hour analysis worksheets are provided in **Appendices D** and **E**, respectively. Intersection with improvement peak hour analysis worksheets are provided in **Appendix K**.

Table 4-2
Opening Year 2025 With Project Intersection Queue Analysis

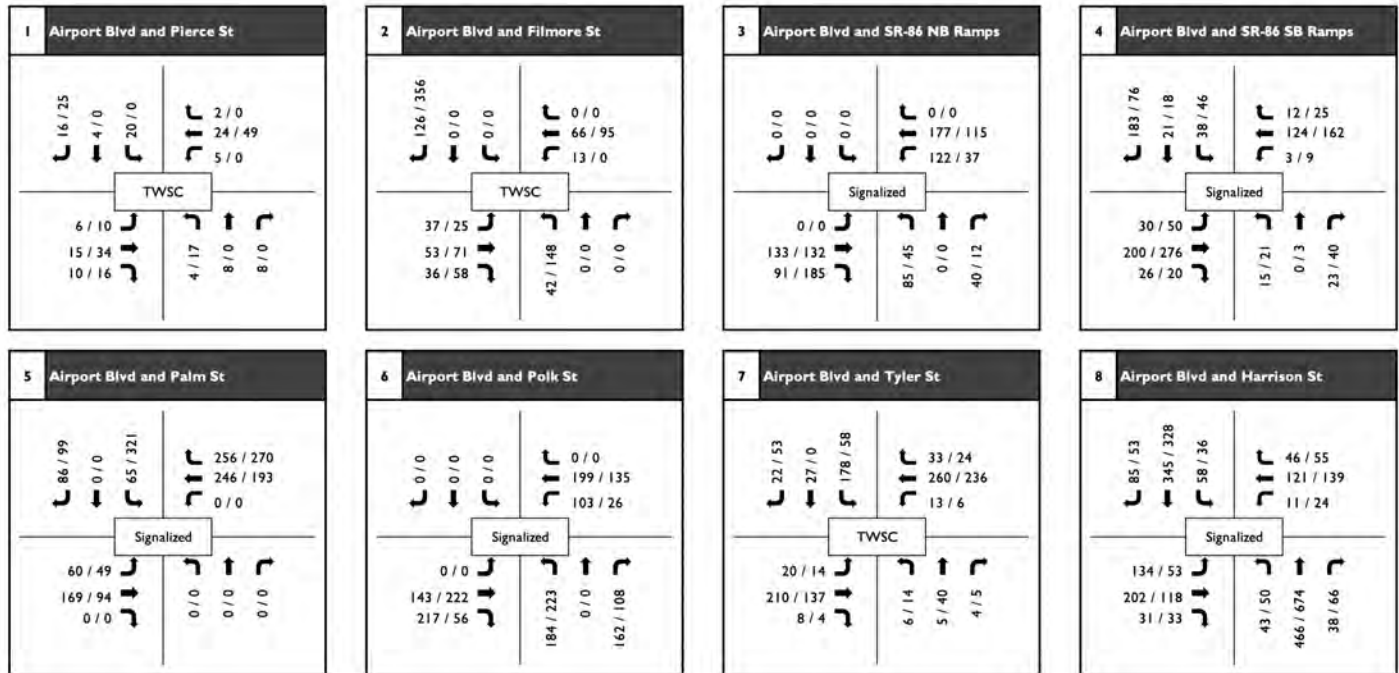
Intersection	Movement	Stacking Distance (ft)	Queue (ft)		Excess Demand	
			AM	PM	AM	PM
3. Airport Boulevard and SR-86 Northbound Ramps	NBL	1000	126	73	--	--
	NBR	575	40	23	--	--
4. Airport Boulevard and SR-86 Southbound Ramps	SBL/SBT	1300	60	76	--	--
	SBR	700	87	51	--	--
	WBL	500	0	29	--	--
	EBL	170	45	72	--	--
9. Airport Boulevard and Project Driveway	SBL	400	50	82	--	--
	WBR	325	10	7	--	--

Per the analysis results shown in **Table 4-2**, there will be no excess queue demand as the anticipated vehicular queues do not exceed the stacking area available at any of the analyzed locations. Vehicular queue worksheets are provided in **Appendix J**.

Table 4-3
Opening Year 2025 Scenario Roadway Segment Capacity Analysis

Roadway Segment	Classification	LOS E Capacity	Opening Year 2025 Baseline			Opening Year 2025 With Project		
			ADT	v/c ratio	LOS	ADT	v/c ratio	LOS
Airport Boulevard								
Palm Street to Project Driveway	2-lane Arterial	18,000	10,540	0.586	< C	12,600	0.700	< C
Project Driveway to SR-86 SB Ramps	2-lane Arterial	18,000	7,260	0.403	< C	8,880	0.493	< C
SR-86 SB Ramps to SR-86 NB Ramps	2-lane Arterial	18,000	5,720	0.318	< C	6,670	0.371	< C

Per the analysis results shown in **Table 4-3**, all analyzed roadway segments are operating at an acceptable LOS under Opening Year 2025 scenario.

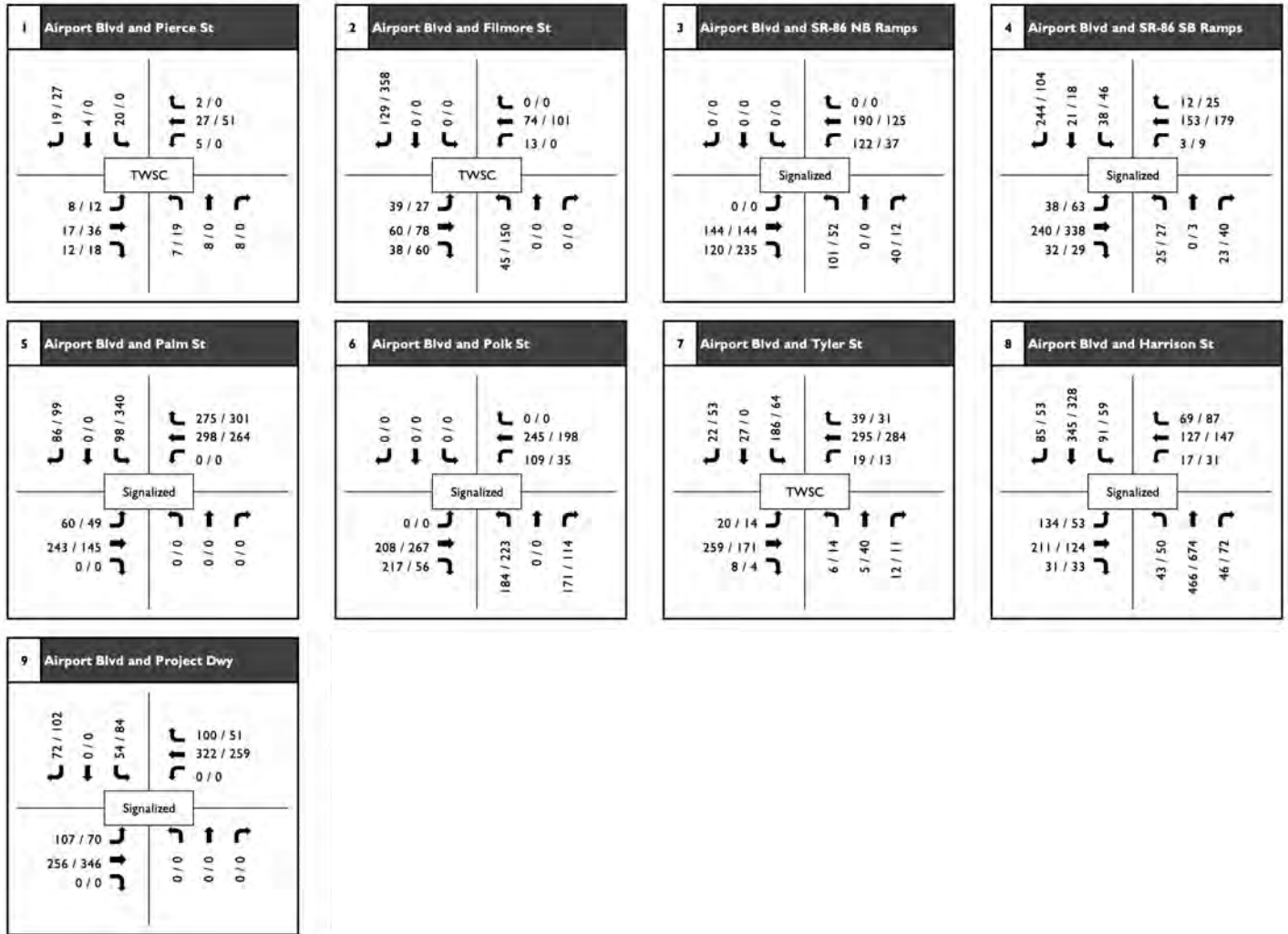


LEGEND

0/0 = (AM/PM) Peak Hour Volumes



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LEGEND

0/0 = (AM/PM) Peak Hour Volumes



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5.0 OPENING YEAR CONDITIONS (2030)

This section documents the circulation system conditions within the study area of the project under Opening Year 2030 project scenarios. The Opening Year 2030 Baseline Conditions traffic volumes were developed by applying the annual growth factors per intersection approach (shown in Appendix B) to La Entrada Specific Plan 2012 counts for 18 years, in addition to Phase I of the proposed project. For intersections 3 and 4, annual growth factors per intersection approach were applied to 2020 counts for 10 years, in addition to Phase I of the project. Phase II Project traffic volumes are then added to the Opening Year 2030 Baseline Conditions traffic volumes to develop Opening Year 2030 with Project Conditions traffic volumes. This section also documents potential operational deficiencies on the existing local and regional circulation networks. No network improvements are assumed under Opening Year 2030 scenario.

ANALYSIS RESULTS

Tables 5-1 through 5-3 show Opening Year Conditions (2030) intersection operation, intersection queuing and roadway segment analysis results.

Figures 5-1 and 5-2 show Opening Year Conditions (2030) intersection turning movement volumes and roadway segment ADT.

Intersection Analysis

Table 5-1
Opening Year 2030 Scenario Intersection Operation Analysis

Intersection	Opening Year 2030 Baseline		Opening Year 2030 With Project		Opening Year 2030 With Improvement		Δ Delay (c)
	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	
AM Peak/PM Peak							
1. Airport Boulevard and Pierce Street	9.2/9.7	A/A	9.2/9.7	A/A			
2. Airport Boulevard and Filmore Street	13.9/109.7	B/F	13.9/109.7	B/F	11.7/16.6	B/B	-2.2/ -93.1
3. Airport Boulevard and SR-Northbound Ramps	40.0/8.6	D/A	39.7/8.4	D/A			
4. Airport Boulevard and SR-Southbound Ramps	29.6/23.0	C/C	33.4/23.6	C/C			
5. Airport Boulevard and Palm Street	8.6/11.8	A/B	8.7/12.0	A/B			
6. Airport Boulevard and Polk Street	16.1/14.0	B/B	16.3/14.0	B/B			
7. Airport Boulevard and Tyler Street	37.1/16.7	E/C	40.4/17.5	E/C	18.8/14.2	B/B	-18.3/ -2.5
8. Airport Boulevard and Harrison Street	29.2/32.3	C/C	30.7/34.1	C/C			
9. Airport Boulevard and Project Driveway	16.1/15.9	C/C	18.6/18.3	C/C			

Notes:

Bold values indicate intersections operating at LOS E or F.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds/vehicle. At unsignalized intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual 6th Edition and performed using Synchro 10

(c) Change in delay between Opening Year 2030 With Improvement and Opening Year 2030 Baseline

Per the analysis results shown in **Table 5-1**, all analyzed intersections are operating at an acceptable LOS under Opening Year 2030 Baseline Conditions except for the following:

- Airport Boulevard and Filmore Street during AM and PM peaks (LOS F)
- Airport Boulevard and Tyler Street during AM and PM peaks (LOS E)

TRAFFIC RELATED DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

The proposed project would have an intersection operation deficiency under Opening Year 2030 with Project Conditions at the following intersections, as shown in **Table 5-1**:

- Airport Boulevard and Filmore Street during PM peak (LOS F)
- Airport Boulevard and Tyler Street during AM peak (LOS E)

The following transportation improvements are recommended at the identified deficient locations:

- Airport Boulevard and Filmore Street – Intersection signalization
- Airport Boulevard and Tyler Street – Intersection signalization

Table 5-1 displays the analysis results after the implementation of the improvements described above. As shown, all deficient locations will be improved with the implementation of the proposed transportation improvements. In addition to the intersection that warrants a traffic signal under Opening Year 2025 Conditions, the intersection of Airport Boulevard and Filmore Street warrants a traffic signal under Opening Year 2030 Conditions. Traffic signal warrant worksheets are provided in **Appendix L**.

Opening Year 2030 Baseline and Opening Year 2030 With Project peak hour analysis worksheets are provided in **Appendices F** and **G**, respectively. Intersection with improvement peak hour analysis worksheets are provided in **Appendix K**.

Table 5-2
Opening Year 2030 With Project Intersection Queue Analysis

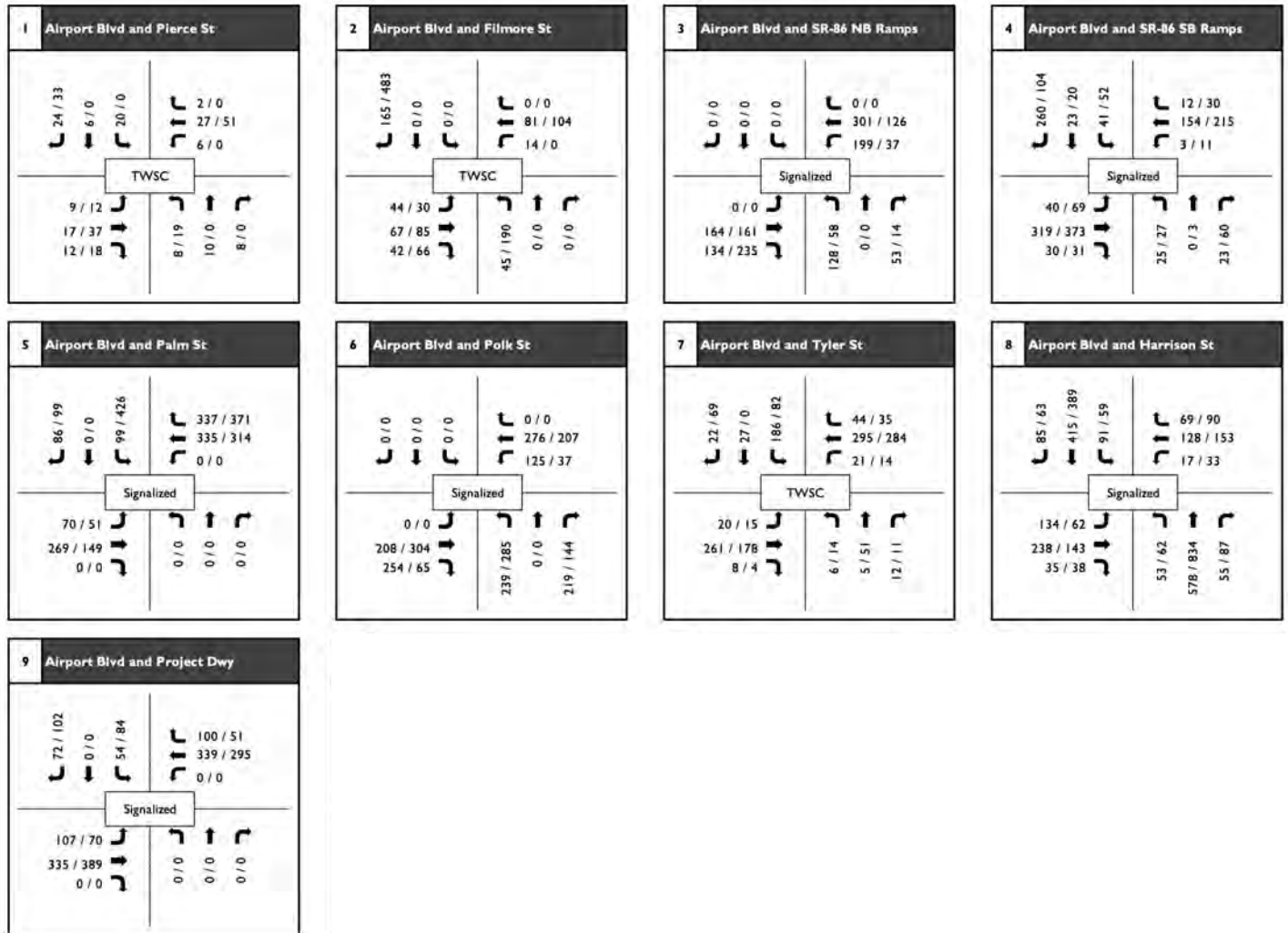
Intersection	Movement	Stacking Distance (ft)	Queue (ft)		Excess Demand	
			AM	PM	AM	PM
3. Airport Boulevard and SR-86 Northbound Ramps	NBL	1000	161	88	--	--
	NBR	575	44	41	--	--
4. Airport Boulevard and SR-86 Southbound Ramps	SBL/T	1300	80	93	--	--
	SBR	700	109	74	--	--
	WBL	500	21	28	--	--
	EBL	170	66	107	--	--
9. Airport Boulevard and Project Driveway	SBL	400	61	79	--	--
	WBR	325	16	15	--	--

Per the analysis results shown in **Table 5-2**, there will be no excess queue demand as the anticipated vehicular queues do not exceed the stacking area available at any of the analyzed locations. Vehicular queue worksheets are provided in **Appendix J**.

Table 5-3
Opening Year 2030 Scenario Roadway Segment Capacity Analysis

Roadway Segment	Classification	LOS E Capacity	Opening Year 2030 Baseline			Opening Year 2030 With Project		
			ADT	v/c ratio	LOS	ADT	v/c ratio	LOS
Airport Boulevard								
Palm Street to Project Driveway	2-lane Arterial	18,000	15,120	0.840	C	15,600	0.867	C
Project Driveway to SR-86 SB Ramps	2-lane Arterial	18,000	9,830	0.546	< C	10,330	0.574	< C
SR-86 SB Ramps to SR-86 NB Ramps	2-lane Arterial	18,000	6,960	0.387	< C	7,280	0.404	< C

Per the analysis results shown in **Table 5-3**, all analyzed roadway segments are operating at an acceptable LOS under Opening Year 2030 scenario.

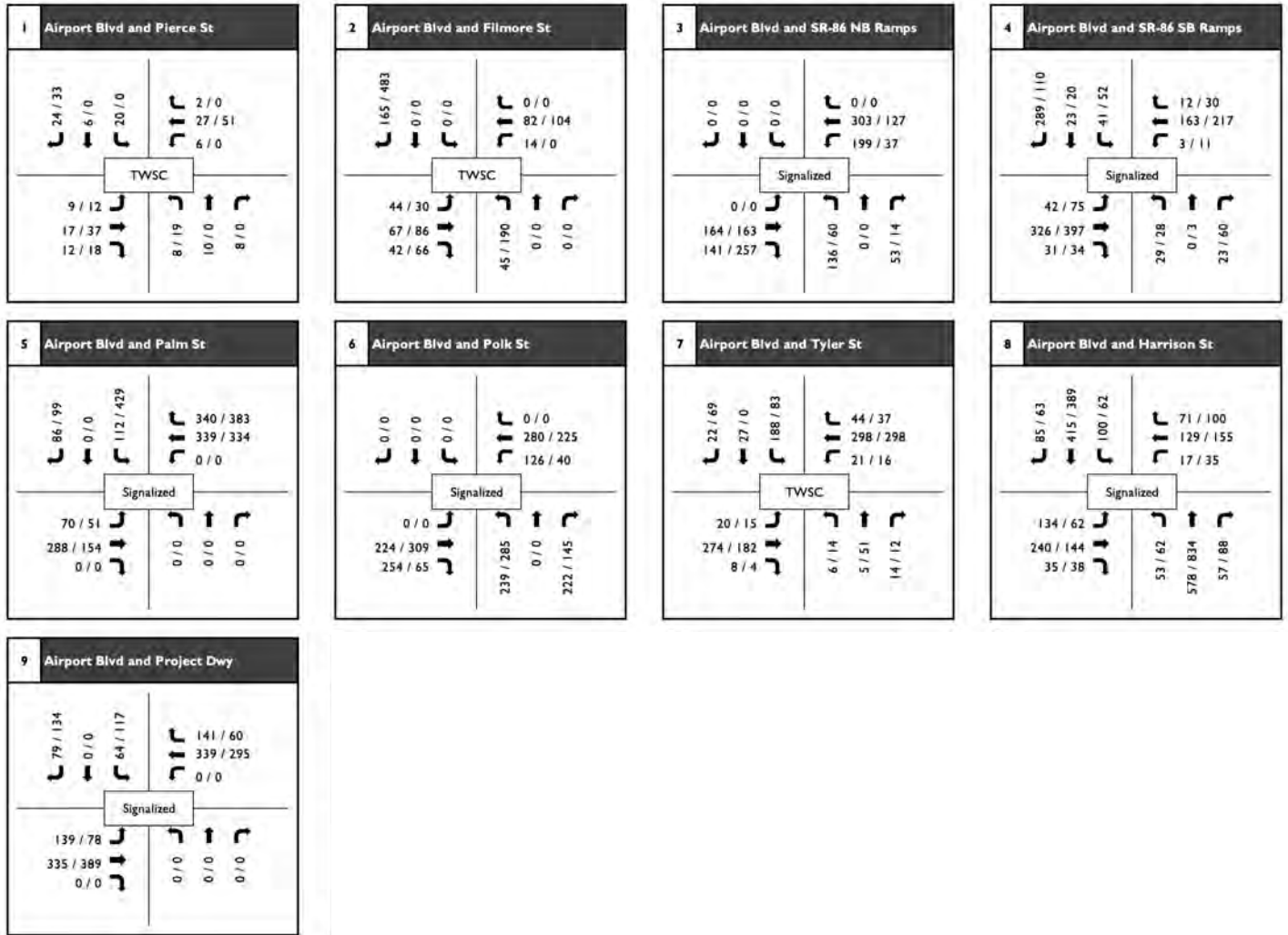


LEGEND

0/0 = (AM/PM) Peak Hour Volumes



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LEGEND

0/0 = (AM/PM) Peak Hour Volumes



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6.0 BUILDOUT CONDITIONS (2035)

This section documents the circulation system conditions within the study area of the project under Buildout 2035 scenario. Per coordination with the City, the Buildout 2035 Baseline forecast volumes were developed by adding La Entrada Specific Plan Buildout 2035 with project volumes to Phase I and II of the proposed project traffic volumes. Proposed project Phase III traffic volumes are then added to the Buildout 2030 Baseline traffic volumes to develop Buildout 2035 with Project traffic volumes. No intersection operational improvements are assumed under Buildout 2035 scenarios. However, for the purposed of roadway segment capacity analysis, the buildout classification of 6-lane urban arterial for Airport Boulevard is assumed; consistent with the City of Coachella General Plan.

ANALYSIS RESULTS

Tables 6-1 through 6-3 show Buildout Conditions (2035) intersection operation, intersection queuing and roadway segment capacity analysis results.

Figures 6-1 and 6-2 show Buildout Conditions (2035) intersection turning movement volumes and roadway segment ADTs.

Table 6-1
Buildout 2035 Scenario Intersection Operation Analysis

Intersection	Buildout 2035 Baseline		Buildout 2035 With Project		Buildout 2035 With Improvement		Δ Delay (c)
	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	
AM Peak/PM Peak							
1. Airport Boulevard and Pierce Street	>300/>300	F/F	>300/>300	F/F	23.8/50.0	C/E	-276.2/-250.0
2. Airport Boulevard and Filmore Street	>300/>300	F/F	>300/>300	F/F	57.9/45.7	E/D	-242.1/-254.3
3. Airport Boulevard and SR-Northbound Ramps	68.2/79.2	E/E	70.5/83.6	E/F	21.2/55.6	C/E	-49.3/-28.0
4. Airport Boulevard and SR-Southbound Ramps	53.8/123.6	D/F	56.6/130.4	E/F	19.0/40.0	B/D	-25.7/-80.9
5. Airport Boulevard and Palm Street	12.8/24.6	B/C	13.3/25.5	B/C			
6. Airport Boulevard and Polk Street	52.8/37.3	D/D	53.4/37.4	D/D			
7. Airport Boulevard and Tyler Street	>300/>300	F/F	>300/>300	F/F	27.6/65.4	C/E	-272.4/-234.6
8. Airport Boulevard and Harrison Street	>300/>300	F/F	>300/>300	F/F	53.9/64.7	D/E	-246.1/-235.3
9. Airport Boulevard and Project Driveway	>300/>300	F/F	>300/>300	F/F	16.2/25.4	B/C	-287.8/-274.6

Notes:

Bold values indicate intersections operating at LOS E or F.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At unsignalized intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual 6th Edition and performed using Synchro 10

(c) Change in delay between Opening Year 2030 With Improvement and Opening Year 2030 Baseline

Per the analysis results shown in **Table 6-1**, all analyzed intersections are operating at an acceptable LOS under Buildout 2035 Baseline Conditions except for the following:

- Airport Boulevard and Pierce Street during AM and PM peaks (LOS F)
- Airport Boulevard and Filmore Street during AM and PM peaks (LOS F)
- Airport Boulevard and SR-86 Northbound Ramps during AM and PM peaks (LOS E)
- Airport Boulevard and SR-86 Southbound Ramps during PM peak (LOS F)
- Airport Boulevard and Tyler Street during AM and PM peaks (LOS F)
- Airport Boulevard and Harrison Street during AM and PM peaks (LOS F)
- Airport Boulevard and Project Driveway during AM and PM peaks (LOS F)

TRAFFIC RELATED DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

The proposed project would have traffic related deficiencies under Buildout 2035 with Project Conditions at the following intersections, as shown in **Table 6-1**:

- Airport Boulevard and Pierce Street during AM and PM peaks (LOS F)
- Airport Boulevard and Filmore Street during AM and PM peaks (LOS F)
- Airport Boulevard and SR-86 Northbound Ramps during AM and PM peaks (LOS E, LOS F)
- Airport Boulevard and SR-86 Southbound Ramps during AM and PM peaks (LOS E, LOS F)
- Airport Boulevard and Tyler Street during AM and PM peaks (LOS F)
- Airport Boulevard and Harrison Street during AM and PM peaks (LOS F)
- Airport Boulevard and Project Driveway during AM and PM peaks (LOS F)

The following transportation improvements are recommended at the identified deficient locations:

- Airport Boulevard and Pierce Street – Convert intersection to all-way stop control and widen or reconfigure intersection approaches to provide 1 exclusive left turn lane, 1 through lane and 1 shared through-right turn lane in the northbound direction; 1 exclusive left turn lane, 1 through lane and 1 shared through-right turn lane in the southbound direction; 1 exclusive left turn lane and 1 shared through-right turn lane in the eastbound direction; and 1 exclusive left turn lane and 1 shared through-right turn lane in the westbound direction.
- Airport Boulevard and Filmore Street – Signalize the intersection and widen or reconfigure intersection approaches to provide 1 exclusive left turn lane and 1 shared through-right turn lane in the northbound direction; 1 shared through-left turn lane and 1 exclusive right turn lane in the southbound direction; and 1 exclusive left turn lane, 1 through lane and 1 exclusive right turn lane in the eastbound direction.
- Airport Boulevard and SR-86 NB Ramps – Widening of Airport Boulevard to 4 lanes from SR-86 SB Ramps to SR-86 NB Ramps and add 1 exclusive right turn lane in the eastbound direction.
- Airport Boulevard and Tyler Street – Signalize the intersection Airport Boulevard and SR-86 SB Ramps – Add 1 exclusive left turn lane in the southbound direction and widen Airport Boulevard to 4 lanes from SR-86 SB Ramps to SR-86 NB Ramps.
- and widen or reconfigure intersection approaches to provide 1 exclusive left turn lane and 1 shared through-right turn lane in the southbound direction; 1 exclusive left turn lane, 1 through lane and 1 exclusive right turn lane in the eastbound direction; and 1 exclusive left turn lane, 1 through lane and 1 exclusive right turn lane in the westbound direction.
- Airport Boulevard and Harrison Street - Widen or reconfigure intersection approaches to add 1 through lane in the northbound direction; add 1 exclusive left turn lane and 1 through lane in the

southbound direction; provide 1 exclusive left turn lane, 1 through lane and 1 exclusive right turn lane in the eastbound direction; and add 1 exclusive left turn lane and 1 through lane in the westbound direction.

- Airport Boulevard and Project Driveway – Signalize the intersection.

Table 7-1 displays the analysis results after the implementation of the improvements described above. As shown, all deficient locations will be improved with the implementation of the proposed transportation improvements. In addition to the intersections that warrant a traffic signal under Opening Year 2025 Conditions or Opening Year 2030 Conditions, the intersection of Airport Boulevard and Project Driveway warrants a traffic signal under Buildout 2035 Baseline Conditions. Traffic signal warrant worksheets are provided in **Appendix L**.

Buildout Year 2035 Baseline and Buildout Year 2035 with Project peak hour analysis worksheets are provided in **Appendices H and I**, respectively. Intersection with improvement peak hour analysis worksheets are provided in **Appendix K**.

Table 6-2
Buildout 2035 With Project Intersection Queue Analysis

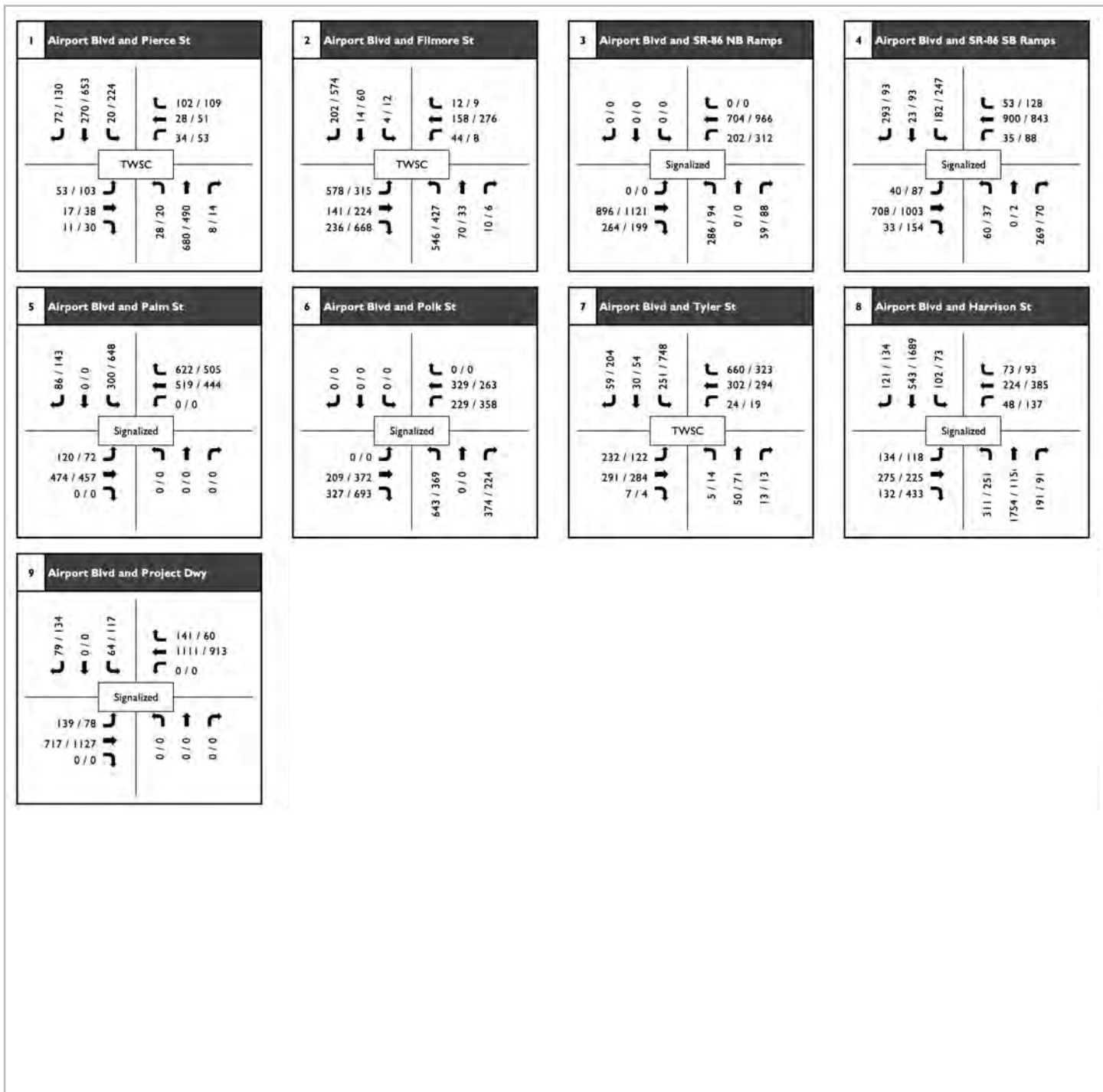
Intersection	Movement	Stacking Distance (ft)	Queue (ft)		Excess Demand	
			AM	PM	AM	PM
3. Airport Boulevard and SR-86 Northbound Ramps	NBL	1000	412	120	--	--
	NBR	575	77	91	--	--
4. Airport Boulevard and SR-86 Southbound Ramps	SBL/T	1300	281	347	--	--
	SBR	700	227	50	--	--
	WBL	500	60	301	--	--
	EBL	170	136	192	--	22
9. Airport Boulevard and Project Driveway	SBL	400	302	467	--	67
	WBT	325	6	7	--	--
	WBR	325	19	7	--	--

Per the analysis results shown in **Table 6-2**, there will be excess queue demand as the anticipated vehicular queues exceed the stacking area available for the eastbound left turn movement at Airport Boulevard and SR-86 Southbound Ramps and the southbound left turn movement at the Project Driveway. The project will extend the existing eastbound left turn pocket at Intersection 4 to 200 feet. The additional 11 feet could be accommodated on-site since the drive aisle extends along the entire length of the western property line. Vehicular queue worksheets are provided in **Appendix J**.

Table 6-3
Buildout 2035 Scenario Roadway Segment Capacity Analysis

Roadway Segment	Classification	LOS E Capacity	Buildout 2035 With Phases I and II			Buildout 2035 With Phases I, II and III		
			ADT	v/c ratio	LOS	ADT	v/c ratio	LOS
Airport Boulevard								
Palm Street to Project Driveway	6-lane Urban Arterial	53,900	24,650	0.457	< C	25,100	0.466	< C
Project Driveway to SR-86 SB Ramps	6-lane Urban Arterial	53,900	26,600	0.494	< C	27,050	0.502	< C
SR-86 SB Ramps to SR-86 NB Ramps	6-lane Urban Arterial	53,900	28,560	0.530	< C	28,840	0.535	< C

As shown in **Table 6-3**, all analyzed roadway segments are operating at an acceptable LOS under Buildout 2035 Conditions.

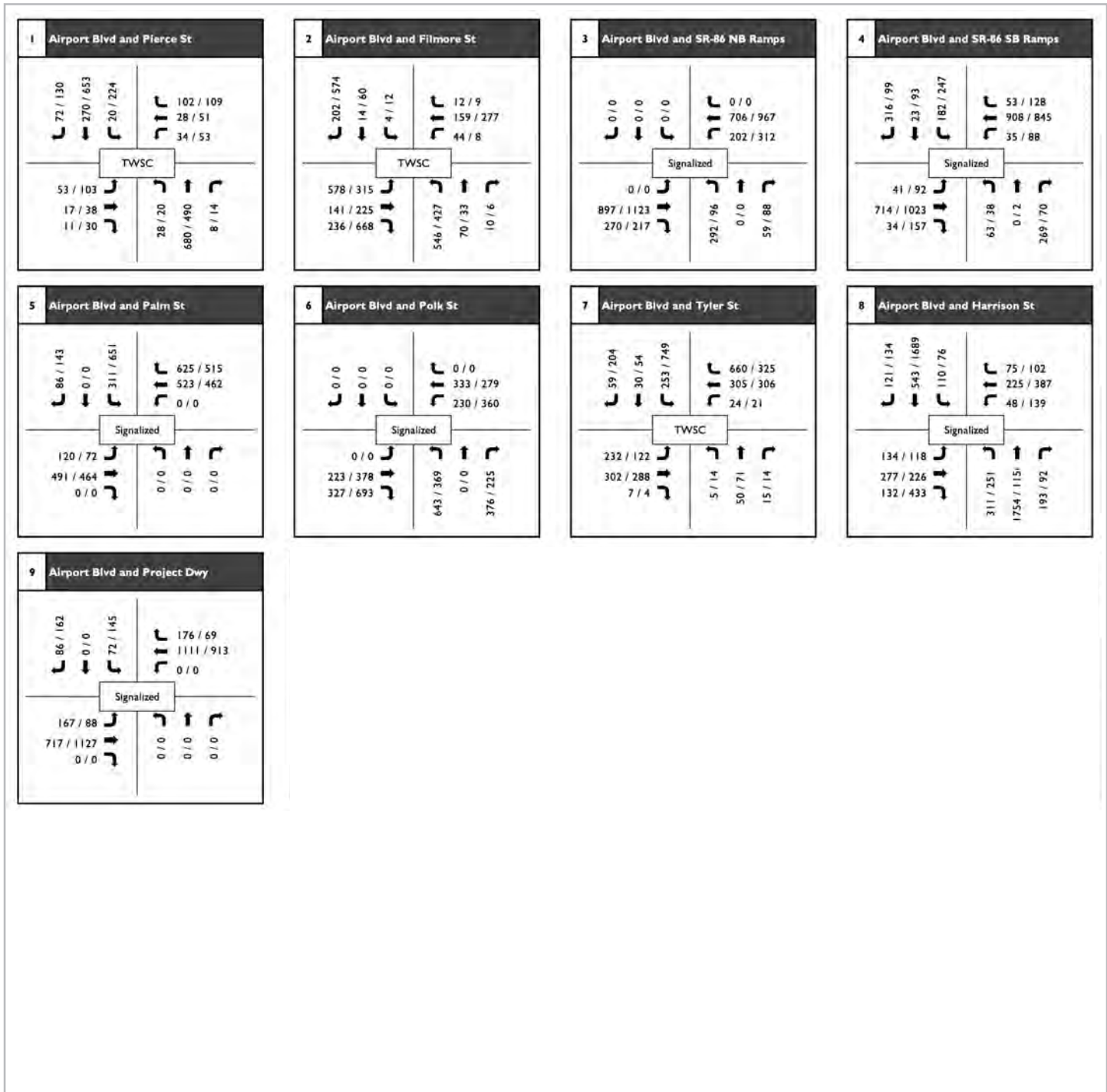


LEGEND

0/0 = (AM/PM) Peak Hour Volumes



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LEGEND

0/0 = (AM/PM) Peak Hour Volumes



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7.0 RECOMMENDED IMPROVEMENTS

This section summarizes the recommended improvements at deficient locations under all analyzed scenarios discussed in this report.

New development projects within the City of Coachella are required to provide needed infrastructure improvements to meet the demand created by the development and provide off-site improvements designed to ensure construction of the local and regional transportation networks to their ultimate classifications. These improvements could be funded through development fee payment toward several adopted funding mechanisms such as Transportation Uniform Mitigation Fee (TUMF), City of Coachella Development Impact Fee (DIF), County of Riverside DIF, and Tribal Transportation Program. If the “funded” improvements can provide the target LOS, payment into the fee program will be provided in cases where this study identifies that the Project would contribute additional traffic volumes to cumulative traffic deficiencies.

Table 7-1 shows recommended transportation improvements needed to address future growth and cumulative traffic deficiencies within the City of Coachella and County of Riverside. This table also highlights regional transportation mitigation fee programs associated with the different recommended improvements identified under all analyzed scenarios.

**Table 7-1
Recommended Improvements**

Intersection	Recommended Improvements			Improvements in TUMF or DIF? ¹
	Opening Year 2025 with Project	Opening Year 2030 with Project	Buildout 2035 With Project	
1. Airport Boulevard and Pierce Street			Convert to All-way stop control Widen or reconfigure to provide NBL, NBT and NBT/R; SBL, SBT and SBT/R; EBL and EBT/R; and WBL and WBT/R	County of Riverside DIF And TUMF
2. Airport Boulevard and Filmore Street		Signalize	Signalize Widen or reconfigure to provide NBL and NBT/R; SBL/T and SBR; and EBL, EBT and EBR	City of Coachella DIF/County of Riverside DIF
3. Airport Boulevard and SR-Northbound Ramps			Widening of Airport Boulevard to 4 lanes from SR-86 SB Ramps to SR-86 NB Ramps to add EBR	City of Coachella DIF/County of Riverside DIF/TUMF
4. Airport Boulevard and SR-Southbound Ramps			Add SBL and widening of Airport Boulevard to 4 lanes from SR-86 SB Ramps to SR-86 NB Ramps to add WBT	City of Coachella DIF/County of Riverside DIF/TUMF
7. Airport Boulevard and Tyler Street	Signalize	Signalize	Signalize Widen or reconfigure to provide SBL and SBT/R; EBL, EBT and EBR; and WBL, WBT and WBR	County of Riverside DIF/TUMF
8. Airport Boulevard and Harrison Street			Widen or reconfigure to add NBT; add SBL and SBT; provide EBL, EBT and EBR; and add WBL and WBT	Coachella DIF/County of Riverside DIF/Tribal/TUMF
9. Airport Boulevard and Project Driveway			Signalize	Project

¹If the “funded” improvements can provide the target LOS, payment into the fee program will be provided in cases where this study identifies that the Project would contribute additional traffic volumes to cumulative traffic deficiencies.

Per Table 7-1, the project will be contributing toward the construction of all identifies deficient locations through development fee payments toward adopted funding mechanisms including Transportation Uniform Mitigation Fee (TUMF), City of Coachella Development Impact Fee (DIF), County of Riverside DIF, and Tribal Transportation Program. Project will be conditioned to fully construct and signalize the main access point to the development at the intersection of Airport Boulevard and Project Driveway.

8.0 CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

California Department of Transportation (Caltrans) Local Development-Intergovernmental (LD/IGR) Office has coordinated the review of the project with Caltrans Traffic Operations and Electrical Operations Functional Units. the LD/IGGR has recommended deferring the review of the forecasted volumes which will provide an opportunity to potentially update the traffic impact report and review site drainage and water quality management plans, as well as site grading plans, environmental studies, and other materials for consistency to applicable Caltrans standards at such time that a Caltrans Encroachment Permit application process is submitted for Caltrans review and approval.

The future signalization of the project main access point will trigger the Caltrans Encroachment Permit application process due to proposed entrance location that is approximately 360 feet from the southbound SR-86/Airport Avenue intersection. The minimum spacing requirement between interchange ramps and local road intersections is 400 feet per Highway Design Manual Topic 504.8. The signalization of the main access point will be triggered at Project Phase III occupancy (Year 2035 and beyond). Access alternatives will need to be evaluated considering the change in network conditions that could potentially occur in the next 15 years when the signalization is needed. The alternative evaluation may include, but not limited to, restricted access to right-in/right-out, GPS modems and synchronization/coordination of signal timing as determined appropriate during Caltrans Encroachment Permit review and approval process. Additional analysis could also be required at the time of the signalization is triggered in the next 15 years depending on the outcome of the of forecasted volume review including, but not limited to, freeway merge and diverge analysis and other analysis adjustments that could be required as part of the submittal of the encroachment permit application for Caltrans review and approval.

Project will be conditioned to submit for a Caltrans Encroachment Permit application process prior to the signalization of the main access point on Airport Boulevard for consistency to applicable Caltrans standards and guidelines to the satisfaction of Caltrans Traffic Operations and Electrical Operations Functional Units.

9.0 VEHICLE MILES TRAVELED

The purpose of this section is to evaluate the project's vehicle miles traveled (VMT) analysis requirements and compliance with Senate Bill 743 (SB 743) and the California Environmental Quality Act (CEQA).

SB 743

On September 27, 2013, Senate Bill (SB) 743 was signed into State law and started a process intended to fundamentally change transportation impact analysis as part of the California Environmental Quality Act (CEQA) compliance. The California Natural Resource Agency updated the CEQA transportation analysis guidelines in 2018. In this update automobile delay and level of service (LOS) metrics are no longer to be used in determining transportation impacts. After July 1, 2020, transportation analysis under CEQA must use VMT to determine impacts for land use projects.

VMT ANALYSIS GUIDELINES

The project is within the jurisdiction of the City of Coachella (City). The City, Coachella Valley Association of Government (CVAG) and Riverside County currently do not have guidance on evaluating VMT for transportation impacts under CEQA. In absence of direct guidance from the lead agency, statewide guidance was used as the basis to evaluate VMT for this project.

VMT ANALYSIS

The VMT analysis was conducted by Fehr & Peers who are one of the certified consultants authorized by the County of Riverside to run the RivTAM model which was used to assess the proposed project VMT. The latest version of the RivTAM model was utilized to run the "with project" and "without project" scenarios.

The RIVTAM model inputs are based on population and employment totals. The approximate daily employment for the project was input into the Traffic Analysis Zone (TAZ) that represents the project location in the model. The Project estimates approximately 788 employees each weekday will work on-site. The SED for the project TAZ and surrounding regions used in the analysis is shown in **Table 1**.

Table 1
RIVTAM Model Input Assumptions

	Project TAZ ¹		Coachella		CVAG		Riverside County	
Model Scenario	Pop	Emp	Pop	Emp	Pop	Emp	Pop	Emp
Base Year No Project	0	248	41,971	8,602	454,979	152,973	2,244,929	616,687
Base Year With Project	0	1,036	41,971	9,390	454,979	153,761	2,244,929	617,475
Future Year No Project	0	374	95,858	14,994	722,044	306,954	3,183,378	1,174,500
Future Year With Project	0	1,162	95,858	15,782	722,044	307,742	3,183,378	1,175,288

Notes:

1. The project is located in TAZ 4844

Source: Riverside Transportation Analysis Model (RIVTAM).

It was determined that VMT will decrease across the studied regions. Therefore, the project is anticipated to result in a less-than-significant transportation impact related to VMT. VMT Analysis is included in **Appendix M**.

APPENDIX A -

SCOPING AGREEMENT



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7.13.2020
No further
comments

Date: June 30, 2020
To: Gabor Pakozdi, City Engineer, City of Coachella
From: George Ghossain, Principal Engineer, Integrated Engineering Group
Subject: Scoping Agreement for Coachella Airport Business Park Project

Integrated Engineering Group (IEG) is pleased to submit this scoping agreement for the Coachella Airport Business Park Project located at the northwest corner of the intersection of State Route 86 (SR-86) and Airport Boulevard in the City of Coachella within Riverside County, California. The subject project is proposing the construction of an industrial park on vacant site that is designated as "Industrial District" under the City's General Plan 2035 Land Use and Community Character Element, within the southwestern corner of Sub-Area 8 – East Industrial District, which allows for the development of a variety of industrial and office uses. The following land uses are proposed as part of the industrial park project and will be developed through different phases:

- Large Warehouse - 249,649 square feet
- Small Warehouse - 96,000 square feet
- Small Business - 81,000 square feet
- Brick Yard - 76,800 square feet
- Self-Storage - 137,400 square feet
- Fast Food Restaurant with Drive Through - 4,000 square feet
- Service station with Convenience Store – 10 vehicle fueling positions and 4,000 square feet convenience store

Our goal is to obtain comments from City of Coachella staff, to ensure that the traffic study fully addresses the potential impacts of the proposed Project including evaluation of project vehicle miles traveled (VMT) for CEQA transportation impact and level of service (LOS) deficiencies to support City of Coachella General Plan goals. The remainder of this letter describes the draft proposed analysis methodology, project trip generation and project trip distribution and assignment on the surrounding roadway network, which have been used to establish the draft proposed project study area and analysis locations.

The preliminary site plan for the proposed Project is shown on **Figure 1-1**. It is anticipated that the proposed development will be built in phases which will be discussed in detail with City staff. Access to the Project site will be provided via Airport Boulevard. Due to the proximity of the proposed driveway to the SR-86, a queue analysis



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will be conducted at SR-86 southbound ramps and the project access point along Airport Boulevard including the project drive aisle. The TIA will also be submitted for Caltrans staff review and approval.

TRIP GENERATION FOR POTENTIAL USES

The Trip generation is a measure or forecast of the number of trips that begin or end at the project site. The traffic generated is a function of the extent and type of development proposed for the site. These trips will result in some traffic increases on the streets where they occur. Vehicular traffic generation characteristics for projects are estimated based on established rates. These rates identify the probable traffic generation of various land uses based studies of developments in comparable settings. The rates used in this analysis were determined based on rates contained in the *Trip Generation Manual, 10th Edition*, published by the Institute of Transportation Engineers (ITE). This document is widely used in Southern California and indicates the probable traffic generation rates for various land uses based upon studies of existing developments in comparable settings. Project ITE average trip generation rates and trip calculations summary are presented in Table 1 and Table 2.

Table 1 - Project Trip Generation Rates

Land Use ¹	Units ²	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Industrial Park	TSF	130	0.324	0.076	0.4	0.084	0.316	0.4	3.37
Self-Storage	TSF	151	0.06	0.04	0.1	0.08	0.09	0.17	1.51
Service Station/Mini Mart	VFP	960	14.04	14.04	28.08	11.48	11.48	22.96	230.52
Fast Food Restaurant W/Drive Through	TSF	934	20.50	19.69	40.19	16.99	15.68	32.67	470.95

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), *Trip Generation Manual*, Tenth Edition (2017).

² TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions

Table 2 - Project Trip Generation Summary

Land Use ¹	Intensity	Units ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Industrial Park ⁴	503.45	TSF	163	38	201	42	159	201	1,697
Passenger Cars (AM-69.2%; PM-78.3%; Daily-67.8%)			113	26	139	33	125	158	1,150
2-Axle Trucks (AM-5.14%; PM-3.62%; Daily-5.38%) (PCE = 1.5)			13	3	16	2	9	11	137
3-Axle Trucks (AM-6.38%; PM-4.49%; Daily-6.67%) (PCE = 2.0)			21	5	26	4	14	18	226
4+ Axle Trucks (AM-19.25%; PM-13.56%; Daily-20.13%) (PCE = 3.0)			94	22	116	17	65	82	1,025
Sub-total			240	56	297	56	212	269	2,538
Self-Storage	145.30	TSF	9	6	15	12	13	25	219
Service Station/Mini Mart	10	VFP	140	140	281	115	115	230	2,305
Pass-by Reduction (62% AM Peak Hour, 56% - PM Peak Hour) ³			87	87	174	64	64	129	1,291
Sub-total			53	53	107	51	51	101	1,014
Fast Food Restaurant W/Drive Through	4.0	TSF	82	79	161	68	63	131	1,884
Pass-by Reduction (49% AM Peak Hour, 50% - PM Peak Hour) ³			40	39	79	34	31	65	942
Sub-total			42	40	82	34	31	65	942
Total			344	156	500	153	307	460	4,714

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), *Trip Generation Manual*, Tenth Edition (2017).

² TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions

³ Pass-by reduction percentage is based on the ITE methodology per Table E of ITE Trip Generation Handbook (3rd Edition, 2017).

⁴ Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, San Bernardino County CMP PCE Rates
Vehicle Mix Source: High Cube Warehouse Vehicle Trip Generation Analysis, October 2016, ITE.



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STUDY AREA – LOS

The study area for this project was developed consistent with the Riverside County TIA Preparation Guide. The study area also includes all intersections of “Collector” or higher classification street, with “Collector” or higher classification streets, at which the proposed project will add 50 or more peak hour trips. Figure 1-2 presents the study area that includes the following key intersections locations:

Intersections

1. Airport Boulevard and Pierce Street
2. Airport Boulevard and Filmore Street
3. Airport Boulevard and SR-86 Northbound Ramps
4. Airport Boulevard and SR-86 Southbound Ramps
5. Airport Boulevard and Palm Street
6. Airport Boulevard and Polk Street
7. Airport Boulevard and Tyler Street
8. Airport Boulevard and Harrison Street
9. Airport Boulevard and Project Driveway

Due to COVID 19 pandemic, traffic patterns are currently disrupted and not typical; therefore, IEG in coordination with City staff, County of Riverside, and County consultants has collected the most up to data available in the area. Counts from La Entrada Specific Plan report, County of Riverside White Water River Bridge Widening assessment, and Thermal Motorsport Park Project will be used in the development of year 2020 intersection turning movement volumes and corresponding segment volumes. Per discussion with City staff, the proposed project should be analyzed consistent with the Coachella General Plan. A copy of the City of Coachella Traffic forecast Model plots will be obtained from Fehr and Peers who prepared the General Plan and created the City of Coachella Traffic model, which is a sub-area model created specifically for the City of Coachella using the Riverside County Traffic Analysis Model (RivTAM). A comparison of the base year model (2011) and future year (2035) will reflect the anticipated area-wide growth. Based on this comparison, a yearly growth factor will be determined and used for the development of future year forecast(s).

In coordination with City staff, County of Riverside, and County consultants, it was determined that the La Entrada Specific Plan is only project in the City and County that analyzed Airport Boulevard corridor in detail; therefore, La Entrada Specific Plan existing counts will be calibrated to develop year 2020 counts for the project through a validation process utilizing counts from County of Riverside White Water River Bridge Widening assessment project and Thermal Motorsport Park Project.

Project base buildout volumes (without project) will use the Buildout Plus Project forecast volumes found in the La Entrada Specific Plan project. Project trips will then be added to develop the Buildout with project Volumes.



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Roadway Segments

1. Airport Boulevard between Palm Street and Project Driveway
2. Airport Boulevard between Project Driveway and SR-86 Southbound Ramps
3. Airport Boulevard between SR-86 Southbound Ramps and SR-86 Northbound Ramps

TRIP DISTRIBUTION

Trip distribution and assignment is the process of identifying the probable destinations, directions and traffic routes that project related traffic will likely affect. Trip distribution and assignment information can be estimated from observed traffic patterns, experience or through use of a computerized travel forecast model. Once the proposed developments trips have been estimated, they are assigned to the study area network. For this development, the project distribution was developed based on the land use characteristics of the proposed project and surrounding area, anticipated travel patterns to and from the project site and existing travel patterns within the study area. Figures 1-3 show project trips distribution.

ANALYSIS SCENARIOS

Analysis of the intersection operating conditions during the peak periods will be conducted for the following anticipated timeframe scenarios:

- Existing Conditions (Year 2020)
- Existing with Project Conditions
- Opening Year plus model developed ambient growth per year conditions (Year 2025).
- Opening Year with Project Conditions
- Buildout Conditions consistent with City of Coachella General Plan (Year 2035).
- Buildout plus Project Conditions

TRAFFIC IMPACT ANALYSIS (TIA) – COACHELLA GENERAL PLAN COMPLIANCE

In coordination with City staff, the traffic impact analysis will identify LOS deficiencies for compliance with City of Coachella General Plan goals subsequent to 7/1/2020 but will not be defined as significant environmental impacts; instead deficiencies and mitigation may be incorporated into project conditions of approval as deemed satisfactory to the City Engineer. The City of Coachella has established LOS "D" as the minimum level of service for its intersections. Therefore, any intersection operating at LOS "E" or worse will be considered deficient for the purposes of this analysis.

VEHICLE MILES TRAVELED (VMT) – California Environmental Quality Act (CEQA) COMPLIANCE

On September 27, 2013, Senate Bill (SB) 743 was signed into State law and started a process intended to fundamentally change transportation impact analysis as part of the CEQA compliance. The California Natural Resource Agency updated the CEQA transportation analysis guidelines in 2018. In this update automobile delay and level of service (LOS) metrics are no longer to be used in determining transportation impacts. After July 1, 2020, transportation analysis under CEQA must use VMT to determine impacts for land use projects. The City currently does not have guidance on evaluating VMT for transportation impacts under CEQA. In absence of direct guidance



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from the lead agency, statewide guidance and Riverside County guidance will be used as the basis to evaluate potential VMT impacts for this project.

Project-level VMT analysis utilizing RivTAM will be conducted for the project under With Project conditions for NOP year 2020 and future year 2040. The year 2020 conditions will be calculated through linear interpolation between the model base year (2012) and model future year (2040). This scope of services assumes we will prepare home-based-work attraction VMT per employee estimates and compare to the regional average (Riverside County). Project effect on VMT assessment will be performed for the City of Coachella under cumulative (year 2040) conditions with and without the project. A land use review within Coachella will be performed and industrial use growth will be reallocated to maintain land use control totals. This assessment will be performed using the boundary method estimating link-level VMT within the City of Coachella. VMT report will be included in the TIA appendix.

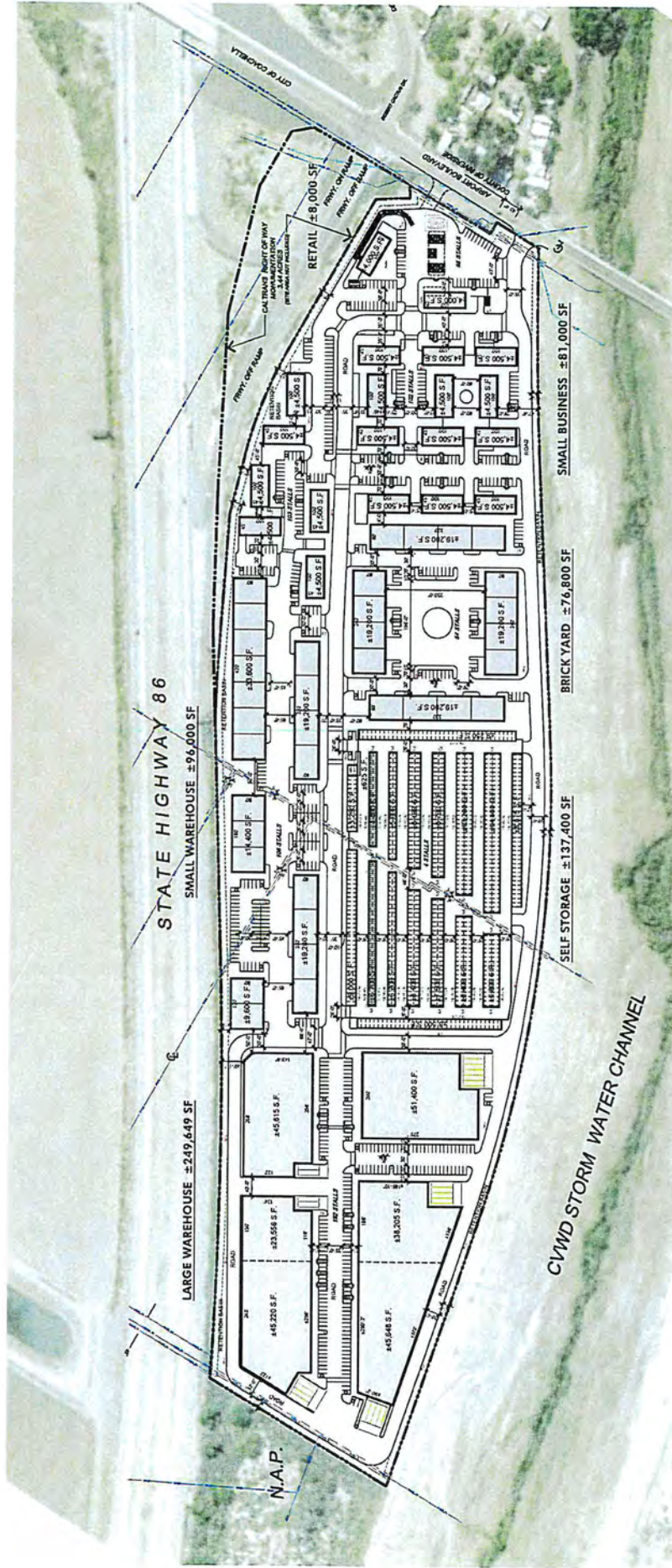
Sincerely,
IEG

George Ghossain, PE, MSCE, MPA
Principal Engineer

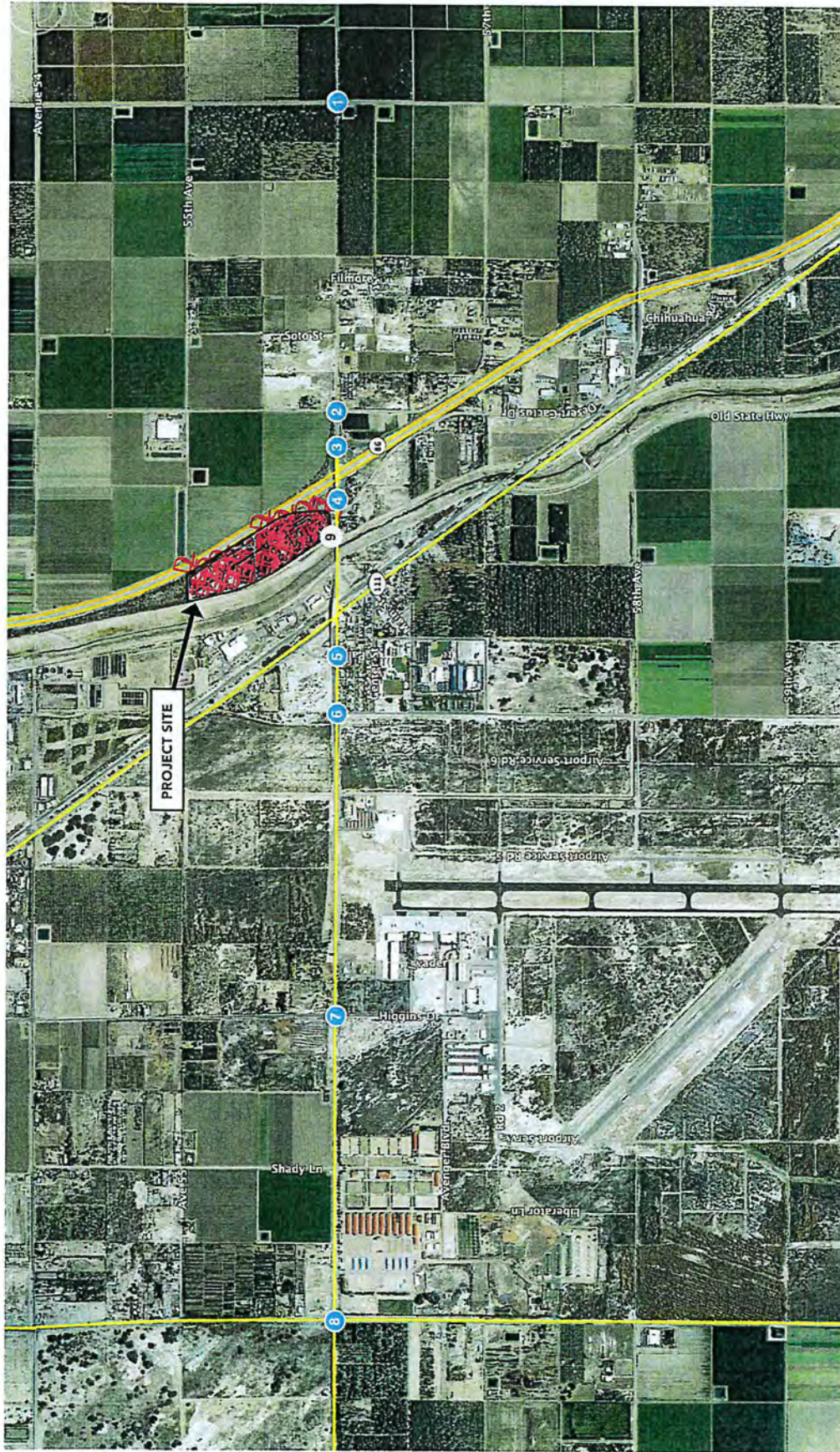
Attachments: Project Site Plan
Project Study Area
Project Trips Distribution

Approved By:

Signature: 7/21/2020
Name: GABER PAKOZTI, P.E.
Address: CITY ENGINEER
CITY OF COACHELLA



Coachella Airport Business Park
Project Site Plan
Figure 1-1



LEGEND

- # Intersections
- # Project Driveway



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Coachella Airport Business Park
Study Area
Figure 1-2



LEGEND

- # Intersections
- # Project Driveway



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Coachella Airport Business Park
 Industrial Park component (Trucks)
 Project Distribution
 Figure 1-3a



LEGEND

- # Intersections
- # Project Driveway



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Coachella Airport Business Park
 Industrial Park Component (Passenger Cars)
 Project Distribution
 Figure 1-3b

APPENDIX B -
TRAFFIC COUNT DATA

ITM Peak Hour Summary

Prepared by:



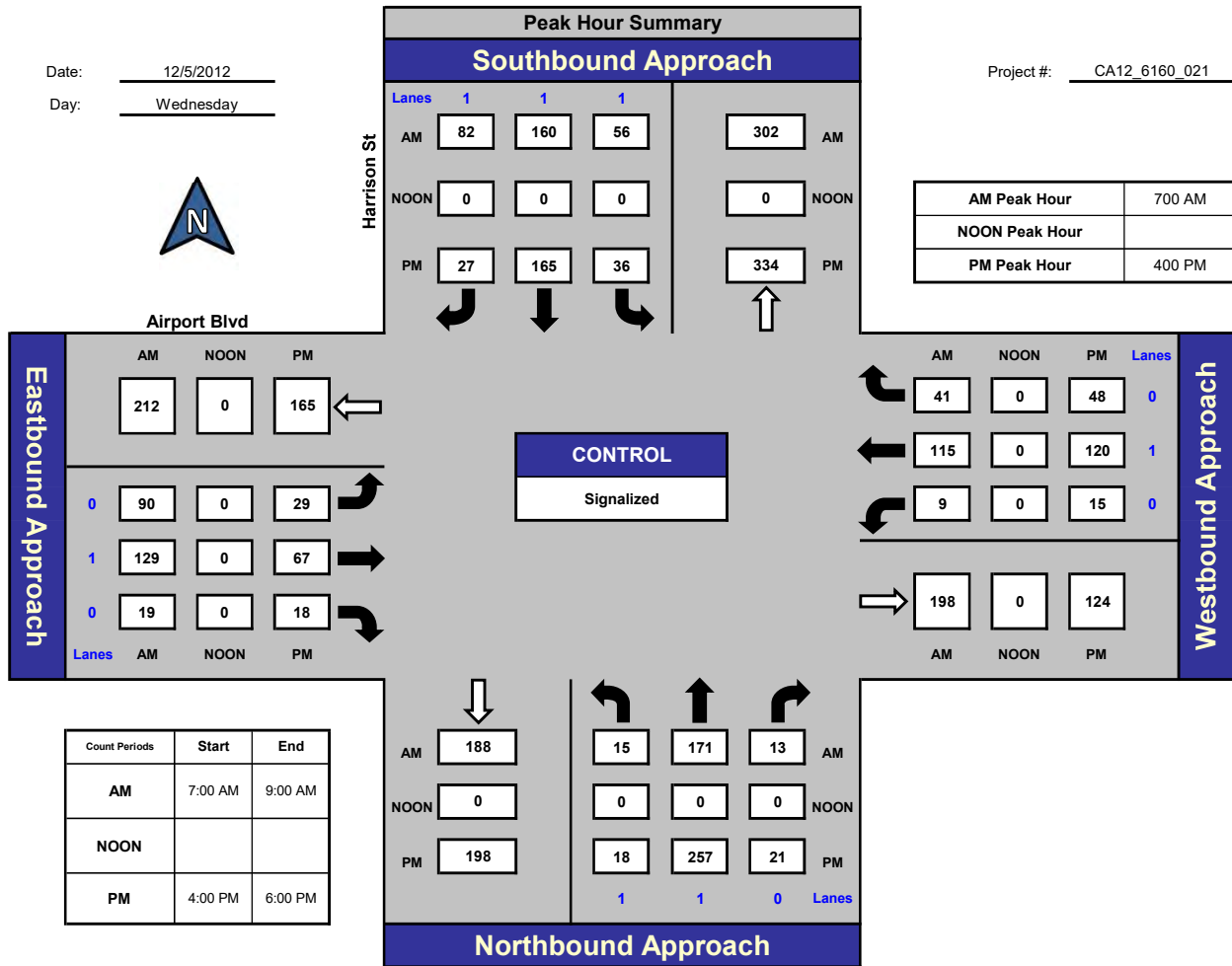
National Data & Surveying Services

Harrison St and Airport Blvd , City of Coachella

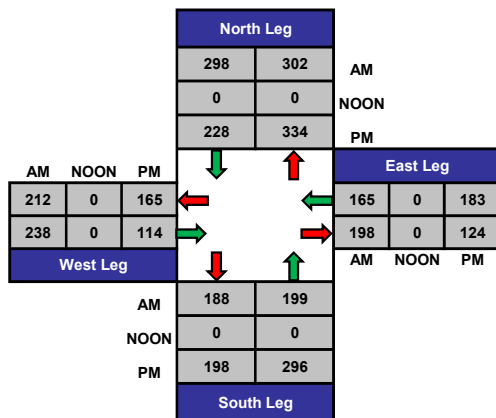
Date: 12/5/2012

Day: Wednesday

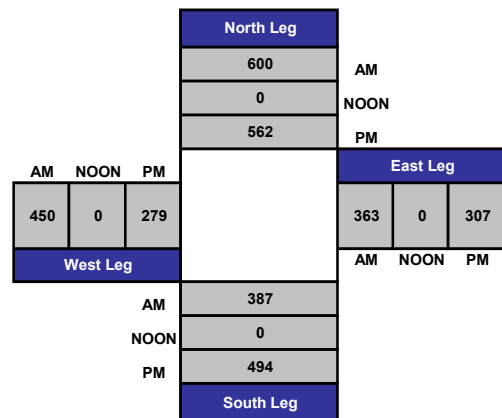
Project #: CA12_6160_021



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

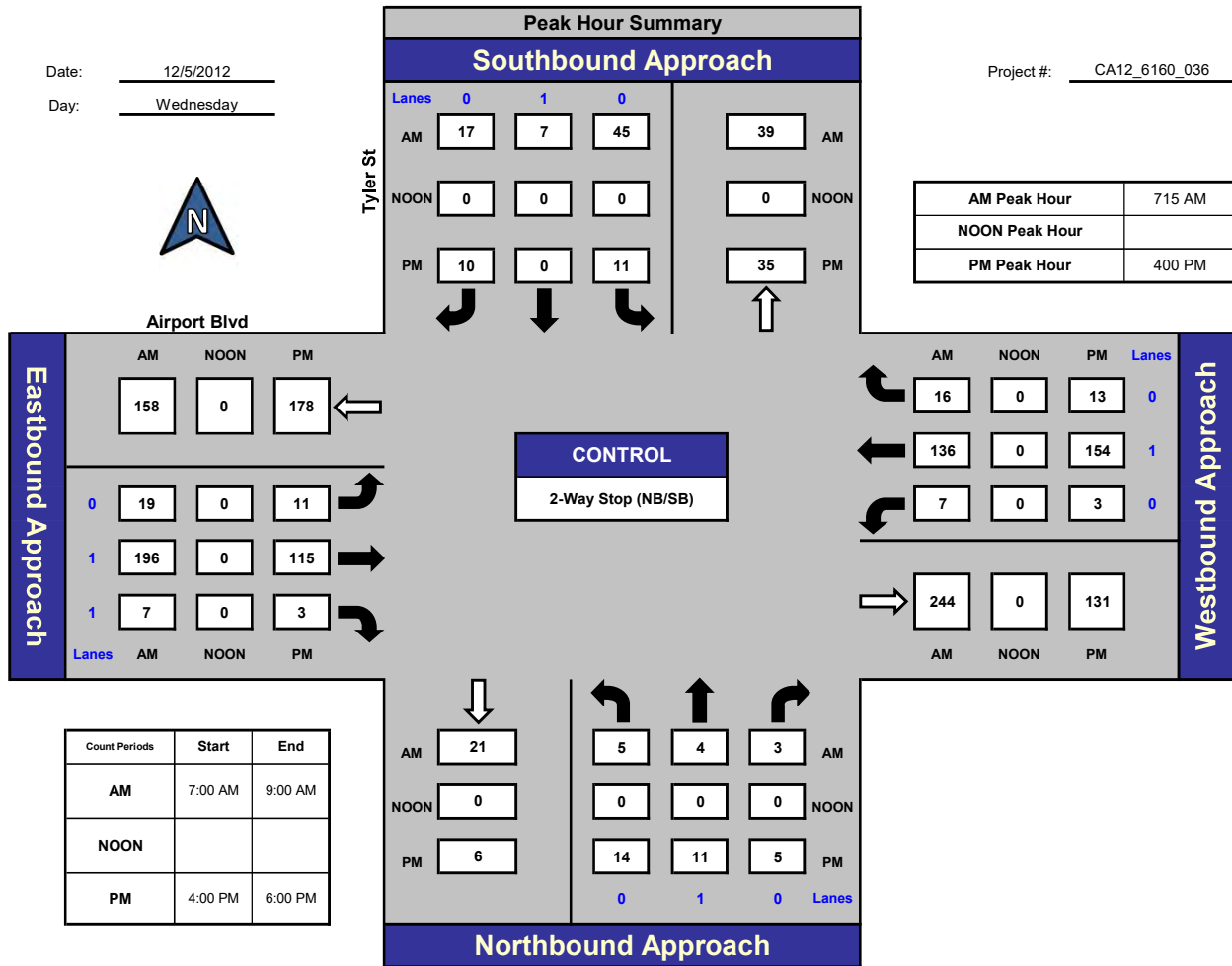


National Data & Surveying Services

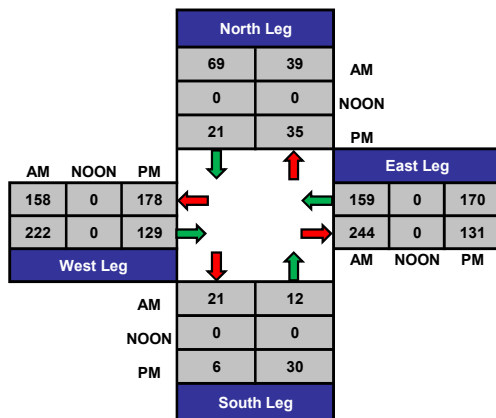
Tyler St and Airport Blvd, City of Coachella

Date: 12/5/2012
Day: Wednesday

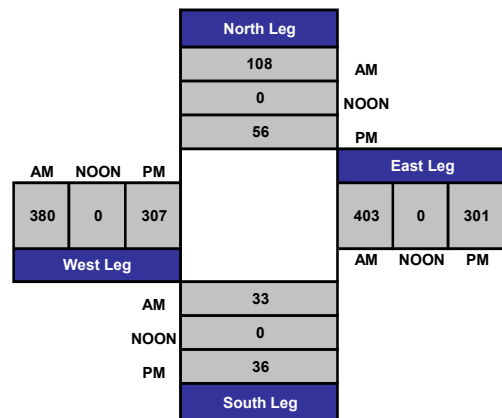
Project #: CA12_6160_036



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:



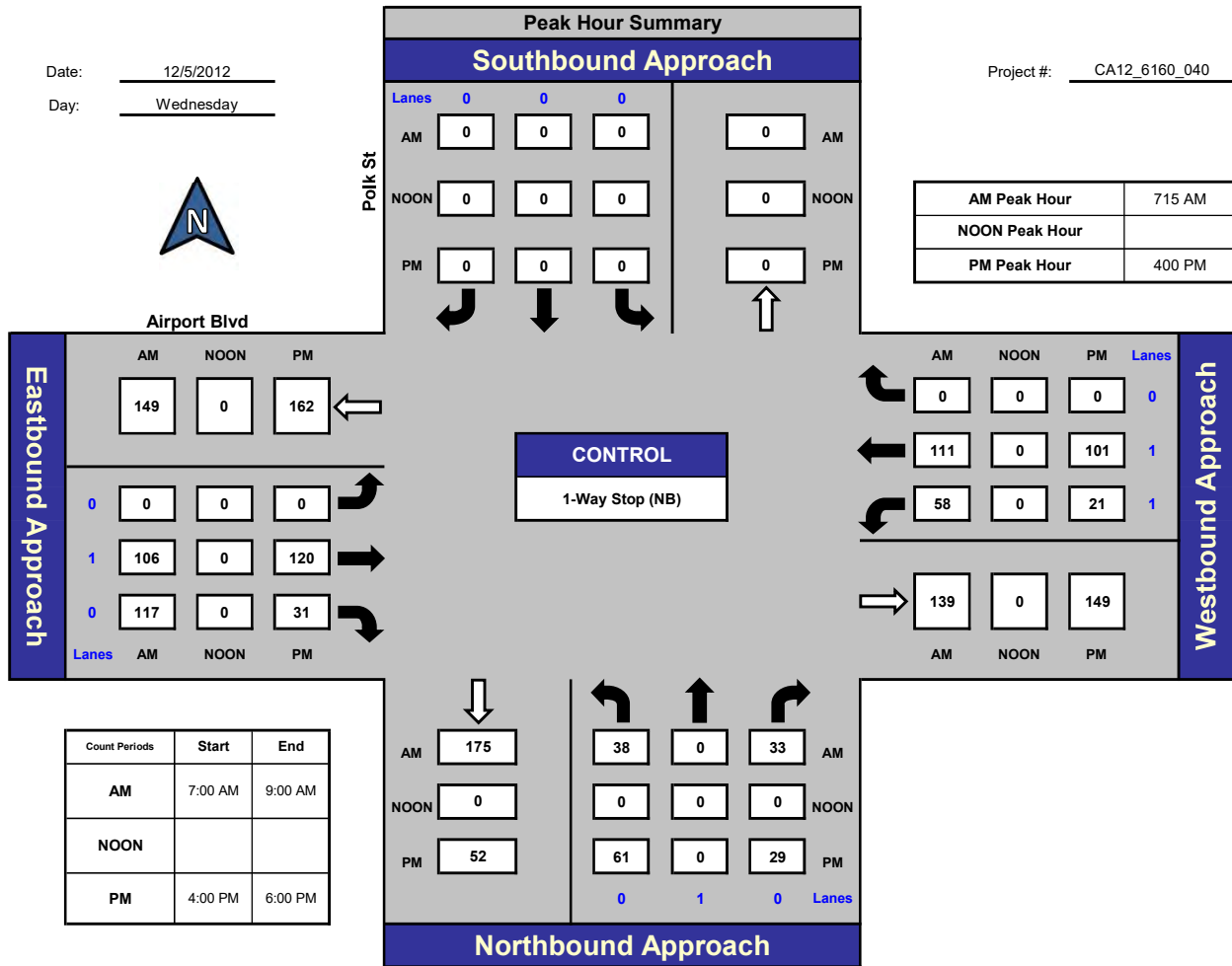
National Data & Surveying Services

Polk St and Airport Blvd, City of Coachella

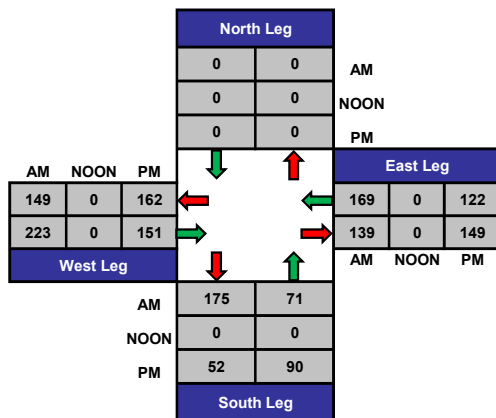
Date: 12/5/2012

Day: Wednesday

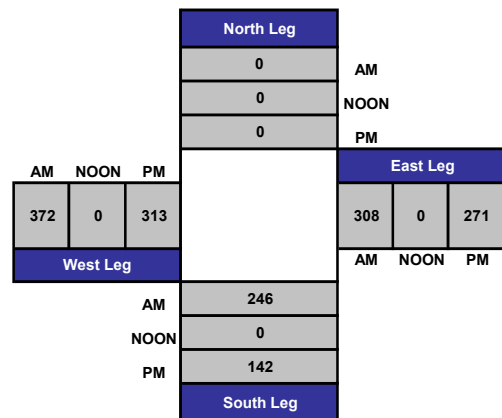
Project #: CA12_6160_040



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:



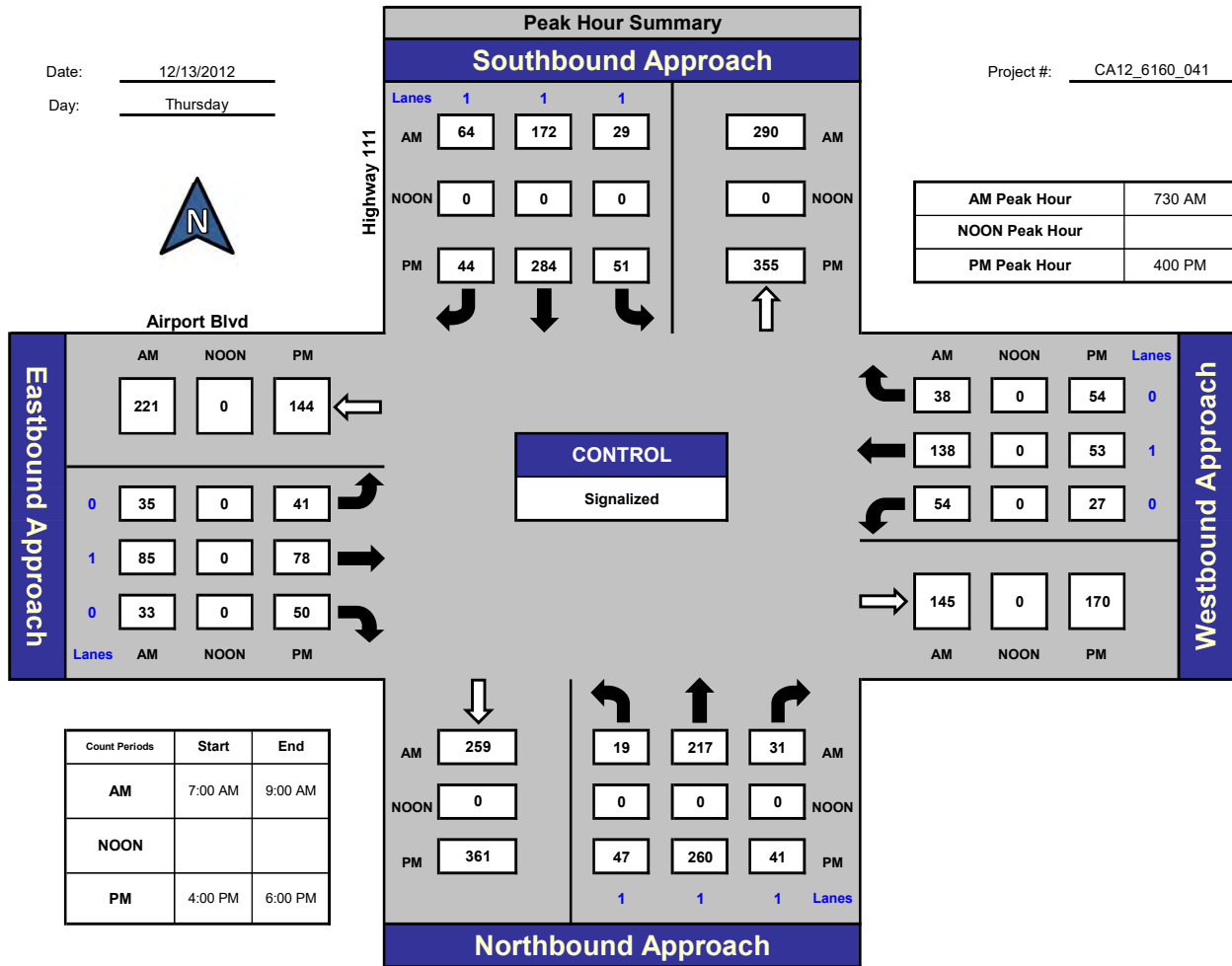
National Data & Surveying Services

Highway 111 and Airport Blvd, City of Coachella

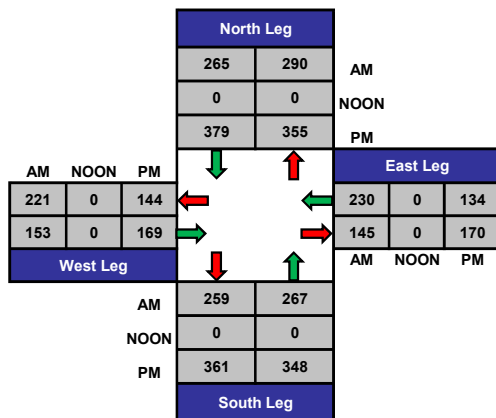
Date: 12/13/2012

Day: Thursday

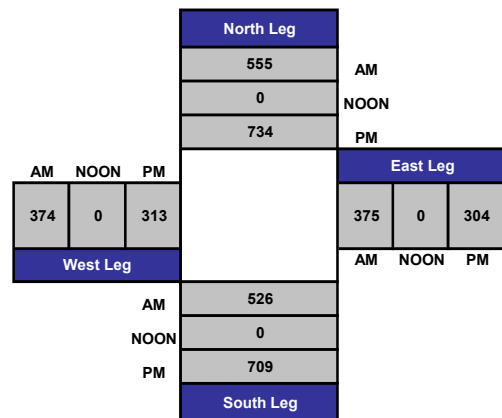
Project #: CA12_6160_041



Total Ins & Outs



Total Volume Per Leg



CLASSIFICATION

Fillmore St btwn 55th Ave & Airport Blvd

Day: Wednesday

City: Coachella

Date: 12/19/2012

Project #: CA12_6164_020

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	2
01:00	0	2	2	0	1	0	0	0	0	0	0	0	0	5
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	2	0	1	0	0	0	0	0	0	0	0	3
05:00	0	14	12	1	2	0	0	0	0	0	0	0	0	29
06:00	0	14	6	2	5	0	0	0	0	0	0	0	0	27
07:00	0	26	12	0	6	0	0	0	1	0	0	0	0	45
08:00	0	11	14	0	4	0	0	0	0	0	0	0	0	29
09:00	0	8	8	0	4	0	0	0	2	0	0	0	0	22
10:00	0	9	1	0	2	0	0	1	0	0	0	0	0	13
11:00	0	11	9	0	5	0	0	0	0	0	0	0	0	25
12:00 PM	0	13	7	0	6	0	0	0	0	0	0	0	0	26
13:00	0	18	7	1	5	0	0	0	0	0	0	0	0	31
14:00	1	15	13	1	5	0	0	0	0	0	0	0	0	35
15:00	1	15	9	1	2	0	0	1	1	0	0	0	0	30
16:00	0	23	11	0	4	0	0	0	0	0	0	0	0	38
17:00	0	12	7	1	3	0	0	0	0	0	0	0	0	23
18:00	1	12	7	2	2	0	0	0	1	0	0	0	0	25
19:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
20:00	0	8	0	0	0	0	0	0	1	0	0	0	0	9
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	3	223	132	9	57			2	6					432
% of Totals	1%	52%	31%	2%	13%			0%	1%					100%

AM Volumes	0	96	68	3	30	0	0	1	3	0	0	0	0	201
% AM		22%	16%	1%	7%			0%	1%					47%
AM Peak Hour		07:00	08:00	06:00	07:00			10:00	09:00					07:00
Volume		26	14	2	6			1	2					45
PM Volumes	3	127	64	6	27	0	0	1	3	0	0	0	0	231
% PM	1%	29%	15%	1%	6%			0%	1%					53%
PM Peak Hour	14:00	16:00	14:00	18:00	12:00			15:00	15:00					16:00
Volume	1	23	13	2	6			1	1					38
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume		%	Volume		%	Volume		%	Volume		%
			74	↔	17%	57	↔	13%	61	↔	14%	240	↔	56%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Fillmore St btwn 55th Ave & Airport Blvd

Day: Thursday
Date: 12/20/2012

City: Coachella
Project #: CA12_6164_020

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	7	8	0	1	0	0	0	0	0	0	0	0	16
06:00	0	16	4	2	5	0	0	0	1	0	0	0	0	28
07:00	0	17	10	1	5	1	0	0	0	0	0	0	0	34
08:00	0	6	6	1	6	2	0	2	0	0	0	0	0	23
09:00	0	9	8	0	7	0	0	0	1	0	0	0	0	25
10:00	1	8	6	0	5	1	0	0	2	0	0	0	0	23
11:00	1	11	7	0	6	0	0	0	1	0	0	0	0	26
12:00 PM	0	14	5	0	3	0	0	0	3	0	0	0	0	25
13:00	2	23	13	0	4	0	0	1	1	0	0	0	0	44
14:00	0	21	14	2	8	0	0	0	3	0	0	0	0	48
15:00	0	41	22	0	7	0	0	0	1	0	0	0	0	71
16:00	0	14	9	2	3	0	0	0	0	0	0	0	0	28
17:00	0	13	2	0	3	0	0	1	1	0	0	0	0	20
18:00	0	6	2	1	1	0	0	0	1	0	0	0	0	11
19:00	0	5	4	0	0	0	0	0	0	0	0	0	0	9
20:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
21:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Totals	4	224	125	9	64	4		4	15					449
% of Totals	1%	50%	28%	2%	14%	1%		1%	3%					100%

AM Volumes	2	79	49	4	35	4	0	2	5	0	0	0	0	180
% AM	0%	18%	11%	1%	8%	1%		0%	1%					40%
AM Peak Hour	10:00	07:00	07:00	06:00	09:00	08:00		08:00	10:00					07:00
Volume	1	17	10	2	7	2		2	2					34
PM Volumes	2	145	76	5	29	0	0	2	10	0	0	0	0	269
% PM	0%	32%	17%	1%	6%			0%	2%					60%
PM Peak Hour	13:00	15:00	15:00	14:00	14:00			13:00	12:00					15:00
Volume	2	41	22	2	8			1	3					71
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume		%	Volume		%	Volume		%	Volume		%
			57	↔	13%	69	↔	15%	48	↔	11%	275	↔	61%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Airport Blvd w/o Fillmore St

Day: Wednesday

City: Coachella

Date: 12/19/2012

Project #: CA12_6164_021

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	8
01:00	1	4	1	0	2	0	0	0	0	0	0	0	0	8
02:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
03:00	0	8	2	0	1	0	0	0	2	0	0	0	0	13
04:00	0	12	7	0	4	0	0	0	6	0	0	0	0	29
05:00	0	89	40	0	5	0	0	0	6	0	0	0	0	140
06:00	1	157	60	2	18	1	0	1	9	0	0	0	0	249
07:00	1	86	36	2	24	1	0	1	6	0	0	0	0	157
08:00	0	54	35	0	15	1	0	0	5	0	0	0	0	110
09:00	1	37	34	0	18	1	0	2	3	0	1	0	0	97
10:00	0	53	31	0	11	2	0	1	3	0	1	0	0	102
11:00	0	51	25	1	18	0	0	1	4	0	1	0	0	101
12:00 PM	1	51	16	0	14	2	0	0	3	0	0	0	0	87
13:00	0	70	30	2	12	0	0	0	1	0	1	0	0	116
14:00	1	93	36	2	11	0	0	0	2	0	0	0	0	145
15:00	4	165	73	1	10	1	0	2	8	0	0	0	0	264
16:00	0	154	53	0	11	1	0	2	2	0	0	0	0	223
17:00	1	110	38	2	9	0	0	1	14	0	1	0	0	176
18:00	0	87	32	3	6	0	0	1	3	0	0	0	0	132
19:00	0	40	10	0	1	0	0	0	2	0	1	0	0	54
20:00	0	43	5	0	2	0	0	0	1	0	0	0	0	51
21:00	0	36	5	0	0	0	0	0	1	0	0	0	0	42
22:00	0	17	2	0	1	0	0	0	0	0	0	0	0	20
23:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21
Totals	11	1445	577	15	193	10		12	81		6			2350
% of Totals	0%	61%	25%	1%	8%	0%		1%	3%		0%			100%

AM Volumes	4	560	275	5	116	6	0	6	44	0	3	0	0	1019
% AM	0%	24%	12%	0%	5%	0%		0%	2%		0%			43%
AM Peak Hour	01:00	06:00	06:00	06:00	07:00	10:00		09:00	06:00		09:00			06:00
Volume	1	157	60	2	24	2		2	9		1			249
PM Volumes	7	885	302	10	77	4	0	6	37	0	3	0	0	1331
% PM	0%	38%	13%	0%	3%	0%		0%	2%		0%			57%
PM Peak Hour	15:00	15:00	15:00	18:00	12:00	12:00		15:00	17:00		13:00			15:00
Volume	4	165	73	3	14	2		2	14		1			264
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume		%	Volume		%	Volume		%	Volume		%
			267	↔	11%	203	↔	9%	399	↔	17%	1481	↔	63%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Airport Blvd w/o Fillmore St

Day: Thursday
Date: 12/20/2012

City: Coachella
Project #: CA12_6164_021

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
01:00	0	6	1	0	1	0	0	0	0	0	0	0	0	8
02:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
03:00	0	11	4	0	1	0	0	0	2	0	0	0	0	18
04:00	0	17	5	0	5	0	0	0	0	0	0	0	0	27
05:00	1	67	34	0	4	0	0	2	11	0	0	0	0	119
06:00	1	155	58	1	15	0	0	0	11	0	0	0	0	241
07:00	0	83	34	3	15	1	0	1	4	0	0	0	0	141
08:00	0	45	44	1	9	1	0	1	4	0	2	0	0	107
09:00	0	39	31	0	13	0	0	4	3	0	1	0	0	91
10:00	0	53	36	1	13	0	0	1	4	0	1	0	0	109
11:00	0	64	31	1	26	0	0	1	8	0	1	0	0	132
12:00 PM	0	61	19	0	10	1	0	0	5	0	0	0	0	96
13:00	0	76	35	1	14	1	0	3	12	0	0	0	0	142
14:00	0	107	39	2	23	0	0	4	7	0	1	0	0	183
15:00	1	179	57	3	20	2	0	2	19	0	1	0	0	284
16:00	0	107	49	3	15	0	0	1	6	0	0	0	0	181
17:00	0	110	33	0	9	0	0	0	4	0	0	0	0	156
18:00	0	72	17	3	4	0	0	1	5	0	2	0	0	104
19:00	1	49	13	0	1	0	0	0	2	0	0	0	0	66
20:00	0	42	10	0	2	0	0	0	1	0	0	0	0	55
21:00	0	38	6	0	1	0	0	0	0	0	0	0	0	45
22:00	0	19	5	0	0	0	0	0	0	0	0	0	0	24
23:00	0	12	3	0	1	0	0	0	0	0	0	0	0	16
Totals	4	1419	568	19	202	6		21	108		9			2356
% of Totals	0%	60%	24%	1%	9%	0%		1%	5%		0%			100%

AM Volumes	2	547	282	7	102	2	0	10	47	0	5	0	0	1004
% AM	0%	23%	12%	0%	4%	0%		0%	2%		0%			43%
AM Peak Hour	05:00	06:00	06:00	07:00	11:00	07:00		09:00	05:00		08:00			06:00
Volume	1	155	58	3	26	1		4	11		2			241
PM Volumes	2	872	286	12	100	4	0	11	61	0	4	0	0	1352
% PM	0%	37%	12%	1%	4%	0%		0%	3%		0%			57%
PM Peak Hour	15:00	15:00	15:00	15:00	14:00	15:00		14:00	15:00		18:00			15:00
Volume	1	179	57	3	23	2		4	19		2			284
Directional Peak Periods		AM 7-9				NOON 12-2				PM 4-6		Off Peak Volumes		
All Classes		Volume		%		Volume		%		Volume		Volume		%
		248	↔	11%		238	↔	10%		337	↔	1533	↔	65%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Airport Blvd e/o Soto St

Day: Wednesday

City: Coachella

Date: 12/19/2012

Project #: CA12_6164_022

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	1	0	0	2	0	0	0	0	0	0	0	0	3
02:00	0	1	1	0	0	0	0	2	0	0	0	0	0	4
03:00	0	4	0	0	1	0	0	2	1	0	0	0	0	8
04:00	2	8	3	0	6	0	0	5	1	0	0	0	0	25
05:00	0	49	15	0	7	0	0	2	4	0	0	0	0	77
06:00	1	98	47	1	19	1	0	4	9	0	0	0	0	180
07:00	0	24	16	2	10	1	0	3	5	0	0	0	0	61
08:00	0	16	7	1	15	2	0	2	3	0	0	0	0	46
09:00	0	12	10	0	10	2	0	2	2	0	0	0	0	38
10:00	0	24	18	1	14	1	0	1	2	0	0	0	0	61
11:00	1	22	11	0	14	0	0	2	3	0	1	0	0	54
12:00 PM	0	19	8	0	9	2	0	2	2	0	0	0	0	42
13:00	0	24	10	4	12	0	0	0	1	0	0	0	0	51
14:00	0	38	14	1	6	0	0	0	2	0	0	0	0	61
15:00	0	105	35	1	16	2	0	2	8	0	0	0	0	169
16:00	0	62	32	0	10	0	0	1	1	0	0	0	0	106
17:00	0	24	14	1	8	1	0	2	11	0	0	0	0	61
18:00	1	27	10	0	4	0	0	1	0	0	0	0	0	43
19:00	2	15	2	0	2	0	0	0	1	0	0	0	0	22
20:00	0	11	3	0	2	0	0	1	0	0	0	0	0	17
21:00	0	14	1	0	0	0	0	0	1	0	0	0	0	16
22:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
23:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
Totals	7	610	258	12	167	12		34	57		1			1158
% of Totals	1%	53%	22%	1%	14%	1%		3%	5%		0%			100%

AM Volumes	4	262	128	5	98	7	0	25	30	0	1	0	0	560
% AM	0%	23%	11%	0%	8%	1%		2%	3%		0%			48%
AM Peak Hour	04:00	06:00	06:00	07:00	06:00	08:00		04:00	06:00		11:00			06:00
Volume	2	98	47	2	19	2		5	9		1			180
PM Volumes	3	348	130	7	69	5	0	9	27	0	0	0	0	598
% PM	0%	30%	11%	1%	6%	0%		1%	2%					52%
PM Peak Hour	19:00	15:00	15:00	13:00	15:00	12:00		12:00	17:00					15:00
Volume	2	105	35	4	16	2		2	11					169
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes			Volume		%	Volume		%	Volume		%	Volume		%
			107	↔	9%	93	↔	8%	167	↔	14%	791	↔	68%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Airport Blvd e/o Soto St

Day: Thursday
Date: 12/20/2012

City: Coachella
Project #: CA12_6164_022

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	8	2	0	1	0	0	2	1	0	0	0	0	14
04:00	0	12	2	0	7	0	0	0	1	0	0	0	0	22
05:00	1	37	22	1	5	0	0	3	6	0	0	0	0	75
06:00	0	95	39	2	16	1	0	4	9	0	0	0	0	166
07:00	0	27	11	3	10	1	0	0	2	0	0	0	0	54
08:00	0	18	22	0	13	1	0	1	2	0	2	0	0	59
09:00	0	14	10	0	11	0	0	4	1	0	0	0	0	40
10:00	0	25	18	0	14	1	0	2	2	0	0	0	0	62
11:00	0	19	14	1	22	1	0	2	2	0	1	0	0	62
12:00 PM	0	21	17	0	7	3	0	1	4	0	0	0	0	53
13:00	0	32	23	1	8	1	0	3	6	0	0	0	0	74
14:00	0	45	24	3	10	1	0	5	3	0	0	0	0	91
15:00	0	101	36	2	8	1	0	5	11	0	1	0	0	165
16:00	0	49	25	1	13	0	0	3	4	0	0	0	0	95
17:00	0	36	17	0	7	0	0	3	1	0	0	0	0	64
18:00	0	27	8	1	4	0	0	0	4	0	0	0	0	44
19:00	0	15	4	0	1	0	0	1	1	0	0	0	0	22
20:00	0	6	3	0	1	0	0	1	0	0	0	0	0	11
21:00	0	6	5	0	0	0	0	0	0	0	0	0	0	11
22:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
23:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Totals	1	606	306	15	158	11		40	60		4			1201
% of Totals	0%	50%	25%	1%	13%	1%		3%	5%		0%			100%

AM Volumes	1	258	143	7	99	5	0	18	26	0	3	0	0	560
% AM	0%	21%	12%	1%	8%	0%		1%	2%		0%			47%
AM Peak Hour	05:00	06:00	06:00	07:00	11:00	06:00		06:00	06:00		08:00			06:00
Volume	1	95	39	3	22	1		4	9		2			166
PM Volumes	0	348	163	8	59	6	0	22	34	0	1	0	0	641
% PM		29%	14%	1%	5%	0%		2%	3%		0%			53%
PM Peak Hour		15:00	15:00	14:00	16:00	12:00		14:00	15:00		15:00			15:00
Volume		101	36	3	13	3		5	11		1			165
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes			Volume		%	Volume		%	Volume		%	Volume		%
			113	↔	9%	127	↔	11%	159	↔	13%	802	↔	67%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

55th Ave e/o Fillmore St

Day: Wednesday

Date: 12/19/2012

City: Coachella

Project #: CA12_6164_019

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
06:00	0	6	2	0	2	0	0	0	0	0	0	0	0	10
07:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
08:00	0	5	0	0	2	0	0	0	0	0	0	0	0	7
09:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
10:00	0	2	0	0	2	0	0	0	0	0	0	0	0	4
11:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
12:00 PM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
13:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
14:00	0	4	2	2	0	0	0	0	0	0	0	0	0	8
15:00	0	7	3	0	1	0	0	0	0	0	0	0	0	11
16:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
17:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
18:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		72	18	2	9									101
% of Totals		71%	18%	2%	9%									100%

AM Volumes	0	34	6	0	7	0	0	0	0	0	0	0	0	47
% AM		34%	6%		7%									47%
AM Peak Hour		11:00	06:00		06:00									06:00
Volume		7	2		2									10
PM Volumes	0	38	12	2	2	0	0	0	0	0	0	0	0	54
% PM		38%	12%	2%	2%									53%
PM Peak Hour		15:00	15:00	14:00	12:00									15:00
Volume		7	3	2	1									11
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes			Volume		%	Volume		%	Volume		%	Volume		%
			14	↔	14%	13	↔	13%	10	↔	10%	64	↔	63%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

55th Ave e/o Fillmore St

Day: Thursday
Date: 12/20/2012

City: Coachella
Project #: CA12_6164_019

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
06:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
07:00	0	3	0	2	0	0	0	0	0	0	0	0	0	5
08:00	0	7	0	0	1	0	0	0	0	0	0	0	0	8
09:00	0	2	4	0	2	0	0	0	0	0	0	0	0	8
10:00	0	6	2	0	2	0	0	0	0	0	0	0	0	10
11:00	0	7	2	0	3	0	0	0	0	0	0	0	0	12
12:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
13:00	0	4	1	0	2	0	0	0	0	0	0	0	0	7
14:00	0	8	4	2	1	0	0	0	0	0	0	0	0	15
15:00	0	8	3	0	2	0	0	0	0	0	0	0	0	13
16:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
17:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
18:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
19:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
20:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		80	21	4	13									118
% of Totals		68%	18%	3%	11%									100%

AM Volumes	0	38	10	2	8	0	0	0	0	0	0	0	0	58
% AM		32%	8%	2%	7%									49%
AM Peak Hour		06:00	09:00	07:00	11:00									11:00
Volume		8	4	2	3									12
PM Volumes	0	42	11	2	5	0	0	0	0	0	0	0	0	60
% PM		36%	9%	2%	4%									51%
PM Peak Hour		14:00	14:00	14:00	13:00									14:00
Volume		8	4	2	2									15
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes			Volume		%	Volume		%	Volume		%	Volume		%
			13	↔	11%	11	↔	9%	10	↔	8%	84	↔	71%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Airport Blvd e/o Soto St

Day: Wednesday

Date: 12/19/2012

City: Coachella

Project #: CA12_6164_022

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	1	0	0	2	0	0	0	0	0	0	0	0	3
02:00	0	1	1	0	0	0	0	2	0	0	0	0	0	4
03:00	0	4	0	0	1	0	0	2	1	0	0	0	0	8
04:00	2	8	3	0	6	0	0	5	1	0	0	0	0	25
05:00	0	49	15	0	7	0	0	2	4	0	0	0	0	77
06:00	1	98	47	1	19	1	0	4	9	0	0	0	0	180
07:00	0	24	16	2	10	1	0	3	5	0	0	0	0	61
08:00	0	16	7	1	15	2	0	2	3	0	0	0	0	46
09:00	0	12	10	0	10	2	0	2	2	0	0	0	0	38
10:00	0	24	18	1	14	1	0	1	2	0	0	0	0	61
11:00	1	22	11	0	14	0	0	2	3	0	1	0	0	54
12:00 PM	0	19	8	0	9	2	0	2	2	0	0	0	0	42
13:00	0	24	10	4	12	0	0	0	1	0	0	0	0	51
14:00	0	38	14	1	6	0	0	0	2	0	0	0	0	61
15:00	0	105	35	1	16	2	0	2	8	0	0	0	0	169
16:00	0	62	32	0	10	0	0	1	1	0	0	0	0	106
17:00	0	24	14	1	8	1	0	2	11	0	0	0	0	61
18:00	1	27	10	0	4	0	0	1	0	0	0	0	0	43
19:00	2	15	2	0	2	0	0	0	1	0	0	0	0	22
20:00	0	11	3	0	2	0	0	1	0	0	0	0	0	17
21:00	0	14	1	0	0	0	0	0	1	0	0	0	0	16
22:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
23:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
Totals	7	610	258	12	167	12		34	57		1			1158
% of Totals	1%	53%	22%	1%	14%	1%		3%	5%		0%			100%

AM Volumes	4	262	128	5	98	7	0	25	30	0	1	0	0	560
% AM	0%	23%	11%	0%	8%	1%		2%	3%		0%			48%
AM Peak Hour	04:00	06:00	06:00	07:00	06:00	08:00		04:00	06:00		11:00			06:00
Volume	2	98	47	2	19	2		5	9		1			180
PM Volumes	3	348	130	7	69	5	0	9	27	0	0	0	0	598
% PM	0%	30%	11%	1%	6%	0%		1%	2%					52%
PM Peak Hour	19:00	15:00	15:00	13:00	15:00	12:00		12:00	17:00					15:00
Volume	2	105	35	4	16	2		2	11					169
Directional Peak Periods		AM 7-9				NOON 12-2				PM 4-6		Off Peak Volumes		
All Classes		Volume		%		Volume		%		Volume		Volume		%
		107	↔	9%		93	↔	8%		167	↔	791	↔	68%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Airport Blvd e/o Soto St

Day: Thursday
Date: 12/20/2012

City: Coachella
Project #: CA12_6164_022

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	8	2	0	1	0	0	2	1	0	0	0	0	14
04:00	0	12	2	0	7	0	0	0	1	0	0	0	0	22
05:00	1	37	22	1	5	0	0	3	6	0	0	0	0	75
06:00	0	95	39	2	16	1	0	4	9	0	0	0	0	166
07:00	0	27	11	3	10	1	0	0	2	0	0	0	0	54
08:00	0	18	22	0	13	1	0	1	2	0	2	0	0	59
09:00	0	14	10	0	11	0	0	4	1	0	0	0	0	40
10:00	0	25	18	0	14	1	0	2	2	0	0	0	0	62
11:00	0	19	14	1	22	1	0	2	2	0	1	0	0	62
12:00 PM	0	21	17	0	7	3	0	1	4	0	0	0	0	53
13:00	0	32	23	1	8	1	0	3	6	0	0	0	0	74
14:00	0	45	24	3	10	1	0	5	3	0	0	0	0	91
15:00	0	101	36	2	8	1	0	5	11	0	1	0	0	165
16:00	0	49	25	1	13	0	0	3	4	0	0	0	0	95
17:00	0	36	17	0	7	0	0	3	1	0	0	0	0	64
18:00	0	27	8	1	4	0	0	0	4	0	0	0	0	44
19:00	0	15	4	0	1	0	0	1	1	0	0	0	0	22
20:00	0	6	3	0	1	0	0	1	0	0	0	0	0	11
21:00	0	6	5	0	0	0	0	0	0	0	0	0	0	11
22:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
23:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Totals	1	606	306	15	158	11		40	60		4			1201
% of Totals	0%	50%	25%	1%	13%	1%		3%	5%		0%			100%

AM Volumes	1	258	143	7	99	5	0	18	26	0	3	0	0	560
% AM	0%	21%	12%	1%	8%	0%		1%	2%		0%			47%
AM Peak Hour	05:00	06:00	06:00	07:00	11:00	06:00		06:00	06:00		08:00			06:00
Volume	1	95	39	3	22	1		4	9		2			166
PM Volumes	0	348	163	8	59	6	0	22	34	0	1	0	0	641
% PM		29%	14%	1%	5%	0%		2%	3%		0%			53%
PM Peak Hour		15:00	15:00	14:00	16:00	12:00		14:00	15:00		15:00			15:00
Volume		101	36	3	13	3		5	11		1			165
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes			Volume		%	Volume		%	Volume		%	Volume		%
			113	↔	9%	127	↔	11%	159	↔	13%	802	↔	67%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

VOLUME

Pierce St btw 54th Ave & 55th Ave

Day: Tuesday
Date: 2/12/2013City: Thermal
Project #: CA13_6033_003

DAILY TOTALS					NB	SB	EB					WB	Total
					176	142	0					0	318
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
00:00	0	0			0	12:00	2	6			8		
00:15	0	0			0	12:15	2	1			3		
00:30	0	0			0	12:30	2	5			7		
00:45	0	1	1		1	12:45	1	7	2	14	3	21	
01:00	0	0			0	13:00	3	0			3		
01:15	0	0			0	13:15	5	5			10		
01:30	0	0			0	13:30	2	3			5		
01:45	0	0			0	13:45	1	11	2	10	3	21	
02:00	1	0			1	14:00	4	1			5		
02:15	0	0			0	14:15	7	4			11		
02:30	0	0			0	14:30	3	3			6		
02:45	0	1	0		0	14:45	2	16	2	10	4	26	
03:00	0	0			0	15:00	1	3			4		
03:15	0	0			0	15:15	2	9			11		
03:30	0	0			0	15:30	4	11			15		
03:45	0	0			0	15:45	5	12	2	25	7	37	
04:00	1	1			2	16:00	1	4			5		
04:15	0	0			0	16:15	3	2			5		
04:30	0	0			0	16:30	2	3			5		
04:45	0	1	0	1	0	16:45	3	9	0	9	3	18	
05:00	0	0			0	17:00	1	0			1		
05:15	4	0			4	17:15	0	1			1		
05:30	7	2			9	17:30	0	1			1		
05:45	5	16	1	3	6	17:45	0	1	2	4	2	5	
06:00	5	2			7	18:00	1	0			1		
06:15	6	2			8	18:15	2	0			2		
06:30	7	1			8	18:30	0	0			0		
06:45	5	23	5	10	10	18:45	1	4	0		1	4	
07:00	4	1			5	19:00	0	1			1		
07:15	5	6			11	19:15	0	0			0		
07:30	4	3			7	19:30	0	0			0		
07:45	2	15	2	12	4	19:45	0	0	1		0	1	
08:00	4	3			7	20:00	0	1			1		
08:15	1	2			3	20:15	4	1			5		
08:30	0	3			3	20:30	0	0			0		
08:45	2	7	2	10	4	20:45	1	5	0	2	1	7	
09:00	12	2			14	21:00	0	0			0		
09:15	6	1			7	21:15	0	0			0		
09:30	3	5			8	21:30	1	0			1		
09:45	5	26	1	9	6	21:45	0	1	0		0	1	
10:00	2	4			6	22:00	0	0			0		
10:15	1	3			4	22:15	1	0			1		
10:30	3	2			5	22:30	0	0			0		
10:45	2	8	3	12	5	22:45	0	1	0		0	1	
11:00	4	1			5	23:00	0	0			0		
11:15	1	2			3	23:15	0	0			0		
11:30	4	3			7	23:30	0	0			0		
11:45	3	12	3	9	6	23:45	0	0			0		
TOTALS	109	67			176	TOTALS	67	75			142		
SPLIT %	61.9%	38.1%			55.3%	SPLIT %	47.2%	52.8%			44.7%		

DAILY TOTALS			NB	SB	EB			WB	Total			
			176	142				0				0
AM Peak Hour	09:00	06:45			09:00		PM Peak Hour	14:00	15:15			15:15
AM Pk Volume	26	15			35		PM Pk Volume	16	26			38
Pk Hr Factor	0.542	0.625			0.625		Pk Hr Factor	0.571	0.591			0.633
7 - 9 Volume	22	22	0	0	44		4 - 6 Volume	10	13	0	0	23
7 - 9 Peak Hour	07:00	07:15			07:15		4 - 6 Peak Hour	16:00	16:00			16:00
7 - 9 Pk Volume	15	14	0	0	29		4 - 6 Pk Volume	9	9	0	0	18
Pk Hr Factor	0.750	0.583	0.000	0.000	0.659		Pk Hr Factor	0.750	0.563	0.000	0.000	0.900

VOLUME

Pierce St btwn Airport Blvd & 57th Ave

Day: Tuesday
Date: 2/12/2013City: Thermal
Project #: CA13_6033_004

DAILY TOTALS					NB	SB						EB	WB						Total
					154	178						0	0						332
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							
00:00	0	0			0		12:00	1	2			3							
00:15	0	0			0		12:15	3	5			8							
00:30	1	0			1		12:30	5	3			8							
00:45	0	1	1	1	1	2	12:45	3	12	3	13	6	25						
01:00	0	0			0		13:00	1	6			7							
01:15	0	0			0		13:15	3	2			5							
01:30	0	0			0		13:30	1	4			5							
01:45	0	0			0		13:45	3	8	3	15	6	23						
02:00	0	0			0		14:00	5	3			8							
02:15	0	0			0		14:15	7	8			15							
02:30	0	0			0		14:30	9	8			17							
02:45	0	0			0		14:45	2	23	1	20	3	43						
03:00	0	0			0		15:00	2	6			8							
03:15	0	0			0		15:15	3	1			4							
03:30	0	0			0		15:30	5	5			10							
03:45	0	0			0		15:45	2	12	3	15	5	27						
04:00	0	0			0		16:00	4	6			10							
04:15	0	1			1		16:15	1	8			9							
04:30	0	0			0		16:30	4	0			4							
04:45	0	0	1		0	1	16:45	0	9	0	14	0	23						
05:00	0	1			1		17:00	3	1			4							
05:15	2	1			3		17:15	1	0			1							
05:30	4	3			7		17:30	2	3			5							
05:45	1	7	8	13	9	20	17:45	0	6	1	5	1	11						
06:00	7	6			13		18:00	1	1			2							
06:15	7	2			9		18:15	3	1			4							
06:30	3	1			4		18:30	1	2			3							
06:45	4	21	2	11	6	32	18:45	0	5	2	6	2	11						
07:00	2	4			6		19:00	0	0			0							
07:15	0	2			2		19:15	0	0			0							
07:30	5	5			10		19:30	0	0			0							
07:45	0	7	1	12	1	19	19:45	0	0			0							
08:00	3	4			7		20:00	0	2			2							
08:15	3	5			8		20:15	0	2			2							
08:30	2	1			3		20:30	1	1			2							
08:45	3	11	1	11	4	22	20:45	0	1	1	6	1	7						
09:00	3	2			5		21:00	0	0			0							
09:15	1	1			2		21:15	1	0			1							
09:30	2	1			3		21:30	1	1			2							
09:45	1	7	2	6	3	13	21:45	0	2	0	1	0	3						
10:00	0	6			6		22:00	0	0			0							
10:15	3	3			6		22:15	0	0			0							
10:30	3	7			10		22:30	0	0			0							
10:45	5	11	2	18	7	29	22:45	0	0			0							
11:00	2	6			8		23:00	0	0			0							
11:15	1	1			2		23:15	0	0			0							
11:30	6	1			7		23:30	0	0			0							
11:45	2	11	2	10	4	21	23:45	0	0			0							
TOTALS	76	83			159		TOTALS	78	95			173							
SPLIT %	47.8%	52.2%			47.9%		SPLIT %	45.1%	54.9%			52.1%							

DAILY TOTALS			NB	SB						EB	WB	Total		
			154	178						0	0			
AM Peak Hour	06:00	05:30			05:30	PM Peak Hour	13:45	14:15						13:45
AM Pk Volume	21	19			38	PM Pk Volume	24	23						46
Pk Hr Factor	0.750	0.594			0.731	Pk Hr Factor	0.667	0.719						0.676
7 - 9 Volume	18	23	0	0	41	4 - 6 Volume	15	19	0	0				34
7 - 9 Peak Hour	07:30	07:30			07:30	4 - 6 Peak Hour	16:00	16:00						16:00
7 - 9 Pk Volume	11	15	0	0	26	4 - 6 Pk Volume	9	14	0	0				23
Pk Hr Factor	0.550	0.750	0.000	0.000	0.650	Pk Hr Factor	0.563	0.438	0.000	0.000				0.575

VOLUME

Airport Blvd E/o Pierce St

Day: Tuesday
Date: 2/12/2013City: Thermal
Project #: CA13_6033_005

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						398	390						788
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							TOTAL
00:00			0	1	1		12:00			14	5	19							
00:15			0	0	0		12:15			4	11	15							
00:30			0	0	0		12:30			6	8	14							
00:45			1	1	0	1	12:45			5	29	2	26	7	55				
01:00			0	0	0		13:00			9	6	15							
01:15			0	0	0		13:15			5	3	8							
01:30			0	0	0		13:30			8	4	12							
01:45			0	0	0		13:45			10	32	14	27	24	59				
02:00			0	0	0		14:00			4	8	12							
02:15			0	0	0		14:15			12	7	19							
02:30			2	0	2		14:30			9	12	21							
02:45			1	3	1	1	14:45			7	32	6	33	13	65				
03:00			0	5	5		15:00			9	11	20							
03:15			1	1	2		15:15			7	7	14							
03:30			1	2	3		15:30			4	9	13							
03:45			2	4	0	8	15:45			7	27	8	35	15	62				
04:00			2	5	7		16:00			13	12	25							
04:15			0	6	6		16:15			7	10	17							
04:30			0	3	3		16:30			5	13	18							
04:45			7	9	1	15	16:45			3	28	9	44	12	72				
05:00			5	5	10		17:00			4	10	14							
05:15			5	11	16		17:15			1	3	4							
05:30			4	6	10		17:30			3	12	15							
05:45			11	25	11	33	17:45			4	12	7	32	11	44				
06:00			18	7	25		18:00			2	2	4							
06:15			15	4	19		18:15			2	4	6							
06:30			6	3	9		18:30			2	3	5							
06:45			7	46	7	21	18:45			3	9	1	10	4	19				
07:00			9	2	11		19:00			5	0	5							
07:15			6	5	11		19:15			1	1	2							
07:30			4	1	5		19:30			0	0	0							
07:45			5	24	7	15	19:45			0	6	2	3	2	9				
08:00			8	3	11		20:00			1	0	1							
08:15			6	5	11		20:15			3	0	3							
08:30			9	1	10		20:30			0	1	1							
08:45			3	26	7	16	20:45			0	4	0	1	0	5				
09:00			12	3	15		21:00			3	1	4							
09:15			6	4	10		21:15			0	2	2							
09:30			10	3	13		21:30			0	0	0							
09:45			5	33	2	12	21:45			0	3	0	3	0	6				
10:00			4	4	8		22:00			1	0	1							
10:15			2	6	8		22:15			1	0	1							
10:30			8	9	17		22:30			0	1	1							
10:45			4	18	7	26	22:45			0	2	2	3	2	5				
11:00			6	4	10		23:00			1	0	1							
11:15			2	3	5		23:15			0	0	0							
11:30			10	12	22		23:30			0	0	0							
11:45			6	24	6	25	23:45			0	1	0		0	1				
TOTALS			213	173	386		TOTALS			185	217	402							
SPLIT %			55.2%	44.8%	49.0%		SPLIT %			46.0%	54.0%	51.0%							

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						398	390						788
AM Peak Hour			05:45	05:15	05:30		PM Peak Hour			14:15	16:00	13:45							
AM Pk Volume			50	35	76		PM Pk Volume			37	44	76							
Pk Hr Factor			0.694	0.795	0.760		Pk Hr Factor			0.771	0.846	0.792							
7 - 9 Volume	0	0	50	31	81		4 - 6 Volume	0	0	40	76	116							
7 - 9 Peak Hour			07:45	07:15	07:45		4 - 6 Peak Hour			16:00	16:00	16:00							
7 - 9 Pk Volume	0	0	28	16	44		4 - 6 Pk Volume	0	0	28	44	72							
Pk Hr Factor	0.000	0.000	0.778	0.571	0.917		Pk Hr Factor	0.000	0.000	0.538	0.846	0.720							

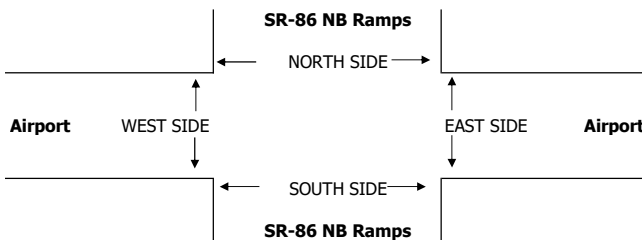
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SC
LOCATION #: 3
CONTROL: SIGNAL

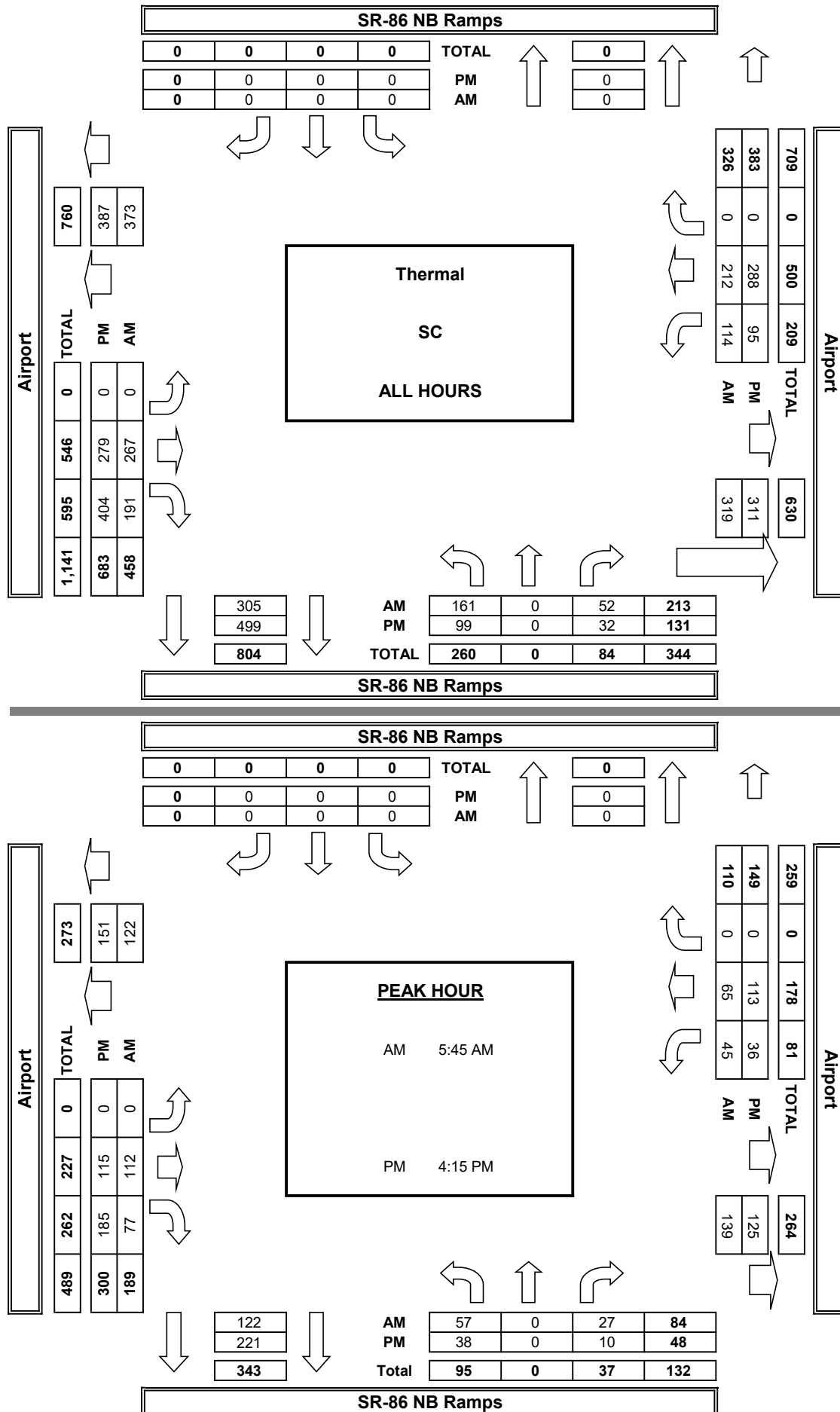
AM		▲	
PM		N	
MD	◀ W		E ▶
OTHER		S	
OTHER		▼	

☒ Add U-Turns to Left Turns

U-TURNS				
NB 0	SB 0	EB 0	WB 0	TTL

[illegible][illegible]

AimTD LLC
TURNING MOVEMENT COUNTS



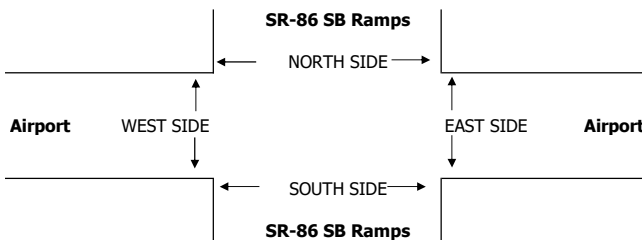
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

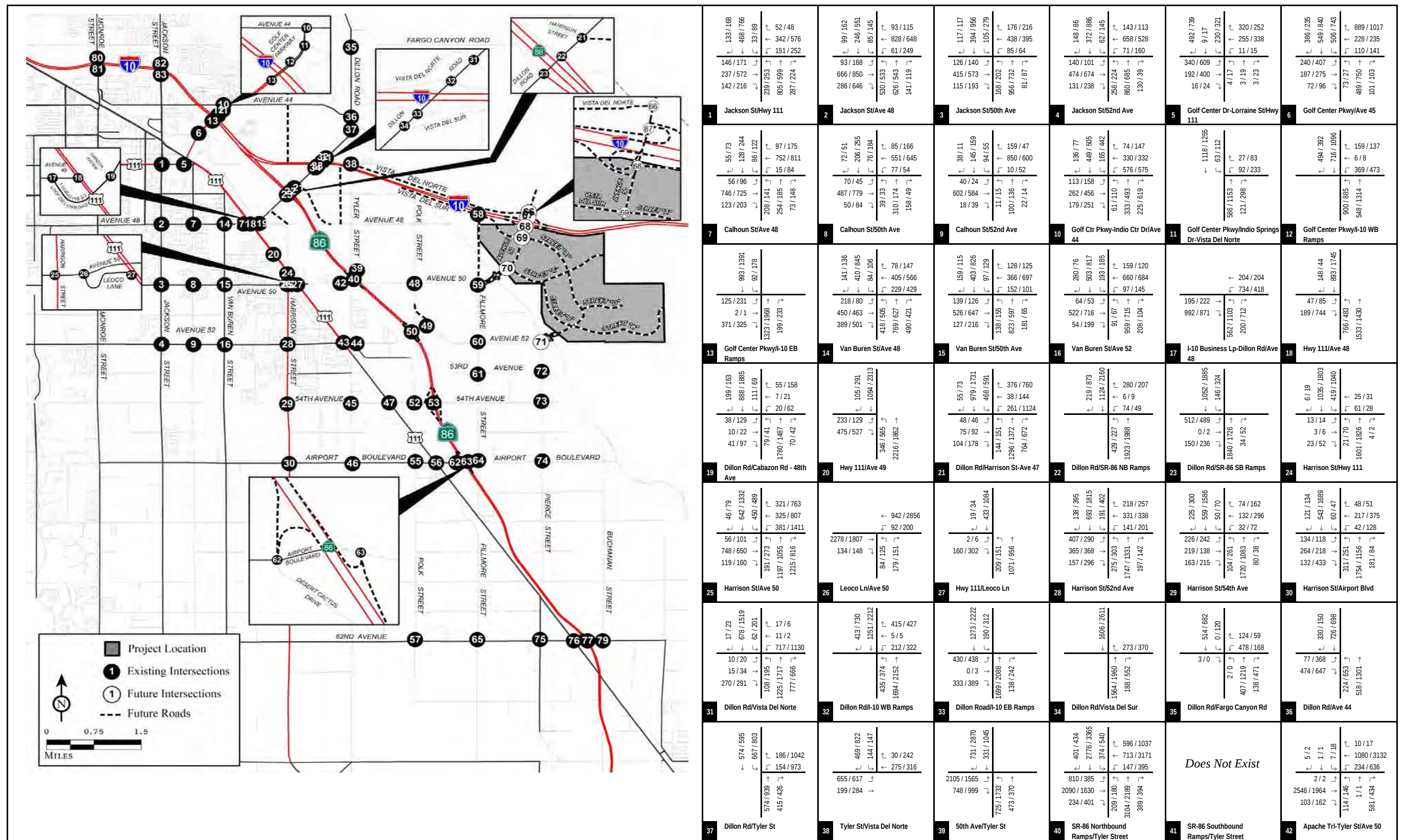
PROJECT #: SC
LOCATION #: 4
CONTROL: SIGNAL

AM		▲	
PM		N	
MD	◀ W		E ▶
OTHER		S	
OTHER		▼	

☒ Add U-Turns to Left Turns

U-TURNS				
NB 0	SB 0	EB 0	WB 0	TTL

[illegible][illegible]



La Entrada Specific Plan

Year 2035 with Project Build-out (with Avenue 50 interchange) Peak Hour Traffic Volumes

XXX / YYY AM / PM Peak Hour Volume (In PCEs)

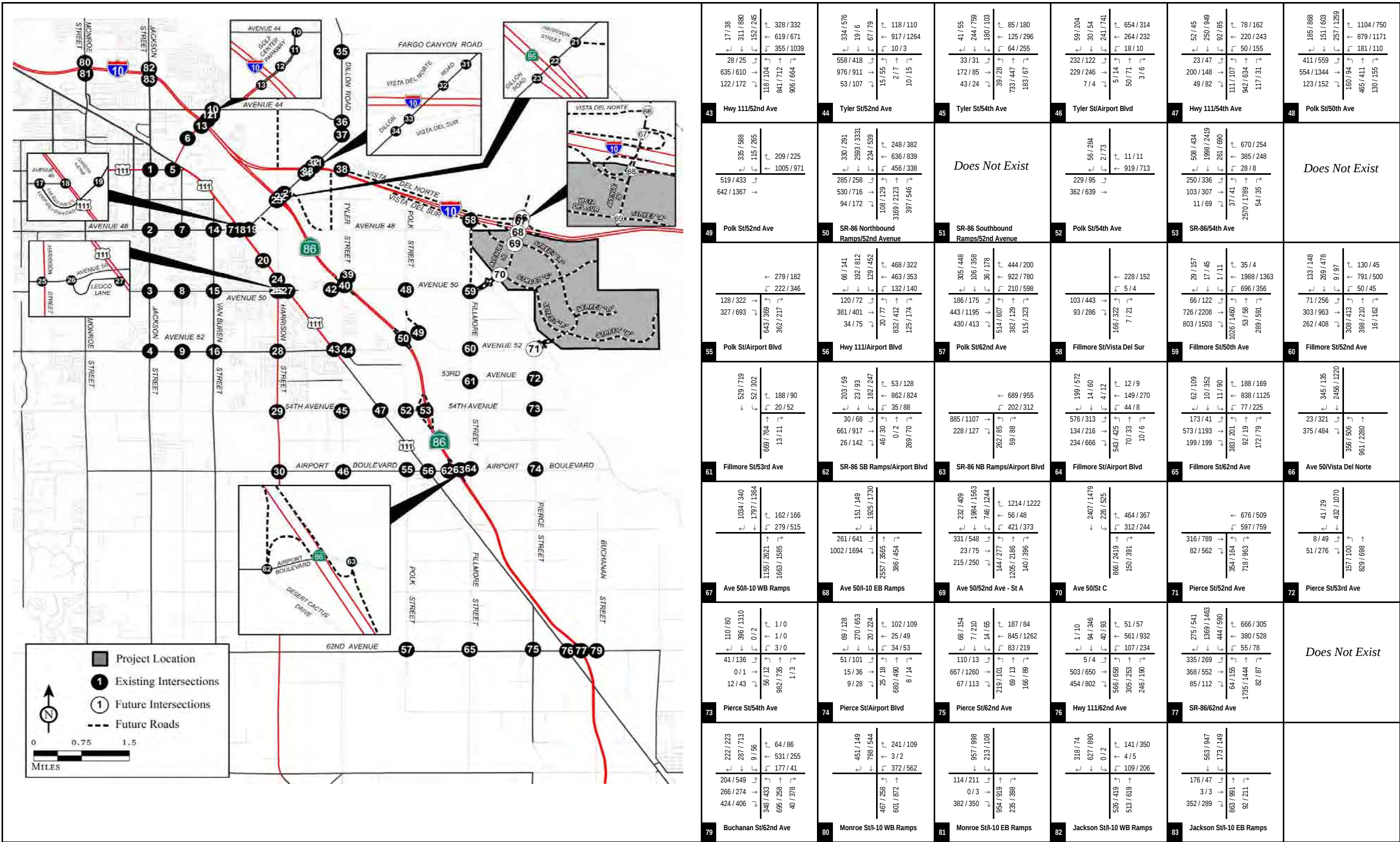


FIGURE 28B

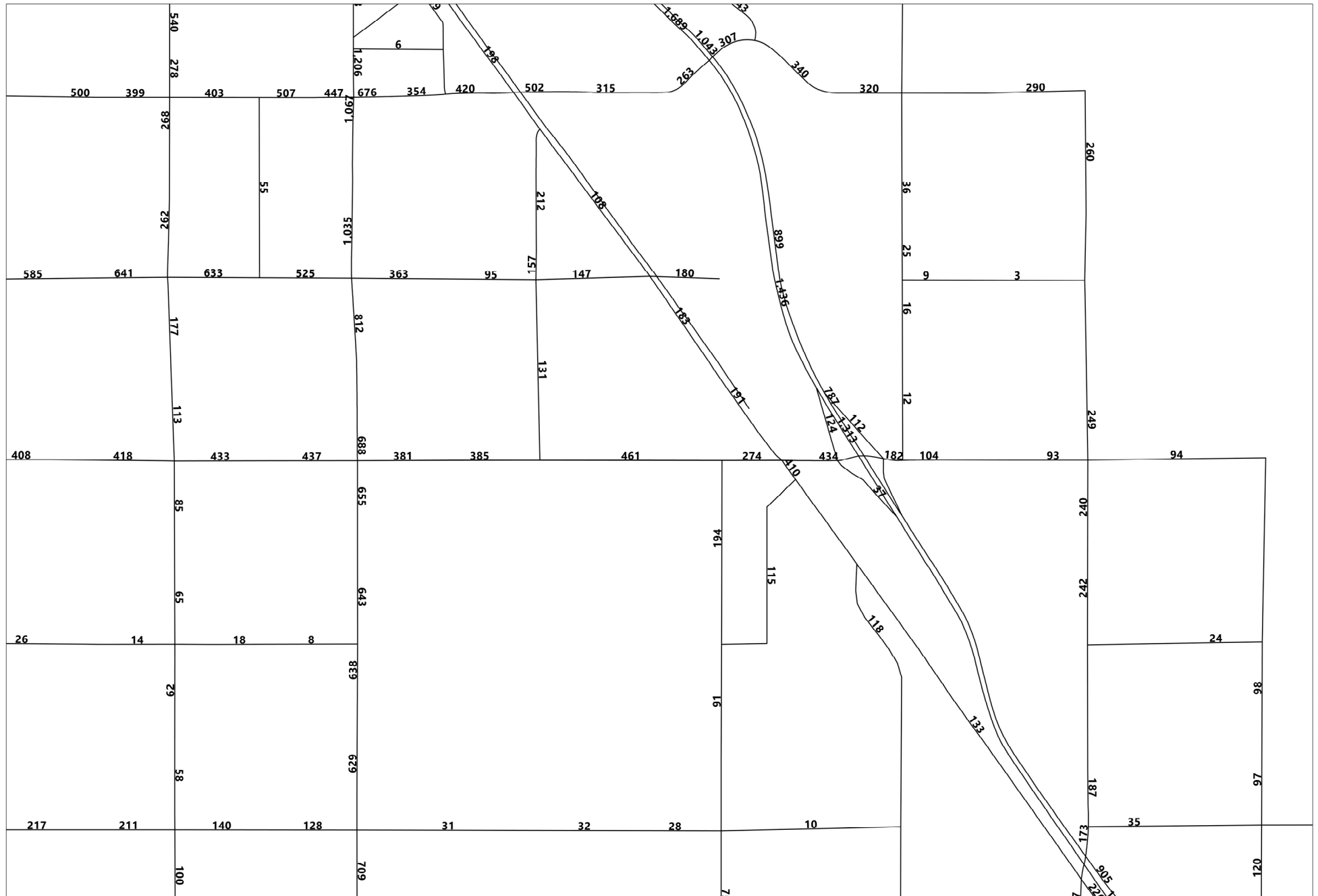
LSA

xxx/yyy AM / PM Peak Hour Volume (In PCEs)

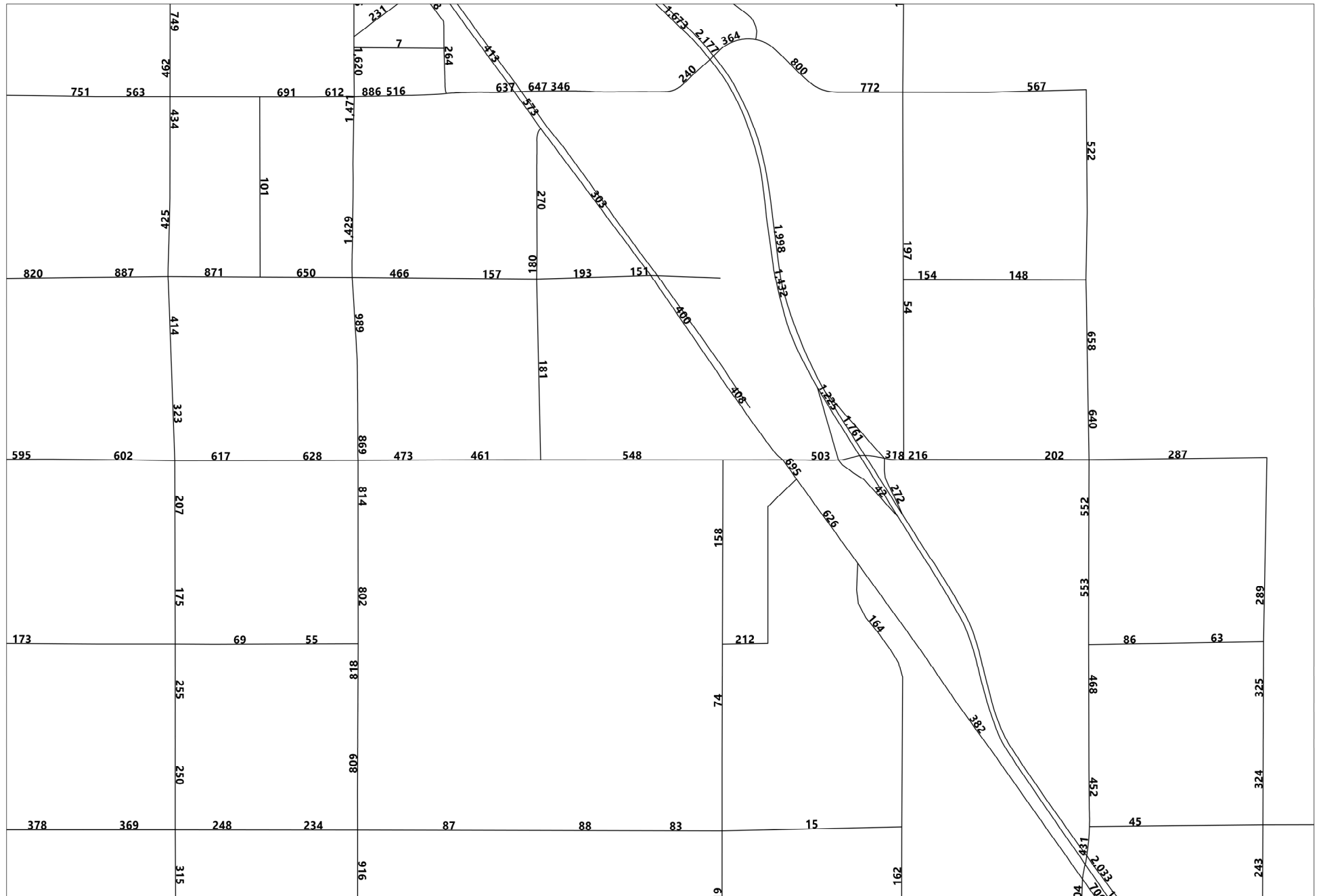
La Entrada Specific Plan

Year 2035 with Project Build-out (with Avenue 50 interchange) Peak Hour Traffic Volumes

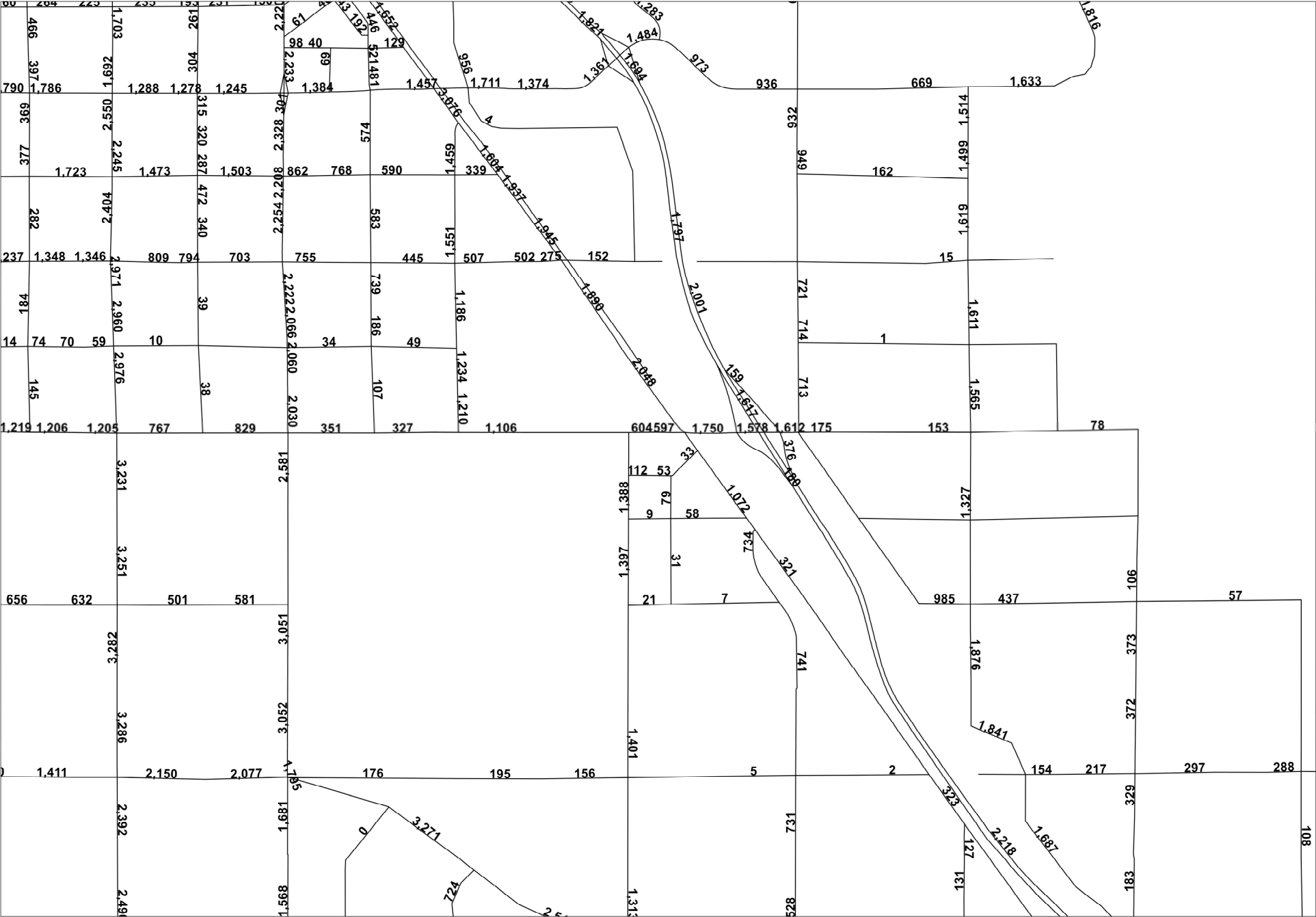
AM Peak Hour Volume from RIVTAM Base Year 2012



PM Peak Hour Volume from RIVTAM Base Year 2012



AM Peak Hour Volume from Coachella General Plan Model 2035



The image is a detailed cadastral map of a land parcel, likely a plot of land, showing its boundaries, area, and surrounding infrastructure. The map is divided into several sections by a grid of lines. The central section is a large, irregularly shaped plot. To its left is a smaller, rectangular plot. To its right is a larger, rectangular plot. The map includes numerous numerical values, likely representing area or distance, and a network of lines representing roads or boundaries. The map is oriented with North at the top.

Appendix B - AM Peak Hour Growth

Intersection	Leg	RIVTAM 2012	La Entrada 2012	RIVTAM 2035	Annual Growth Rate
1	E	93	45	153	2.81%
	S	249	17	1565	22.98%
	W	94	46	78	0.22%
	N	240	22	1327	19.69%
2	E	182	204	1612	34.16%
	S	12	57	713	253.99%
	W	104	92	175	2.97%
	N	N/A	73	985	0.22%
3	E	N/A	276	1578	N/A
	S	N/A	N/A	N/A	N/A
	W	182	204	1612	34.16%
	N	118	138	376	9.51%
4	E	434	435	1750	13.18%
	S	124	207	180	1.96%
	W	N/A	277	1578	0.22%
	N	N/A	81	N/A	0.22%
5	E	274	349	597	5.13%
	S	N/A	279	N/A	0.22%
	W	434	430	1750	13.18%
	N	N/A	N/A	N/A	N/A
6	E	461	391	1106	6.08%
	S	N/A	N/A	N/A	N/A
	W	274	326	604	5.24%
	N	194	259	1388	26.76%
7	E	385	402	327	0.22%
	S	131	116	1210	35.81%
	W	461	423	1106	6.08%
	N	N/A	33	N/A	0.22%
8	E	437	463	829	3.90%
	S	688	617	2030	8.48%
	W	381	377	351	0.22%
	N	655	399	2581	12.78%
				East	3.63%
				West	4.99%
				North	19.75%
				South	22.42%

Appendix B - PM Peak Hour Growth

Intersection	Leg	RIVTAM 2012	La Entrada 2012	RIVTAM 2035	RIVTAM 2012 to RIVTAM 2035 Annual Growth Rate
1	E	202	121	230	0.60%
	S	640	18	2605	13.35%
	W	287	80	520	3.53%
	N	552	23	1959	11.08%
2	E	318	266	1798	20.24%
	S	54	46	1170	89.86%
	W	216	137	252	0.72%
	N	N/A	83	1378	N/A
3	E	N/A	360	1798	N/A
	S	N/A	N/A	N/A	N/A
	W	318	266	N/A	N/A
	N	272	176	479	3.31%
4	E	503	401	2372	16.16%
	S	207	137	359	3.19%
	W	N/A	360	1798	N/A
	N	N/A	88	N/A	N/A
5	E	548	284	693	1.15%
	S	N/A	325	N/A	N/A
	W	503	327	2372	16.16%
	N	N/A	N/A	N/A	N/A
6	E	548	328	1310	6.05%
	S	N/A	N/A	N/A	N/A
	W	503	286	693	1.64%
	N	158	144	1475	36.24%
7	E	461	319	588	1.20%
	S	181	57	1534	32.50%
	W	548	312	1310	6.05%
	N	N/A	36	N/A	N/A
8	E	628	286	1414	5.44%
	S	869	567	2345	7.38%
	W	473	320	592	1.09%
	N	814	509	3136	12.40%
				East	2.89%
				West	5.69%
				North	19.91%
				South	17.74%

Appendix B - Annual Growth Rates

Intersection	Intersection Name	Growth Rate Applied																							
		AM												PM											
		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Airport Blvd and Pierce St	19.7%	19.7%	0.0%	23.0%	23.0%	23.0%	2.8%	0.0%	2.8%	5.0%	5.0%	5.0%	11.1%	11.1%	11.1%	13.3%	13.3%	13.3%	0.6%	0.6%	0.6%	3.5%	0.0%	3.5%
2	Airport Blvd and Filmore St	0.2%	0.2%	0.2%	22.4%	22.4%	22.4%	3.6%	3.6%	3.6%	3.0%	3.0%	3.0%	19.9%	19.9%	19.9%	89.9%	89.9%	89.9%	2.9%	2.9%	2.9%	0.7%	0.7%	0.7%
3	Airport Blvd and SR-86 NB Ramps	9.5%	9.5%	9.5%	0.0%	0.0%	0.0%	3.6%	3.6%	3.6%	34.2%	34.2%	34.2%	3.3%	3.3%	3.3%	17.7%	17.7%	17.7%	2.9%	2.9%	0.0%	0.2%	0.2%	0.2%
4	Airport Blvd and SR-86 SB Ramps	0.2%	0.2%	0.2%	2.0%	2.0%	2.0%	3.6%	13.2%	3.6%	0.2%	0.2%	0.2%	0.0%	0.0%	19.9%	3.2%	3.2%	0.0%	2.9%	2.9%	2.9%	5.7%	5.7%	5.7%
5	Airport Blvd and Palm St	0.0%	0.0%	0.0%	0.2%	0.2%	0.0%	5.1%	5.1%	5.1%	13.2%	5.0%	13.2%	19.9%	19.9%	19.9%	17.7%	17.7%	0.0%	1.2%	1.2%	1.2%	16.2%	16.2%	16.2%
6	Airport Blvd and Polk St	26.8%	26.8%	26.8%	0.0%	0.0%	0.0%	6.1%	3.6%	6.1%	5.2%	5.2%	5.2%	19.9%	19.9%	19.9%	36.2%	36.2%	36.2%	6.0%	6.0%	6.0%	1.6%	1.6%	1.6%
7	Airport Blvd and Tyler St	0.2%	0.2%	0.2%	35.8%	35.8%	0.0%	0.2%	0.2%	0.2%	6.1%	6.1%	6.1%	0.0%	19.9%	0.0%	32.5%	32.5%	32.5%	1.2%	1.2%	1.2%	6.0%	5.7%	6.0%
8	Airport Blvd and Harrison St	12.8%	12.8%	12.8%	0.0%	8.5%	0.0%	3.6%	3.9%	3.9%	0.2%	0.2%	0.2%	12.4%	12.4%	12.4%	0.0%	7.4%	7.4%	5.4%	5.4%	5.4%	1.1%	1.1%	1.1%

Appendix B - Developed 2020 Volumes

Intersection	Intersection Name	Scenario	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Airport Blvd and Pierce St	Developed 2020 Baseline Volumes	3	5	8	14	3	11	5	15	9	4	20	1	17	0	0	0	0	19	9	32	15	0	49	0
2	Airport Blvd and Filmore St		41	0	0	0	0	89	32	46	31	11	58	0	106	0	0	0	0	229	22	63	52	0	91	0
3	Airport Blvd and SR-86 NB Ramps		57	0	27	0	0	0	0	112	77	45	65	0	38	0	10	0	0	0	0	115	185	36	113	0
4	Airport Blvd and SR-86 SB Ramps		14	0	22	34	19	166	23	120	17	2	122	11	21	3	20	39	15	76	43	241	17	7	126	19
5	Airport Blvd and Palm St		0	0	0	64	0	86	51	142	0	0	208	193	0	0	0	235	0	99	46	88	0	0	142	199
6	Airport Blvd and Polk St		129	0	113	0	0	0	0	143	180	87	167	0	161	0	78	0	0	0	0	184	46	24	126	0
7	Airport Blvd and Tyler St		5	4	3	178	27	22	19	208	7	10	216	27	14	29	5	40	0	36	13	129	3	4	236	19
8	Airport Blvd and Harrison St		32	354	28	58	275	85	117	176	26	10	119	45	38	514	50	36	266	43	44	99	27	23	132	52
9	Airport Blvd and Project Dwy									160			302									301			223	
1	Airport Blvd and Pierce St	Developed 2020 Baseline Volumes + Project	6	5	8	14	3	14	7	17	11	4	23	1	19	0	0	0	0	21	11	34	17	0	51	0
2	Airport Blvd and Filmore St		44	0	0	0	0	92	34	53	33	11	66	0	108	0	0	0	0	231	24	70	54	0	97	0
3	Airport Blvd and SR-86 NB Ramps		73	0	27	0	0	0	0	123	106	45	78	0	45	0	10	0	0	0	0	127	235	36	123	0
4	Airport Blvd and SR-86 SB Ramps		24	0	22	34	19	227	31	160	23	2	151	11	27	3	20	39	15	104	56	303	26	7	143	19
5	Airport Blvd and Palm St		0	0	0	97	0	86	51	216	0	0	260	212	0	0	0	254	0	99	46	139	0	0	213	230
6	Airport Blvd and Polk St		129	0	122	0	0	0	0	208	180	93	213	0	161	0	84	0	0	0	0	229	46	33	189	0
7	Airport Blvd and Tyler St		5	4	11	186	27	22	19	257	7	16	251	33	14	29	11	46	0	36	13	163	3	11	284	26
8	Airport Blvd and Harrison St		32	354	36	91	275	85	117	185	26	16	125	68	38	514	56	59	266	43	44	105	27	30	140	84
9	Airport Blvd and Project Dwy		0	0	0	54	0	72	107	160	0	0	302	100	0	0	0	84	0	102	70	301	0	0	223	51

			PM Peak In/Out	ADT*
Airport Blvd Roadway Segments	Palm St to Project Dwy	Developed Baseline 2020 Volumes	664	7970
	Proj Dwy to SR-86 SB Ramps		524	6290
	SB to NB Ramps		451	5410
	Palm St to Project Dwy	Developed 2020 Baseline Volumes + Project	836	10030
	Proj Dwy to SR-86 SB Ramps		659	7910
	SB to NB Ramps		530	6360

*ADT = PM Peak In/Out x 12

Appendix B - Developed Opening Year 2025 Volumes

Intersection	Intersection Name	Scenario	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Airport Blvd and Pierce St	Developed Opening Year 2025 Baseline Volumes	4	8	8	20	4	16	6	15	10	5	24	2	17	0	0	0	0	25	10	34	16	0	49	0
2	Airport Blvd and Filmore St		42	0	0	0	0	126	37	53	36	13	66	0	148	0	0	0	0	356	25	71	58	0	95	0
3	Airport Blvd and SR-86 NB Ramps		85	0	40	0	0	0	0	133	91	122	177	0	45	0	12	0	0	0	0	132	185	37	115	0
4	Airport Blvd and SR-86 SB Ramps		15	0	23	38	21	183	30	200	26	3	124	12	21	3	40	46	18	76	50	276	20	9	162	25
5	Airport Blvd and Palm St		0	0	0	65	0	86	60	169	0	0	246	256	0	0	0	321	0	99	49	94	0	0	193	270
6	Airport Blvd and Polk St		184	0	162	0	0	0	0	143	217	103	199	0	223	0	108	0	0	0	0	222	56	26	135	0
7	Airport Blvd and Tyler St		6	5	4	178	27	22	20	210	8	13	260	33	14	40	5	58	0	53	14	137	4	6	236	24
8	Airport Blvd and Harrison St		43	466	38	58	345	85	134	202	31	11	121	46	50	674	66	36	328	53	53	118	33	24	139	55
9	Airport Blvd and Project Dwy									256			322									346			259	
1	Airport Blvd and Pierce St	Developed Opening Year 2025 Baseline Volumes + Project	7	8	8	20	4	19	8	17	12	5	27	2	19	0	0	0	0	27	12	36	18	0	51	0
2	Airport Blvd and Filmore St		45	0	0	0	0	129	39	60	38	13	74	0	150	0	0	0	0	358	27	78	60	0	101	0
3	Airport Blvd and SR-86 NB Ramps		101	0	40	0	0	0	0	144	120	122	190	0	52	0	12	0	0	0	0	144	235	37	125	0
4	Airport Blvd and SR-86 SB Ramps		25	0	23	38	21	244	38	240	32	3	153	12	27	3	40	46	18	104	63	338	29	9	179	25
5	Airport Blvd and Palm St		0	0	0	98	0	86	60	243	0	0	298	275	0	0	0	340	0	99	49	145	0	0	264	301
6	Airport Blvd and Polk St		184	0	171	0	0	0	0	208	217	109	245	0	223	0	114	0	0	0	0	267	56	35	198	0
7	Airport Blvd and Tyler St		6	5	12	186	27	22	20	259	8	19	295	39	14	40	11	64	0	53	14	171	4	13	284	31
8	Airport Blvd and Harrison St		43	466	46	91	345	85	134	211	31	17	127	69	50	674	72	59	328	53	53	124	33	31	147	87
9	Airport Blvd and Project Dwy		0	0	0	54	0	72	107	256	0	0	322	100	0	0	0	84	0	102	70	346	0	0	259	51

			PM Peak In/Out	ADT*
Airport Blvd Roadway Segments	Palm St to Project Dwy	Developed Baseline Opening Year 2025 Volumes	878	10540
	Proj Dwy to SR-86 SB Ramps		605	7260
	SB to NB Ramps		477	5720
	Palm St to Project Dwy	Developed Baseline Opening Year 2025 Volumes + Project	1050	12600
	Proj Dwy to SR-86 SB Ramps		740	8880
	SB to NB Ramps		556	6670

: PM Peak In/Out x 12

Appendix B - Developed Opening Year 2030 Volumes

Intersection	Intersection Name	Scenario	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Airport Blvd and Pierce St	Developed Opening Year 2030 Baseline Volumes	8	10	8	20	6	24	9	17	12	6	27	2	19	0	0	0	0	33	12	37	18	0	51	0
2	Airport Blvd and Filmore St		45	0	0	0	0	165	44	67	42	14	81	0	190	0	0	0	0	483	30	85	66	0	104	0
3	Airport Blvd and SR-86 NB Ramps		128	0	53	0	0	0	0	164	134	199	301	0	58	0	14	0	0	0	0	161	235	37	126	0
4	Airport Blvd and SR-86 SB Ramps		25	0	23	41	23	260	40	319	30	3	154	12	27	3	60	52	20	104	69	373	31	11	215	30
5	Airport Blvd and Palm St		0	0	0	99	0	86	70	269	0	0	335	337	0	0	0	426	0	99	51	149	0	0	314	371
6	Airport Blvd and Polk St		239	0	219	0	0	0	0	208	254	125	276	0	285	0	144	0	0	0	0	304	65	37	207	0
7	Airport Blvd and Tyler St		6	5	12	186	27	22	20	261	8	21	295	44	14	51	11	82	0	69	15	178	4	14	284	35
8	Airport Blvd and Harrison St		53	578	55	91	415	85	134	238	35	17	128	69	62	834	87	59	389	63	62	143	38	33	153	90
9	Airport Blvd and Project Dwy		0	0	0	54	0	72	107	335	0	0	339	100	0	0	0	84	0	102	70	389	0	0	295	51
1	Airport Blvd and Pierce St	Developed Opening Year 2030 Baseline Volumes + Project	8	10	8	20	6	24	9	17	12	6	27	2	19	0	0	0	0	33	12	37	18	0	51	0
2	Airport Blvd and Filmore St		45	0	0	0	0	165	44	67	42	14	82	0	190	0	0	0	0	483	30	86	66	0	104	0
3	Airport Blvd and SR-86 NB Ramps		136	0	53	0	0	0	0	164	141	199	303	0	60	0	14	0	0	0	0	163	257	37	127	0
4	Airport Blvd and SR-86 SB Ramps		29	0	23	41	23	289	42	326	31	3	163	12	28	3	60	52	20	110	75	397	34	11	217	30
5	Airport Blvd and Palm St		0	0	0	112	0	86	70	288	0	0	339	340	0	0	0	429	0	99	51	154	0	0	334	383
6	Airport Blvd and Polk St		239	0	222	0	0	0	0	224	254	126	280	0	285	0	145	0	0	0	0	309	65	40	225	0
7	Airport Blvd and Tyler St		6	5	14	188	27	22	20	274	8	21	298	44	14	51	12	83	0	69	15	182	4	16	298	37
8	Airport Blvd and Harrison St		53	578	57	100	415	85	134	240	35	17	129	71	62	834	88	62	389	63	62	144	38	35	155	100
9	Airport Blvd and Project Dwy		0	0	0	64	0	79	139	335	0	0	339	141	0	0	0	117	0	134	78	389	0	0	295	60

			PM Peak In/Out	ADT*
Airport Blvd Roadway Segments	Palm St to Project Dwy	Developed Opening Year 2030 Baseline Volumes	1260	15120
	Proj Dwy to SR-86 SB Ramps		819	9830
	SB to NB Ramps		580	6960
	Palm St to Project Dwy	Developed Opening Year 2030 Baseline Volumes + Project	1300	15600
	Proj Dwy to SR-86 SB Ramps		861	10330
	SB to NB Ramps		607	7280

*ADT = PM Peak In/Out x 12

Appendix B - Developed Buildout 2035 Volumes

Intersection	Intersection Name	Scenario	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Airport Blvd and Pierce St	Buildout 2035 Baseline	28	680	8	20	270	72	53	17	11	34	28	102	20	490	14	224	653	130	103	38	30	53	51	109
2	Airport Blvd and Filmore St		546	70	10	4	14	202	578	141	236	44	158	12	427	33	6	12	60	574	315	224	668	8	276	9
3	Airport Blvd and SR-86 NB Ramps		286	0	59	0	0	0	896	264	202	704	0	94	0	88	0	0	0	0	1121	199	312	966	0	
4	Airport Blvd and SR-86 SB Ramps		60	0	269	182	23	293	40	708	33	35	900	53	37	2	70	247	93	93	87	1003	154	88	843	128
5	Airport Blvd and Palm St		0	0	0	300	0	86	120	474	0	0	519	622	0	0	0	648	0	143	72	457	0	0	444	505
6	Airport Blvd and Polk St		643	0	374	0	0	0	0	209	327	229	329	0	369	0	224	0	0	0	0	372	693	358	263	0
7	Airport Blvd and Tyler St		5	50	13	251	30	59	232	291	7	24	302	660	14	71	13	748	54	204	122	284	4	19	294	323
8	Airport Blvd and Harrison St		311	1754	191	102	543	121	134	275	132	48	224	73	251	1156	91	73	1689	134	118	225	433	137	385	93
9	Airport Blvd and Project Dwy		0	0	0	64	0	79	139	717	0	0	1111	141	0	0	0	117	0	134	78	1127	0	0	913	60
1	Airport Blvd and Pierce St	Buildout 2035 Baseline + Project	28	680	8	20	270	72	53	17	11	34	28	102	20	490	14	224	653	130	103	38	30	53	51	109
2	Airport Blvd and Filmore St		546	70	10	4	14	202	578	141	236	44	159	12	427	33	6	12	60	574	315	225	668	8	277	9
3	Airport Blvd and SR-86 NB Ramps		292	0	59	0	0	0	897	270	202	706	0	96	0	88	0	0	0	0	1123	217	312	967	0	
4	Airport Blvd and SR-86 SB Ramps		63	0	269	182	23	316	41	714	34	35	908	53	38	2	70	247	93	99	92	1023	157	88	845	128
5	Airport Blvd and Palm St		0	0	0	311	0	86	120	491	0	0	523	625	0	0	0	651	0	143	72	464	0	0	462	515
6	Airport Blvd and Polk St		643	0	376	0	0	0	0	223	327	230	333	0	369	0	225	0	0	0	0	378	693	360	279	0
7	Airport Blvd and Tyler St		5	50	15	253	30	59	232	302	7	24	305	660	14	71	14	749	54	204	122	288	4	21	306	325
8	Airport Blvd and Harrison St		311	1754	193	110	543	121	134	277	132	48	225	75	251	1156	92	76	1689	134	118	226	433	139	387	102
9	Airport Blvd and Project Dwy		0	0	0	72	0	86	167	717	0	0	1111	176	0	0	0	145	0	162	88	1127	0	0	913	69

			PM Peak In/Out	ADT*
Airport Blvd Roadway Segments	Palm St to Project Dwy	Buildout 2035 Baseline	2054	24650
	Proj Dwy to SR-86 SB Ramps		2217	26600
	SB to NB Ramps		2380	28560
	Palm St to Project Dwy	Buildout 2035 Baseline + Project	2092	25100
	Proj Dwy to SR-86 SB Ramps		2254	27050
	SB to NB Ramps		2403	28840

*ADT = PM Peak In/Out x 12

APPENDIX C -

EXISTING CONDITIONS PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	15	9	4	20	1	3	5	8	14	3	11
Future Vol, veh/h	5	15	9	4	20	1	3	5	8	14	3	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	16	9	4	21	1	3	5	8	15	3	12
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	22	0	0	25	0	0	68	61	21	67	65	22
Stage 1	-	-	-	-	-	-	31	31	-	30	30	-
Stage 2	-	-	-	-	-	-	37	30	-	37	35	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1593	-	-	1589	-	-	925	830	1056	926	826	1055
Stage 1	-	-	-	-	-	-	986	869	-	987	870	-
Stage 2	-	-	-	-	-	-	978	870	-	978	866	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1593	-	-	1589	-	-	908	825	1056	910	821	1055
Mov Cap-2 Maneuver	-	-	-	-	-	-	908	825	-	910	821	-
Stage 1	-	-	-	-	-	-	983	866	-	984	867	-
Stage 2	-	-	-	-	-	-	961	867	-	961	863	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.3			1.2			8.9			8.9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	944	1593	-	-	1589	-	-	950				
HCM Lane V/C Ratio	0.018	0.003	-	-	0.003	-	-	0.031				
HCM Control Delay (s)	8.9	7.3	0	-	7.3	0	-	8.9				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile O(veh)	0.1	0	-	-	0	-	-	0.1				

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	32	46	31	11	58	0	41	0	0	0	0	89
Future Vol, veh/h	32	46	31	11	58	0	41	0	0	0	0	89
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	48	33	12	61	0	43	0	0	0	0	94
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	61	0	0	81	0	0	265	218	65	218	234	61
Stage 1	-	-	-	-	-	-	133	133	-	85	85	-
Stage 2	-	-	-	-	-	-	132	85	-	133	149	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1542	-	-	1517	-	-	688	680	999	738	666	1004
Stage 1	-	-	-	-	-	-	870	786	-	923	824	-
Stage 2	-	-	-	-	-	-	871	824	-	870	774	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1542	-	-	1517	-	-	609	659	999	720	645	1004
Mov Cap-2 Maneuver	-	-	-	-	-	-	609	659	-	720	645	-
Stage 1	-	-	-	-	-	-	850	768	-	902	817	-
Stage 2	-	-	-	-	-	-	783	817	-	850	756	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.2			1.2			11.4			9		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	609	1542	-	-	1517	-	-	1004				
HCM Lane V/C Ratio	0.071	0.022	-	-	0.008	-	-	0.093				
HCM Control Delay (s)	11.4	7.4	0	-	7.4	0	-	9				
HCM Lane LOS	B	A	A	-	A	A	-	A				
HCM 95th %tile O(veh)	0.2	0.1	-	-	0	-	-	0.3				

HCM 6th Signalized Intersection Summary 3: SR-86 NB Ramps & Airport Blvd

Coachella Airport Business Park

07/30/2020

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	112	77	45	65	57	27
Future Volume (veh/h)	112	77	45	65	57	27
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	118	81	47	68	60	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	648	445	72	1389	191	170
Arrive On Green	1.00	1.00	0.04	0.74	0.11	0.11
Sat Flow, veh/h	1033	709	1781	1870	1781	1585
Grp Volume(v), veh/h	0	199	47	68	60	28
Grp Sat Flow(s),veh/h/ln	0	1743	1781	1870	1781	1585
Q Serve(g_s), s	0.0	0.0	2.1	0.8	2.5	1.3
Cycle Q Clear(g_c), s	0.0	0.0	2.1	0.8	2.5	1.3
Prop In Lane		0.41	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1093	72	1389	191	170
V/C Ratio(X)	0.00	0.18	0.65	0.05	0.31	0.16
Avail Cap(c_a), veh/h	0	1093	134	1389	379	337
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	37.8	2.7	33.0	32.4
Incr Delay (d2), s/veh	0.0	0.4	9.5	0.1	0.9	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	1.0	0.2	1.1	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.4	47.3	2.8	33.9	32.9
LnGrp LOS	A	A	D	A	C	C
Approach Vol, veh/h	199			115	88	
Approach Delay, s/veh	0.4			21.0	33.6	
Approach LOS	A			C	C	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	14.6		9.2	56.2	65.4	
Change Period (Y+Rc), s	6.0		6.0	6.0	6.0	
Max Green Setting (Gmax), s	17.0		6.0	39.0	51.0	
Max Q Clear Time (g_c+I1), s	4.5		4.1	2.0	2.8	
Green Ext Time (p_c), s	0.1		0.0	1.1	0.3	
Intersection Summary						
HCM 6th Ctrl Delay			13.5			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary
4: Desert Cactus Dr/SR-86 SB Ramps & Airport Blvd

Coachella Airport Business Park

07/30/2020

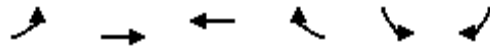
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	120	17	2	122	11	14	0	22	34	19	166
Future Volume (veh/h)	23	120	17	2	122	11	14	0	22	34	19	166
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	126	18	2	128	12	15	0	23	36	20	175
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	783	112	5	785	74	47	0	71	159	88	216
Arrive On Green	0.05	0.98	0.98	0.01	0.93	0.93	0.07	0.00	0.07	0.14	0.14	0.14
Sat Flow, veh/h	1781	1601	229	1781	1684	158	654	0	1003	1165	647	1585
Grp Volume(v), veh/h	24	0	144	2	0	140	38	0	0	56	0	175
Grp Sat Flow(s),veh/h/ln	1781	0	1829	1781	0	1842	1657	0	0	1812	0	1585
Q Serve(g_s), s	1.1	0.0	0.2	0.1	0.0	0.5	1.7	0.0	0.0	2.2	0.0	8.6
Cycle Q Clear(g_c), s	1.1	0.0	0.2	0.1	0.0	0.5	1.7	0.0	0.0	2.2	0.0	8.6
Prop In Lane	1.00		0.13	1.00		0.09	0.39		0.61	0.64		1.00
Lane Grp Cap(c), veh/h	46	0	895	5	0	859	118	0	0	247	0	216
V/C Ratio(X)	0.52	0.00	0.16	0.41	0.00	0.16	0.32	0.00	0.00	0.23	0.00	0.81
Avail Cap(c_a), veh/h	111	0	895	111	0	859	342	0	0	374	0	327
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.99	0.00	0.99	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.5	0.0	0.4	39.7	0.0	1.5	35.3	0.0	0.0	30.8	0.0	33.5
Incr Delay (d2), s/veh	8.8	0.0	0.4	47.5	0.0	0.4	1.6	0.0	0.0	0.5	0.0	8.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.1	0.1	0.0	0.2	0.7	0.0	0.0	1.0	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.3	0.0	0.8	87.2	0.0	1.9	36.9	0.0	0.0	31.2	0.0	42.2
LnGrp LOS	D	A	A	F	A	A	D	A	A	C	A	D
Approach Vol, veh/h	168			142			38			231		
Approach Delay, s/veh	7.3			3.1			36.9			39.5		
Approach LOS	A			A			D			D		
Timer - Assigned Phs	2		3	4		6	7	8				
Phs Duration (G+Y+Rc), s	11.7		6.2	45.2		16.9	8.1	43.3				
Change Period (Y+Rc), s	6.0		6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s	16.5		5.0	18.0		16.5	5.0	18.0				
Max Q Clear Time (g_c+I1), s	3.7		2.1	2.2		10.6	3.1	2.5				
Green Ext Time (p_c), s	0.1		0.0	0.6		0.4	0.0	0.5				
Intersection Summary												
HCM 6th Ctrl Delay	21.1											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

5: Airport Blvd & Palm St

Coachella Airport Business Park

07/30/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	51	142	208	193	64	86
Future Volume (veh/h)	51	142	208	193	64	86
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	149	219	203	67	91
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	482	1211	609	537	441	392
Arrive On Green	0.34	0.34	0.34	0.34	0.25	0.25
Sat Flow, veh/h	965	3647	1881	1576	1781	1585
Grp Volume(v), veh/h	54	149	218	204	67	91
Grp Sat Flow(s),veh/h/ln	965	1777	1777	1587	1781	1585
Q Serve(g_s), s	1.3	0.8	2.7	2.8	0.9	1.3
Cycle Q Clear(g_c), s	4.1	0.8	2.7	2.8	0.9	1.3
Prop In Lane	1.00			0.99	1.00	1.00
Lane Grp Cap(c), veh/h	482	1211	606	541	441	392
V/C Ratio(X)	0.11	0.12	0.36	0.38	0.15	0.23
Avail Cap(c_a), veh/h	1245	4022	2011	1796	2138	1903
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.8	6.6	7.2	7.3	8.6	8.8
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.4	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.7	0.6	0.2	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.9	6.7	7.6	7.7	8.7	9.1
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h		203	422		158	
Approach Delay, s/veh		7.3	7.6		8.9	
Approach LOS		A	A		A	
Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			15.9		13.2	15.9
Change Period (Y+Rc), s			6.0		6.0	6.0
Max Green Setting (Gmax), s			33.0		35.0	33.0
Max Q Clear Time (g_c+l1), s			6.1		3.3	4.8
Green Ext Time (p_c), s			1.1		0.5	2.8
Intersection Summary						
HCM 6th Ctrl Delay			7.8			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary

6: Polk St & Airport Blvd

Coachella Airport Business Park

08/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	143	180	87	167	0	129	0	113	0	0	0
Future Volume (veh/h)	0	143	180	87	167	0	129	0	113	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	151	189	92	176	0	136	0	119	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	872	757	142	1679	0	209	0	183	0	5	0
Arrive On Green	0.00	0.25	0.25	0.08	0.47	0.00	0.23	0.00	0.23	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	898	0	786	0	1870	0
Grp Volume(v), veh/h	0	151	189	92	176	0	255	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1684	0	0	0	1870	0
Q Serve(g_s), s	0.0	1.4	2.9	2.0	1.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	1.4	2.9	2.0	1.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.53		0.47	0.00		0.00
Lane Grp Cap(c), veh/h	4	872	757	142	1679	0	391	0	0	0	5	0
V/C Ratio(X)	0.00	0.17	0.25	0.65	0.10	0.00	0.65	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	219	2099	1304	219	2099	0	1533	0	0	0	460	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	12.1	6.3	18.2	5.9	0.0	14.1	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.2	4.9	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.4	1.0	0.9	0.2	0.0	1.8	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	12.2	6.5	23.1	6.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	B	A	C	A	A	B	A	A	A	A	A
Approach Vol, veh/h		340			268			255			0	
Approach Delay, s/veh		9.0			11.9			16.0			0.0	
Approach LOS		A			B			B				
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		15.4	9.2	16.0		0.0	0.0	25.2				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		37.0	5.0	24.0		10.0	5.0	24.0				
Max Q Clear Time (g_c+I1), s		7.6	4.0	4.9		0.0	0.0	3.1				
Green Ext Time (p_c), s		1.5	0.0	1.3		0.0	0.0	0.9				
Intersection Summary												
HCM 6th Ctrl Delay			11.9									
HCM 6th LOS			B									

Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	208	7	10	216	27	5	4	3	178	27	22
Future Vol, veh/h	19	208	7	10	216	27	5	4	3	178	27	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	200	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	219	7	11	227	28	5	4	3	187	28	23
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	255	0	0	226	0	0	548	536	219	529	529	241
Stage 1	-	-	-	-	-	-	259	259	-	263	263	-
Stage 2	-	-	-	-	-	-	289	277	-	266	266	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1310	-	-	1342	-	-	447	451	821	460	455	798
Stage 1	-	-	-	-	-	-	746	694	-	742	691	-
Stage 2	-	-	-	-	-	-	719	681	-	739	689	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1310	-	-	1342	-	-	405	439	821	446	443	798
Mov Cap-2 Maneuver	-	-	-	-	-	-	405	439	-	446	443	-
Stage 1	-	-	-	-	-	-	733	682	-	729	684	-
Stage 2	-	-	-	-	-	-	662	674	-	719	677	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.3			12.7			20.6		
HCM LOS							B			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	478	1310	-	-	1342	-	-	466				
HCM Lane V/C Ratio	0.026	0.015	-	-	0.008	-	-	0.513				
HCM Control Delay (s)	12.7	7.8	0	-	7.7	0	-	20.6				
HCM Lane LOS	B	A	A	-	A	A	-	C				
HCM 95th %tile O(veh)	0.1	0	-	-	0	-	-	2.9				

HCM 6th Signalized Intersection Summary
8: Harrison St & Airport Blvd

Coachella Airport Business Park

07/30/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	176	26	10	119	45	32	354	28	58	275	85
Future Volume (veh/h)	117	176	26	10	119	45	32	354	28	58	275	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	123	185	27	11	125	47	34	373	29	61	289	89
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	239	266	35	95	337	120	68	484	38	105	567	481
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.04	0.28	0.28	0.06	0.30	0.30
Sat Flow, veh/h	496	1008	132	41	1279	456	1781	1713	133	1781	1870	1585
Grp Volume(v), veh/h	335	0	0	183	0	0	34	0	402	61	289	89
Grp Sat Flow(s),veh/h/ln	1637	0	0	1776	0	0	1781	0	1846	1781	1870	1585
Q Serve(g_s), s	4.5	0.0	0.0	0.0	0.0	0.0	0.9	0.0	9.1	1.5	5.8	1.9
Cycle Q Clear(g_c), s	8.4	0.0	0.0	3.8	0.0	0.0	0.9	0.0	9.1	1.5	5.8	1.9
Prop In Lane	0.37		0.08	0.06		0.26	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	539	0	0	552	0	0	68	0	522	105	567	481
V/C Ratio(X)	0.62	0.00	0.00	0.33	0.00	0.00	0.50	0.00	0.77	0.58	0.51	0.19
Avail Cap(c_a), veh/h	1114	0	0	1197	0	0	196	0	1054	274	1150	974
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	0.0	0.0	13.8	0.0	0.0	21.5	0.0	15.0	20.9	13.1	11.7
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.3	0.0	0.0	5.5	0.0	2.4	5.0	0.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	0.0	1.1	0.0	0.0	0.4	0.0	2.9	0.6	1.7	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	0.0	0.0	14.1	0.0	0.0	27.0	0.0	17.4	25.9	13.8	11.9
LnGrp LOS	B	A	A	B	A	A	C	A	B	C	B	B
Approach Vol, veh/h		335			183			436			439	
Approach Delay, s/veh		16.4			14.1			18.2			15.1	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	18.9		18.0	7.7	19.8		18.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	7.0	26.0		29.0	5.0	28.0		29.0				
Max Q Clear Time (g_c+I1), s	3.5	11.1		10.4	2.9	7.8		5.8				
Green Ext Time (p_c), s	0.0	1.8		1.6	0.0	1.6		0.8				
Intersection Summary												
HCM 6th Ctrl Delay				16.3								
HCM 6th LOS				B								

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	32	15	0	49	0	17	0	0	0	0	19
Future Vol, veh/h	9	32	15	0	49	0	17	0	0	0	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	34	16	0	52	0	18	0	0	0	0	20
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	52	0	0	50	0	0	122	112	42	112	120	52
Stage 1	-	-	-	-	-	-	60	60	-	52	52	-
Stage 2	-	-	-	-	-	-	62	52	-	60	68	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1554	-	-	1557	-	-	853	778	1029	866	770	1016
Stage 1	-	-	-	-	-	-	951	845	-	961	852	-
Stage 2	-	-	-	-	-	-	949	852	-	951	838	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1554	-	-	1557	-	-	833	773	1029	862	765	1016
Mov Cap-2 Maneuver	-	-	-	-	-	-	833	773	-	862	765	-
Stage 1	-	-	-	-	-	-	945	840	-	955	852	-
Stage 2	-	-	-	-	-	-	930	852	-	945	833	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			0			9.4			8.6		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	833	1554	-	-	1557	-	-	1016				
HCM Lane V/C Ratio	0.021	0.006	-	-	-	-	-	0.02				
HCM Control Delay (s)	9.4	7.3	0	-	0	-	-	8.6				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile O(veh)	0.1	0	-	-	0	-	-	0.1				

Intersection												
Int Delay, s/veh	7.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	63	52	0	91	0	106	0	0	0	0	229
Future Vol, veh/h	22	63	52	0	91	0	106	0	0	0	0	229
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	66	55	0	96	0	112	0	0	0	0	241
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	96	0	0	121	0	0	357	236	94	236	263	96
Stage 1	-	-	-	-	-	-	140	140	-	96	96	-
Stage 2	-	-	-	-	-	-	217	96	-	140	167	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1498	-	-	1467	-	-	598	665	963	718	642	960
Stage 1	-	-	-	-	-	-	863	781	-	911	815	-
Stage 2	-	-	-	-	-	-	785	815	-	863	760	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1498	-	-	1467	-	-	442	654	963	709	631	960
Mov Cap-2 Maneuver	-	-	-	-	-	-	442	654	-	709	631	-
Stage 1	-	-	-	-	-	-	848	768	-	896	815	-
Stage 2	-	-	-	-	-	-	588	815	-	848	747	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			0			15.9			10		
HCM LOS							C			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	442	1498	-	-	1467	-	-	960				
HCM Lane V/C Ratio	0.252	0.015	-	-	-	-	-	0.251				
HCM Control Delay (s)	15.9	7.4	0	-	0	-	-	10				
HCM Lane LOS	C	A	A	-	A	-	-	B				
HCM 95th %tile O(veh)	1	0	-	-	0	-	-	1				

HCM 6th Signalized Intersection Summary

3: SR-86 NB Ramps & Airport Blvd

Coachella Airport Business Park

07/30/2020

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖	↗	↖	↗
Traffic Volume (veh/h)	115	185	36	113	38	10
Future Volume (veh/h)	115	185	36	113	38	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	121	195	38	119	40	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	422	680	63	1431	151	134
Arrive On Green	1.00	1.00	0.04	0.77	0.08	0.08
Sat Flow, veh/h	645	1039	1781	1870	1781	1585
Grp Volume(v), veh/h	0	316	38	119	40	11
Grp Sat Flow(s),veh/h/ln	0	1683	1781	1870	1781	1585
Q Serve(g_s), s	0.0	0.0	1.7	1.3	1.7	0.5
Cycle Q Clear(g_c), s	0.0	0.0	1.7	1.3	1.7	0.5
Prop In Lane		0.62	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1102	63	1431	151	134
V/C Ratio(X)	0.00	0.29	0.60	0.08	0.26	0.08
Avail Cap(c_a), veh/h	0	1102	134	1431	379	337
HCM Platoon Ratio	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.98	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	38.0	2.4	34.3	33.7
Incr Delay (d2), s/veh	0.0	0.6	8.7	0.1	0.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.8	0.3	0.8	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.6	46.7	2.5	35.2	34.0
LnGrp LOS	A	A	D	A	D	C
Approach Vol, veh/h	316			157	51	
Approach Delay, s/veh	0.6			13.2	34.9	
Approach LOS	A			B	C	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	12.8		8.9	58.4	67.2	
Change Period (Y+Rc), s	6.0		6.0	6.0	6.0	
Max Green Setting (Gmax), s	17.0		6.0	39.0	51.0	
Max Q Clear Time (g_c+I1), s	3.7		3.7	2.0	3.3	
Green Ext Time (p_c), s	0.1		0.0	1.9	0.6	
Intersection Summary						
HCM 6th Ctrl Delay			7.7			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary
4: Desert Cactus Dr/SR-86 SB Ramps & Airport Blvd

Coachella Airport Business Park

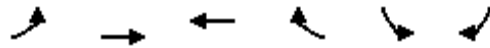
07/30/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	241	17	7	126	19	21	3	20	39	15	76
Future Volume (veh/h)	43	241	17	7	126	19	21	3	20	39	15	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	254	18	7	133	20	22	3	21	41	16	80
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	70	849	60	16	733	110	65	9	62	155	60	189
Arrive On Green	0.04	0.49	0.49	0.02	0.92	0.92	0.08	0.08	0.08	0.12	0.12	0.12
Sat Flow, veh/h	1781	1726	122	1781	1588	239	809	110	772	1299	507	1585
Grp Volume(v), veh/h	45	0	272	7	0	153	46	0	0	57	0	80
Grp Sat Flow(s),veh/h/ln	1781	0	1848	1781	0	1827	1691	0	0	1805	0	1585
Q Serve(g_s), s	2.0	0.0	7.0	0.3	0.0	0.6	2.1	0.0	0.0	2.3	0.0	3.7
Cycle Q Clear(g_c), s	2.0	0.0	7.0	0.3	0.0	0.6	2.1	0.0	0.0	2.3	0.0	3.7
Prop In Lane	1.00		0.07	1.00		0.13	0.48		0.46	0.72		1.00
Lane Grp Cap(c), veh/h	70	0	909	16	0	843	135	0	0	215	0	189
V/C Ratio(X)	0.64	0.00	0.30	0.44	0.00	0.18	0.34	0.00	0.00	0.27	0.00	0.42
Avail Cap(c_a), veh/h	134	0	909	111	0	843	349	0	0	372	0	327
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.9	0.0	12.1	39.1	0.0	1.7	34.8	0.0	0.0	32.1	0.0	32.7
Incr Delay (d2), s/veh	9.3	0.0	0.8	17.6	0.0	0.5	1.5	0.0	0.0	0.7	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	2.9	0.2	0.0	0.3	0.9	0.0	0.0	1.0	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.1	0.0	13.0	56.6	0.0	2.2	36.3	0.0	0.0	32.7	0.0	34.2
LnGrp LOS	D	A	B	E	A	A	D	A	A	C	A	C
Approach Vol, veh/h	317			160				46			137	
Approach Delay, s/veh	17.8			4.5				36.3			33.6	
Approach LOS	B			A				D			C	
Timer - Assigned Phs	2		3	4		6		7	8			
Phs Duration (G+Y+Rc), s	12.4		6.7	45.4		15.5		9.2	42.9			
Change Period (Y+Rc), s	6.0		6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s	16.5		5.0	18.0		16.5		6.0	17.0			
Max Q Clear Time (g_c+I1), s	4.1		2.3	9.0		5.7		4.0	2.6			
Green Ext Time (p_c), s	0.1		0.0	1.0		0.3		0.0	0.6			
Intersection Summary												
HCM 6th Ctrl Delay	19.2											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary 5: Airport Blvd & Palm St

Coachella Airport Business Park

07/30/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	46	88	142	199	235	99
Future Volume (veh/h)	46	88	142	199	235	99
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	93	149	209	247	104
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	444	1117	559	498	541	481
Arrive On Green	0.31	0.31	0.31	0.31	0.30	0.30
Sat Flow, veh/h	1023	3647	1870	1585	1781	1585
Grp Volume(v), veh/h	48	93	149	209	247	104
Grp Sat Flow(s),veh/h/ln	1023	1777	1777	1585	1781	1585
Q Serve(g_s), s	1.2	0.6	2.0	3.3	3.5	1.5
Cycle Q Clear(g_c), s	4.5	0.6	2.0	3.3	3.5	1.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	444	1117	559	498	541	481
V/C Ratio(X)	0.11	0.08	0.27	0.42	0.46	0.22
Avail Cap(c_a), veh/h	1068	3282	1641	1464	2212	1968
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.3	7.6	8.1	8.5	8.8	8.2
Incr Delay (d2), s/veh	0.1	0.0	0.3	0.6	0.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.5	0.8	0.9	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.4	7.6	8.3	9.1	9.4	8.4
LnGrp LOS	B	A	A	A	A	A
Approach Vol, veh/h		141	358		351	
Approach Delay, s/veh		8.6	8.8		9.1	
Approach LOS		A	A		A	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				15.9	15.5	15.9
Change Period (Y+Rc), s				6.0	6.0	6.0
Max Green Setting (Gmax), s				29.0	39.0	29.0
Max Q Clear Time (g_c+I1), s				6.5	5.5	5.3
Green Ext Time (p_c), s				0.6	1.1	2.2
Intersection Summary						
HCM 6th Ctrl Delay			8.9			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary

6: Polk St & Airport Blvd

Coachella Airport Business Park

08/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	184	46	24	126	0	161	0	78	0	0	0
Future Volume (veh/h)	0	184	46	24	126	0	161	0	78	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	194	48	25	133	0	169	0	82	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	911	792	54	1576	0	280	0	136	0	5	0
Arrive On Green	0.00	0.26	0.26	0.03	0.44	0.00	0.24	0.00	0.24	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	1153	0	559	0	1870	0
Grp Volume(v), veh/h	0	194	48	25	133	0	251	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1712	0	0	0	1870	0
Q Serve(g_s), s	0.0	1.6	0.6	0.5	0.8	0.0	5.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	1.6	0.6	0.5	0.8	0.0	5.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.67		0.33	0.00		0.00
Lane Grp Cap(c), veh/h	5	911	792	54	1576	0	416	0	0	0	5	0
V/C Ratio(X)	0.00	0.21	0.06	0.46	0.08	0.00	0.60	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	233	2227	1379	233	2227	0	1654	0	0	0	488	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	11.2	4.9	18.3	6.2	0.0	12.9	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	6.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.2	0.3	0.2	0.0	1.5	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.3	5.0	24.2	6.2	0.0	14.3	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	B	A	C	A	A	B	A	A	A	A	A
Approach Vol, veh/h		242			158			251			0	
Approach Delay, s/veh		10.1			9.0			14.3			0.0	
Approach LOS		B			A			B				
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		15.3	7.2	15.8		0.0	0.0	23.0				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		37.0	5.0	24.0		10.0	5.0	24.0				
Max Q Clear Time (g_c+I1), s		7.0	2.5	3.6		0.0	0.0	2.8				
Green Ext Time (p_c), s		1.5	0.0	1.1		0.0	0.0	0.6				
Intersection Summary												
HCM 6th Ctrl Delay			11.4									
HCM 6th LOS			B									

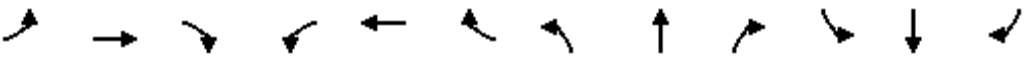
Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	129	3	4	236	19	14	29	5	40	0	36
Future Vol, veh/h	13	129	3	4	236	19	14	29	5	40	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	200	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	136	3	4	248	20	15	31	5	42	0	38
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	268	0	0	139	0	0	449	440	136	450	433	258
Stage 1	-	-	-	-	-	-	164	164	-	266	266	-
Stage 2	-	-	-	-	-	-	285	276	-	184	167	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1296	-	-	1445	-	-	520	511	913	519	516	781
Stage 1	-	-	-	-	-	-	838	762	-	739	689	-
Stage 2	-	-	-	-	-	-	722	682	-	818	760	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1296	-	-	1445	-	-	489	503	913	486	508	781
Mov Cap-2 Maneuver	-	-	-	-	-	-	489	503	-	486	508	-
Stage 1	-	-	-	-	-	-	828	753	-	730	687	-
Stage 2	-	-	-	-	-	-	685	680	-	771	751	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.1			12.6			12		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	523	1296	-	-	1445	-	-	592				
HCM Lane V/C Ratio	0.097	0.011	-	-	0.003	-	-	0.135				
HCM Control Delay (s)	12.6	7.8	0	-	7.5	0	-	12				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile O(veh)	0.3	0	-	-	0	-	-	0.5				

HCM 6th Signalized Intersection Summary

8: Harrison St & Airport Blvd

Coachella Airport Business Park

07/30/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↘		↗	↘	↗
Traffic Volume (veh/h)	44	99	27	23	132	52	38	514	50	36	266	43
Future Volume (veh/h)	44	99	27	23	132	52	38	514	50	36	266	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	104	28	24	139	55	40	541	53	38	280	45
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	152	235	55	102	243	89	76	652	64	73	725	614
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.04	0.39	0.39	0.04	0.39	0.39
Sat Flow, veh/h	292	1159	271	103	1199	439	1781	1677	164	1781	1870	1585
Grp Volume(v), veh/h	178	0	0	218	0	0	40	0	594	38	280	45
Grp Sat Flow(s),veh/h/ln	1722	0	0	1741	0	0	1781	0	1841	1781	1870	1585
Q Serve(g_s), s	0.0	0.0	0.0	1.0	0.0	0.0	1.1	0.0	14.3	1.0	5.3	0.9
Cycle Q Clear(g_c), s	4.2	0.0	0.0	5.5	0.0	0.0	1.1	0.0	14.3	1.0	5.3	0.9
Prop In Lane	0.26		0.16	0.11		0.25	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	442	0	0	435	0	0	76	0	716	73	725	614
V/C Ratio(X)	0.40	0.00	0.00	0.50	0.00	0.00	0.52	0.00	0.83	0.52	0.39	0.07
Avail Cap(c_a), veh/h	994	0	0	1026	0	0	218	0	1125	181	1105	937
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.3	0.0	0.0	17.8	0.0	0.0	23.0	0.0	13.5	23.0	10.8	9.5
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.9	0.0	0.0	5.5	0.0	3.0	5.6	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	1.8	0.0	0.0	0.5	0.0	4.4	0.5	1.5	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.9	0.0	0.0	18.7	0.0	0.0	28.5	0.0	16.6	28.6	11.2	9.5
LnGrp LOS	B	A	A	B	A	A	C	A	B	C	B	A
Approach Vol, veh/h	178			218			634			363		
Approach Delay, s/veh	17.9			18.7			17.3			12.8		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	25.1		16.0	8.1	25.0		16.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	30.0		27.0	6.0	29.0		27.0				
Max Q Clear Time (g_c+I1), s	3.0	16.3		6.2	3.1	7.3		7.5				
Green Ext Time (p_c), s	0.0	2.8		0.8	0.0	1.4		1.0				
Intersection Summary												
HCM 6th Ctrl Delay	16.4											
HCM 6th LOS	B											

APPENDIX D -

OPENING YEAR (2025) PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	15	10	5	24	2	4	8	8	20	4	16
Future Vol, veh/h	6	15	10	5	24	2	4	8	8	20	4	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	16	11	5	25	2	4	8	8	21	4	17
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	27	0	0	27	0	0	81	71	22	78	75	26
Stage 1	-	-	-	-	-	-	34	34	-	36	36	-
Stage 2	-	-	-	-	-	-	47	37	-	42	39	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1587	-	-	1587	-	-	907	819	1055	911	815	1050
Stage 1	-	-	-	-	-	-	982	867	-	980	865	-
Stage 2	-	-	-	-	-	-	967	864	-	972	862	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1587	-	-	1587	-	-	884	813	1055	892	809	1050
Mov Cap-2 Maneuver	-	-	-	-	-	-	884	813	-	892	809	-
Stage 1	-	-	-	-	-	-	978	864	-	976	862	-
Stage 2	-	-	-	-	-	-	944	861	-	951	859	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.4			1.2			9			9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	911	1587	-	-	1587	-	-	939				
HCM Lane V/C Ratio	0.023	0.004	-	-	0.003	-	-	0.045				
HCM Control Delay (s)	9	7.3	0	-	7.3	0	-	9				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile O(veh)	0.1	0	-	-	0	-	-	0.1				

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	37	53	36	13	66	0	42	0	0	0	0	126
Future Vol, veh/h	37	53	36	13	66	0	42	0	0	0	0	126
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	56	38	14	69	0	44	0	0	0	0	133
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	69	0	0	94	0	0	317	250	75	250	269	69
Stage 1	-	-	-	-	-	-	153	153	-	97	97	-
Stage 2	-	-	-	-	-	-	164	97	-	153	172	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1532	-	-	1500	-	-	636	653	986	703	637	994
Stage 1	-	-	-	-	-	-	849	771	-	910	815	-
Stage 2	-	-	-	-	-	-	838	815	-	849	756	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1532	-	-	1500	-	-	536	629	986	683	613	994
Mov Cap-2 Maneuver	-	-	-	-	-	-	536	629	-	683	613	-
Stage 1	-	-	-	-	-	-	826	750	-	885	807	-
Stage 2	-	-	-	-	-	-	719	807	-	826	736	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.2			1.2			12.3			9.2		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	536	1532	-	-	1500	-	-	994				
HCM Lane V/C Ratio	0.082	0.025	-	-	0.009	-	-	0.133				
HCM Control Delay (s)	12.3	7.4	0	-	7.4	0	-	9.2				
HCM Lane LOS	B	A	A	-	A	A	-	A				
HCM 95th %tile O(veh)	0.3	0.1	-	-	0	-	-	0.5				

HCM 6th Signalized Intersection Summary 3: SR-86 NB Ramps & Airport Blvd

Coachella Airport Business Park

07/30/2020

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	133	91	122	177	85	40
Future Volume (veh/h)	133	91	122	177	85	40
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	140	96	128	186	89	42
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	586	402	160	1369	211	187
Arrive On Green	0.19	0.19	0.09	0.73	0.12	0.12
Sat Flow, veh/h	1034	709	1781	1870	1781	1585
Grp Volume(v), veh/h	0	236	128	186	89	42
Grp Sat Flow(s),veh/h/ln	0	1743	1781	1870	1781	1585
Q Serve(g_s), s	0.0	9.2	5.6	2.4	3.7	1.9
Cycle Q Clear(g_c), s	0.0	9.2	5.6	2.4	3.7	1.9
Prop In Lane		0.41	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	988	160	1369	211	187
V/C Ratio(X)	0.00	0.24	0.80	0.14	0.42	0.22
Avail Cap(c_a), veh/h	0	988	178	1369	367	327
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.98	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	17.8	35.7	3.2	32.7	31.9
Incr Delay (d2), s/veh	0.0	0.6	20.3	0.2	1.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.8	3.2	0.6	1.6	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	18.4	56.0	3.4	34.1	32.5
LnGrp LOS	A	B	E	A	C	C
Approach Vol, veh/h	236			314	131	
Approach Delay, s/veh	18.4			24.8	33.6	
Approach LOS	B			C	C	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	15.5		13.2	51.3	64.5	
Change Period (Y+Rc), s	6.0		6.0	6.0	6.0	
Max Green Setting (Gmax), s	16.5		8.0	37.5	51.5	
Max Q Clear Time (g_c+I1), s	5.7		7.6	11.2	4.4	
Green Ext Time (p_c), s	0.2		0.0	1.3	1.0	
Intersection Summary						
HCM 6th Ctrl Delay			24.3			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary
4: Desert Cactus Dr/SR-86 SB Ramps & Airport Blvd

Coachella Airport Business Park

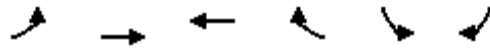
07/30/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	200	26	3	124	12	15	0	23	38	21	183
Future Volume (veh/h)	30	200	26	3	124	12	15	0	23	38	21	183
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	211	27	3	131	13	16	0	24	40	22	193
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	771	99	7	748	74	49	0	73	173	95	234
Arrive On Green	0.03	0.47	0.47	0.00	0.15	0.15	0.07	0.00	0.07	0.15	0.15	0.15
Sat Flow, veh/h	1781	1625	208	1781	1674	166	663	0	995	1169	643	1585
Grp Volume(v), veh/h	32	0	238	3	0	144	40	0	0	62	0	193
Grp Sat Flow(s),veh/h/ln	1781	0	1833	1781	0	1840	1658	0	0	1812	0	1585
Q Serve(g_s), s	1.4	0.0	6.3	0.1	0.0	5.5	1.8	0.0	0.0	2.4	0.0	9.5
Cycle Q Clear(g_c), s	1.4	0.0	6.3	0.1	0.0	5.5	1.8	0.0	0.0	2.4	0.0	9.5
Prop In Lane	1.00		0.11	1.00		0.09	0.40		0.60	0.65		1.00
Lane Grp Cap(c), veh/h	57	0	870	7	0	822	122	0	0	268	0	234
V/C Ratio(X)	0.56	0.00	0.27	0.42	0.00	0.18	0.33	0.00	0.00	0.23	0.00	0.82
Avail Cap(c_a), veh/h	111	0	870	111	0	822	342	0	0	374	0	327
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.99	0.00	0.99	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.2	0.0	12.7	39.9	0.0	21.2	35.2	0.0	0.0	30.1	0.0	33.1
Incr Delay (d2), s/veh	8.5	0.0	0.8	34.1	0.0	0.5	1.5	0.0	0.0	0.4	0.0	11.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	2.6	0.1	0.0	2.3	0.8	0.0	0.0	1.1	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.7	0.0	13.5	73.9	0.0	21.7	36.7	0.0	0.0	30.5	0.0	44.3
LnGrp LOS	D	A	B	E	A	C	D	A	A	C	A	D
Approach Vol, veh/h	270			147			40			255		
Approach Delay, s/veh	17.4			22.7			36.7			40.9		
Approach LOS	B			C			D			D		
Timer - Assigned Phs	2		3	4		6		7	8			
Phs Duration (G+Y+Rc), s	11.9		6.3	44.0		17.8		8.5	41.7			
Change Period (Y+Rc), s	6.0		6.0	6.0		6.0		6.0	6.0			
Max Green Setting (Gmax), s	16.5		5.0	18.0		16.5		5.0	18.0			
Max Q Clear Time (g_c+I1), s	3.8		2.1	8.3		11.5		3.4	7.5			
Green Ext Time (p_c), s	0.1		0.0	0.9		0.4		0.0	0.4			
Intersection Summary												
HCM 6th Ctrl Delay	28.0											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary 5: Airport Blvd & Palm St

Coachella Airport Business Park

07/30/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	60	169	246	256	65	86
Future Volume (veh/h)	60	169	246	256	65	86
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	63	178	259	269	68	91
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	427	1213	607	541	442	393
Arrive On Green	0.34	0.34	0.34	0.34	0.25	0.25
Sat Flow, veh/h	875	3647	1870	1585	1781	1585
Grp Volume(v), veh/h	63	178	259	269	68	91
Grp Sat Flow(s),veh/h/ln	875	1777	1777	1585	1781	1585
Q Serve(g_s), s	1.8	1.0	3.3	3.9	0.9	1.3
Cycle Q Clear(g_c), s	5.7	1.0	3.3	3.9	0.9	1.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	427	1213	607	541	442	393
V/C Ratio(X)	0.15	0.15	0.43	0.50	0.15	0.23
Avail Cap(c_a), veh/h	1117	4012	2006	1789	2133	1898
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.9	6.7	7.4	7.6	8.6	8.8
Incr Delay (d2), s/veh	0.2	0.1	0.5	0.7	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.8	0.9	0.2	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.1	6.7	7.9	8.3	8.8	9.1
LnGrp LOS	B	A	A	A	A	A
Approach Vol, veh/h		241	528		159	
Approach Delay, s/veh		7.6	8.1		8.9	
Approach LOS		A	A		A	
Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			16.0		13.3	16.0
Change Period (Y+Rc), s			6.0		6.0	6.0
Max Green Setting (Gmax), s			33.0		35.0	33.0
Max Q Clear Time (g_c+l1), s			7.7		3.3	5.9
Green Ext Time (p_c), s			1.3		0.5	3.6
Intersection Summary						
HCM 6th Ctrl Delay			8.1			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary

6: Polk St & Airport Blvd

Coachella Airport Business Park

08/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	143	217	103	199	0	184	0	162	0	0	0
Future Volume (veh/h)	0	143	217	103	199	0	184	0	162	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	151	228	108	209	0	194	0	171	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	797	814	147	1569	0	259	0	228	0	4	0
Arrive On Green	0.00	0.22	0.22	0.08	0.44	0.00	0.29	0.00	0.29	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	895	0	789	0	1870	0
Grp Volume(v), veh/h	0	151	228	108	209	0	365	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1684	0	0	0	1870	0
Q Serve(g_s), s	0.0	1.5	3.6	2.6	1.6	0.0	8.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	1.5	3.6	2.6	1.6	0.0	8.8	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.53		0.47	0.00		0.00
Lane Grp Cap(c), veh/h	4	797	814	147	1569	0	487	0	0	0	4	0
V/C Ratio(X)	0.00	0.19	0.28	0.73	0.13	0.00	0.75	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	200	1913	1312	200	1913	0	1397	0	0	0	420	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	14.0	6.2	20.0	7.4	0.0	14.4	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.2	8.7	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5	1.5	1.3	0.4	0.0	2.9	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.1	6.3	28.7	7.4	0.0	16.7	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	B	A	C	A	A	B	A	A	A	A	A
Approach Vol, veh/h		379			317			365			0	
Approach Delay, s/veh		9.4			14.7			16.7			0.0	
Approach LOS		A			B			B				
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		18.9	9.7	16.0		0.0	0.0	25.7				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		37.0	5.0	24.0		10.0	5.0	24.0				
Max Q Clear Time (g_c+I1), s		10.8	4.6	5.6		0.0	0.0	3.6				
Green Ext Time (p_c), s		2.3	0.0	1.4		0.0	0.0	1.1				
Intersection Summary												
HCM 6th Ctrl Delay			13.5									
HCM 6th LOS			B									

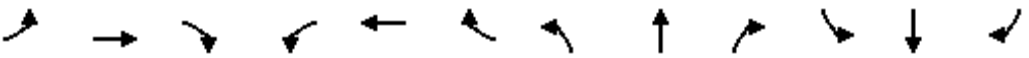
Intersection												
Int Delay, s/veh	7.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	20	210	8	13	260	33	6	5	4	178	27	22
Future Vol, veh/h	20	210	8	13	260	33	6	5	4	178	27	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	200	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	221	8	14	274	35	6	5	4	187	28	23
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	309	0	0	229	0	0	608	600	221	592	591	292
Stage 1	-	-	-	-	-	-	263	263	-	320	320	-
Stage 2	-	-	-	-	-	-	345	337	-	272	271	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1252	-	-	1339	-	-	408	415	819	418	420	747
Stage 1	-	-	-	-	-	-	742	691	-	692	652	-
Stage 2	-	-	-	-	-	-	671	641	-	734	685	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1252	-	-	1339	-	-	365	402	819	402	407	747
Mov Cap-2 Maneuver	-	-	-	-	-	-	365	402	-	402	407	-
Stage 1	-	-	-	-	-	-	728	678	-	679	644	-
Stage 2	-	-	-	-	-	-	613	633	-	711	672	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.3			13.4			24.2		
HCM LOS							B			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	444	1252	-	-	1339	-	-	421				
HCM Lane V/C Ratio	0.036	0.017	-	-	0.01	-	-	0.568				
HCM Control Delay (s)	13.4	7.9	0	-	7.7	0	-	24.2				
HCM Lane LOS	B	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	3.4				

HCM 6th Signalized Intersection Summary

8: Harrison St & Airport Blvd

Coachella Airport Business Park

07/30/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	↔
Traffic Volume (veh/h)	134	202	31	11	121	46	43	466	38	58	345	85
Future Volume (veh/h)	134	202	31	11	121	46	43	466	38	58	345	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	141	213	33	12	127	48	45	491	40	61	363	89
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	233	277	39	80	364	130	80	585	48	97	660	559
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.04	0.34	0.34	0.05	0.35	0.35
Sat Flow, veh/h	514	975	139	44	1282	458	1781	1706	139	1781	1870	1585
Grp Volume(v), veh/h	387	0	0	187	0	0	45	0	531	61	363	89
Grp Sat Flow(s),veh/h/ln	1628	0	0	1784	0	0	1781	0	1845	1781	1870	1585
Q Serve(g_s), s	7.6	0.0	0.0	0.0	0.0	0.0	1.4	0.0	15.0	1.9	8.8	2.2
Cycle Q Clear(g_c), s	12.3	0.0	0.0	4.7	0.0	0.0	1.4	0.0	15.0	1.9	8.8	2.2
Prop In Lane	0.36		0.09	0.06		0.26	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	549	0	0	574	0	0	80	0	633	97	660	559
V/C Ratio(X)	0.70	0.00	0.00	0.33	0.00	0.00	0.56	0.00	0.84	0.63	0.55	0.16
Avail Cap(c_a), veh/h	849	0	0	908	0	0	189	0	980	158	961	814
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.7	0.0	0.0	16.2	0.0	0.0	26.4	0.0	17.1	26.1	14.7	12.5
Incr Delay (d2), s/veh	1.7	0.0	0.0	0.3	0.0	0.0	6.1	0.0	4.0	6.5	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	0.0	1.6	0.0	0.0	0.6	0.0	5.4	0.9	2.9	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.3	0.0	0.0	16.5	0.0	0.0	32.5	0.0	21.1	32.6	15.4	12.7
LnGrp LOS	C	A	A	B	A	A	C	A	C	C	B	B
Approach Vol, veh/h	387				187				576			
Approach Delay, s/veh	20.3				16.5				22.0			
Approach LOS	C				B				C			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	25.4		22.0	8.5	25.9		22.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	30.0		27.0	6.0	29.0		27.0				
Max Q Clear Time (g_c+I1), s	3.9	17.0		14.3	3.4	10.8		6.7				
Green Ext Time (p_c), s	0.0	2.4		1.7	0.0	1.9		0.8				
Intersection Summary												
HCM 6th Ctrl Delay	19.4											
HCM 6th LOS	B											

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	34	16	0	49	0	17	0	0	0	0	25
Future Vol, veh/h	10	34	16	0	49	0	17	0	0	0	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	36	17	0	52	0	18	0	0	0	0	26
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	52	0	0	53	0	0	132	119	45	119	127	52
Stage 1	-	-	-	-	-	-	67	67	-	52	52	-
Stage 2	-	-	-	-	-	-	65	52	-	67	75	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1554	-	-	1553	-	-	840	771	1025	857	764	1016
Stage 1	-	-	-	-	-	-	943	839	-	961	852	-
Stage 2	-	-	-	-	-	-	946	852	-	943	833	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1554	-	-	1553	-	-	814	766	1025	853	759	1016
Mov Cap-2 Maneuver	-	-	-	-	-	-	814	766	-	853	759	-
Stage 1	-	-	-	-	-	-	936	833	-	954	852	-
Stage 2	-	-	-	-	-	-	921	852	-	936	827	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			0			9.5			8.6		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	814	1554	-	-	1553	-	-	1016				
HCM Lane V/C Ratio	0.022	0.007	-	-	-	-	-	0.026				
HCM Control Delay (s)	9.5	7.3	0	-	0	-	-	8.6				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile O(veh)	0.1	0	-	-	0	-	-	0.1				

Intersection												
Int Delay, s/veh	10.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	71	58	0	95	0	148	0	0	0	0	356
Future Vol, veh/h	25	71	58	0	95	0	148	0	0	0	0	356
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	75	61	0	100	0	156	0	0	0	0	375
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	100	0	0	136	0	0	446	258	106	258	288	100
Stage 1	-	-	-	-	-	-	158	158	-	100	100	-
Stage 2	-	-	-	-	-	-	288	100	-	158	188	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1493	-	-	1448	-	-	523	646	948	695	622	956
Stage 1	-	-	-	-	-	-	844	767	-	906	812	-
Stage 2	-	-	-	-	-	-	720	812	-	844	745	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1493	-	-	1448	-	-	313	634	948	685	610	956
Mov Cap-2 Maneuver	-	-	-	-	-	-	313	634	-	685	610	-
Stage 1	-	-	-	-	-	-	828	752	-	889	812	-
Stage 2	-	-	-	-	-	-	438	812	-	828	731	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			0			27.4			11.2		
HCM LOS							D			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	313	1493	-	-	1448	-	-	956				
HCM Lane V/C Ratio	0.498	0.018	-	-	-	-	-	0.392				
HCM Control Delay (s)	27.4	7.5	0	-	0	-	-	11.2				
HCM Lane LOS	D	A	A	-	A	-	-	B				
HCM 95th %tile O(veh)	2.6	0.1	-	-	0	-	-	1.9				

HCM 6th Signalized Intersection Summary

3: SR-86 NB Ramps & Airport Blvd

Coachella Airport Business Park

07/30/2020

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰		↱	↰	↱	↱
Traffic Volume (veh/h)	132	185	37	115	45	12
Future Volume (veh/h)	132	185	37	115	45	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	139	195	39	121	47	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	456	639	65	1418	164	146
Arrive On Green	1.00	1.00	0.04	0.76	0.09	0.09
Sat Flow, veh/h	704	988	1781	1870	1781	1585
Grp Volume(v), veh/h	0	334	39	121	47	13
Grp Sat Flow(s),veh/h/ln	0	1692	1781	1870	1781	1585
Q Serve(g_s), s	0.0	0.0	1.7	1.3	2.0	0.6
Cycle Q Clear(g_c), s	0.0	0.0	1.7	1.3	2.0	0.6
Prop In Lane		0.58	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1095	65	1418	164	146
V/C Ratio(X)	0.00	0.31	0.60	0.09	0.29	0.09
Avail Cap(c_a), veh/h	0	1095	134	1418	379	337
HCM Platoon Ratio	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.96	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	38.0	2.5	33.9	33.2
Incr Delay (d2), s/veh	0.0	0.7	8.8	0.1	1.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.9	0.3	0.9	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.7	46.8	2.6	34.8	33.5
LnGrp LOS	A	A	D	A	C	C
Approach Vol, veh/h	334			160	60	
Approach Delay, s/veh	0.7			13.4	34.5	
Approach LOS	A			B	C	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		13.4	8.9	57.7		66.6
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s		17.0	6.0	39.0		51.0
Max Q Clear Time (g_c+I1), s		4.0	3.7	2.0		3.3
Green Ext Time (p_c), s		0.1	0.0	2.1		0.6
Intersection Summary						
HCM 6th Ctrl Delay			8.0			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary

4: Desert Cactus Dr/SR-86 SB Ramps & Airport Blvd

Coachella Airport Business Park

07/30/2020

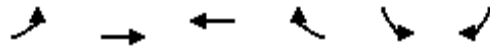
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	276	20	9	162	25	21	3	40	46	18	76
Future Volume (veh/h)	50	276	20	9	162	25	21	3	40	46	18	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	291	21	9	171	26	22	3	42	48	19	80
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	77	813	59	20	697	106	53	7	101	156	62	191
Arrive On Green	0.04	0.47	0.47	0.02	0.88	0.88	0.10	0.10	0.10	0.12	0.12	0.12
Sat Flow, veh/h	1781	1724	124	1781	1586	241	544	74	1038	1294	512	1585
Grp Volume(v), veh/h	53	0	312	9	0	197	67	0	0	67	0	80
Grp Sat Flow(s),veh/h/ln	1781	0	1848	1781	0	1827	1656	0	0	1806	0	1585
Q Serve(g_s), s	2.3	0.0	8.6	0.4	0.0	1.3	3.0	0.0	0.0	2.7	0.0	3.7
Cycle Q Clear(g_c), s	2.3	0.0	8.6	0.4	0.0	1.3	3.0	0.0	0.0	2.7	0.0	3.7
Prop In Lane	1.00		0.07	1.00		0.13	0.33		0.63	0.72		1.00
Lane Grp Cap(c), veh/h	77	0	872	20	0	803	160	0	0	217	0	191
V/C Ratio(X)	0.69	0.00	0.36	0.45	0.00	0.25	0.42	0.00	0.00	0.31	0.00	0.42
Avail Cap(c_a), veh/h	134	0	872	111	0	803	342	0	0	372	0	327
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.7	0.0	13.4	38.8	0.0	2.8	34.0	0.0	0.0	32.2	0.0	32.6
Incr Delay (d2), s/veh	10.4	0.0	1.1	14.7	0.0	0.7	1.7	0.0	0.0	0.8	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	3.6	0.2	0.0	0.5	1.2	0.0	0.0	1.2	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.1	0.0	14.6	53.5	0.0	3.5	35.7	0.0	0.0	33.0	0.0	34.1
LnGrp LOS	D	A	B	D	A	A	D	A	A	C	A	C
Approach Vol, veh/h	365			206			67			147		
Approach Delay, s/veh	19.4			5.7			35.7			33.6		
Approach LOS	B			A			D			C		
Timer - Assigned Phs	2		3	4		6		7	8			
Phs Duration (G+Y+Rc), s	13.7		6.9	43.7		15.6		9.5	41.2			
Change Period (Y+Rc), s	6.0		6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s	16.5		5.0	18.0		16.5		6.0	17.0			
Max Q Clear Time (g_c+I1), s	5.0		2.4	10.6		5.7		4.3	3.3			
Green Ext Time (p_c), s	0.2		0.0	1.0		0.4		0.0	0.8			
Intersection Summary												
HCM 6th Ctrl Delay	19.9											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary

5: Airport Blvd & Palm St

Coachella Airport Business Park

07/30/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	49	94	193	270	321	99
Future Volume (veh/h)	49	94	193	270	321	99
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	99	203	284	338	104
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	376	1115	557	497	549	489
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	909	3647	1870	1585	1781	1585
Grp Volume(v), veh/h	52	99	203	284	338	104
Grp Sat Flow(s),veh/h/ln	909	1777	1777	1585	1781	1585
Q Serve(g_s), s	1.6	0.6	2.8	4.8	5.1	1.5
Cycle Q Clear(g_c), s	6.4	0.6	2.8	4.8	5.1	1.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	376	1115	557	497	549	489
V/C Ratio(X)	0.14	0.09	0.36	0.57	0.62	0.21
Avail Cap(c_a), veh/h	892	3133	1566	1397	2243	1996
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.8	7.7	8.4	9.1	9.4	8.1
Incr Delay (d2), s/veh	0.2	0.0	0.4	1.0	1.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.8	1.2	1.3	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.9	7.7	8.8	10.1	10.5	8.3
LnGrp LOS	B	A	A	B	B	A
Approach Vol, veh/h		151	487		442	
Approach Delay, s/veh		9.2	9.6		10.0	
Approach LOS		A	A		A	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				16.0	15.8	16.0
Change Period (Y+Rc), s				6.0	6.0	6.0
Max Green Setting (Gmax), s				28.0	40.0	28.0
Max Q Clear Time (g_c+I1), s				8.4	7.1	6.8
Green Ext Time (p_c), s				0.7	1.4	3.1
Intersection Summary						
HCM 6th Ctrl Delay			9.7			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary

6: Polk St & Airport Blvd

Coachella Airport Business Park

08/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	222	56	26	135	0	223	0	108	0	0	0
Future Volume (veh/h)	0	222	56	26	135	0	223	0	108	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	234	59	27	142	0	235	0	114	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	868	832	58	1507	0	324	0	157	0	5	0
Arrive On Green	0.00	0.24	0.24	0.03	0.42	0.00	0.28	0.00	0.28	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	1153	0	559	0	1870	0
Grp Volume(v), veh/h	0	234	59	27	142	0	349	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1712	0	0	0	1870	0
Q Serve(g_s), s	0.0	2.2	0.7	0.6	1.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.2	0.7	0.6	1.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.67		0.33	0.00		0.00
Lane Grp Cap(c), veh/h	4	868	832	58	1507	0	481	0	0	0	5	0
V/C Ratio(X)	0.00	0.27	0.07	0.47	0.09	0.00	0.73	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	219	2098	1381	219	2098	0	1558	0	0	0	460	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	12.4	4.8	19.3	7.0	0.0	13.2	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	5.8	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.6	0.3	0.3	0.2	0.0	2.4	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	12.6	4.8	25.1	7.0	0.0	15.3	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	B	A	C	A	A	B	A	A	A	A	A
Approach Vol, veh/h	293				169				349			
Approach Delay, s/veh	11.0				9.9				15.3			
Approach LOS	B				A				B			
Timer - Assigned Phs	2		3	4		6		7	8			
Phs Duration (G+Y+Rc), s	17.4		7.3	15.9		0.0		0.0	23.2			
Change Period (Y+Rc), s	6.0		6.0	6.0		6.0		6.0	6.0			
Max Green Setting (Gmax), s	37.0		5.0	24.0		10.0		5.0	24.0			
Max Q Clear Time (g_c+I1), s	9.5		2.6	4.2		0.0		0.0	3.0			
Green Ext Time (p_c), s	2.1		0.0	1.3		0.0		0.0	0.7			
Intersection Summary												
HCM 6th Ctrl Delay	12.6											
HCM 6th LOS	B											

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	137	4	6	236	24	14	40	5	58	0	53
Future Vol, veh/h	14	137	4	6	236	24	14	40	5	58	0	53
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	200	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	144	4	6	248	25	15	42	5	61	0	56
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	273	0	0	148	0	0	475	459	144	473	451	261
Stage 1	-	-	-	-	-	-	174	174	-	273	273	-
Stage 2	-	-	-	-	-	-	301	285	-	200	178	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1290	-	-	1434	-	-	500	499	903	501	504	778
Stage 1	-	-	-	-	-	-	828	755	-	733	684	-
Stage 2	-	-	-	-	-	-	708	676	-	802	752	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1290	-	-	1434	-	-	458	490	903	459	495	778
Mov Cap-2 Maneuver	-	-	-	-	-	-	458	490	-	459	495	-
Stage 1	-	-	-	-	-	-	817	745	-	723	681	-
Stage 2	-	-	-	-	-	-	654	673	-	742	742	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.2			13.2			12.9		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	501	1290	-	-	1434	-	-	571				
HCM Lane V/C Ratio	0.124	0.011	-	-	0.004	-	-	0.205				
HCM Control Delay (s)	13.2	7.8	0	-	7.5	0	-	12.9				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile O(veh)	0.4	0	-	-	0	-	-	0.8				

HCM 6th Signalized Intersection Summary
8: Harrison St & Airport Blvd

Coachella Airport Business Park

07/30/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	118	33	24	139	55	50	674	66	36	328	53
Future Volume (veh/h)	53	118	33	24	139	55	50	674	66	36	328	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	56	124	35	25	146	58	53	709	69	38	345	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	134	189	48	87	207	77	88	813	79	70	888	752
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.05	0.48	0.48	0.04	0.47	0.47
Sat Flow, veh/h	332	1106	279	113	1213	450	1781	1678	163	1781	1870	1585
Grp Volume(v), veh/h	215	0	0	229	0	0	53	0	778	38	345	56
Grp Sat Flow(s),veh/h/ln	1717	0	0	1776	0	0	1781	0	1841	1781	1870	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.3	0.0	0.0	1.7	0.0	22.2	1.2	7.0	1.1
Cycle Q Clear(g_c), s	6.7	0.0	0.0	7.1	0.0	0.0	1.7	0.0	22.2	1.2	7.0	1.1
Prop In Lane	0.26		0.16	0.11		0.25	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	370	0	0	371	0	0	88	0	892	70	888	752
V/C Ratio(X)	0.58	0.00	0.00	0.62	0.00	0.00	0.60	0.00	0.87	0.54	0.39	0.07
Avail Cap(c_a), veh/h	825	0	0	859	0	0	212	0	1250	151	1206	1022
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.0	0.0	0.0	23.2	0.0	0.0	27.5	0.0	13.6	27.8	10.0	8.4
Incr Delay (d2), s/veh	1.4	0.0	0.0	1.7	0.0	0.0	6.5	0.0	5.2	6.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.0	2.7	0.0	0.0	0.8	0.0	7.2	0.6	2.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.5	0.0	0.0	24.9	0.0	0.0	34.0	0.0	18.7	34.2	10.3	8.5
LnGrp LOS	C	A	A	C	A	A	C	A	B	C	B	A
Approach Vol, veh/h		215			229			831			439	
Approach Delay, s/veh		24.5			24.9			19.7			12.1	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	34.5		16.1	8.9	34.0		16.1				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	40.0		27.0	7.0	38.0		27.0				
Max Q Clear Time (g_c+I1), s	3.2	24.2		8.7	3.7	9.0		9.1				
Green Ext Time (p_c), s	0.0	4.3		0.9	0.0	1.9		1.0				
Intersection Summary												
HCM 6th Ctrl Delay				19.0								
HCM 6th LOS				B								

APPENDIX E -

**OPENING YEAR (2025) WITH PHASE I PROJECT PEAK HOUR INTERSECTION ANALYSIS
WORKSHEETS**

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	17	12	5	27	2	7	8	8	20	4	19
Future Vol, veh/h	8	17	12	5	27	2	7	8	8	20	4	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	18	13	5	28	2	7	8	8	21	4	20
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	30	0	0	31	0	0	92	81	25	88	86	29
Stage 1	-	-	-	-	-	-	41	41	-	39	39	-
Stage 2	-	-	-	-	-	-	51	40	-	49	47	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1583	-	-	1582	-	-	892	809	1051	897	804	1046
Stage 1	-	-	-	-	-	-	974	861	-	976	862	-
Stage 2	-	-	-	-	-	-	962	862	-	964	856	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1583	-	-	1582	-	-	866	803	1051	877	798	1046
Mov Cap-2 Maneuver	-	-	-	-	-	-	866	803	-	877	798	-
Stage 1	-	-	-	-	-	-	969	857	-	971	859	-
Stage 2	-	-	-	-	-	-	936	859	-	942	852	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.6			1.1			9.1			9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	896	1583	-	-	1582	-	-	935				
HCM Lane V/C Ratio	0.027	0.005	-	-	0.003	-	-	0.048				
HCM Control Delay (s)	9.1	7.3	0	-	7.3	0	-	9				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile O(veh)	0.1	0	-	-	0	-	-	0.2				

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	39	60	38	13	74	0	45	0	0	0	0	129
Future Vol, veh/h	39	60	38	13	74	0	45	0	0	0	0	129
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	63	40	14	78	0	47	0	0	0	0	136
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	78	0	0	103	0	0	339	271	83	271	291	78
Stage 1	-	-	-	-	-	-	165	165	-	106	106	-
Stage 2	-	-	-	-	-	-	174	106	-	165	185	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1520	-	-	1489	-	-	615	636	976	682	619	983
Stage 1	-	-	-	-	-	-	837	762	-	900	807	-
Stage 2	-	-	-	-	-	-	828	807	-	837	747	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1520	-	-	1489	-	-	514	611	976	662	595	983
Mov Cap-2 Maneuver	-	-	-	-	-	-	514	611	-	662	595	-
Stage 1	-	-	-	-	-	-	813	740	-	874	799	-
Stage 2	-	-	-	-	-	-	706	799	-	813	725	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.1			1.1			12.7			9.2		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	514	1520	-	-	1489	-	-	983				
HCM Lane V/C Ratio	0.092	0.027	-	-	0.009	-	-	0.138				
HCM Control Delay (s)	12.7	7.4	0	-	7.4	0	-	9.2				
HCM Lane LOS	B	A	A	-	A	A	-	A				
HCM 95th %tile O(veh)	0.3	0.1	-	-	0	-	-	0.5				

HCM 6th Signalized Intersection Summary 3: SR-86 NB Ramps & Airport Blvd

Coachella Airport Business Park

07/30/2020

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	144	120	122	190	101	40
Future Volume (veh/h)	144	120	122	190	101	40
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	152	126	128	200	106	42
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	534	443	160	1365	214	191
Arrive On Green	1.00	1.00	0.09	0.73	0.12	0.12
Sat Flow, veh/h	946	784	1781	1870	1781	1585
Grp Volume(v), veh/h	0	278	128	200	106	42
Grp Sat Flow(s),veh/h/ln	0	1729	1781	1870	1781	1585
Q Serve(g_s), s	0.0	0.0	5.6	2.6	4.5	1.9
Cycle Q Clear(g_c), s	0.0	0.0	5.6	2.6	4.5	1.9
Prop In Lane		0.45	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	976	160	1365	214	191
V/C Ratio(X)	0.00	0.28	0.80	0.15	0.49	0.22
Avail Cap(c_a), veh/h	0	976	178	1365	367	327
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.97	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	35.7	3.3	32.9	31.8
Incr Delay (d2), s/veh	0.0	0.7	20.3	0.2	1.8	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	3.2	0.6	2.0	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.7	56.0	3.5	34.7	32.4
LnGrp LOS	A	A	E	A	C	C
Approach Vol, veh/h	278			328	148	
Approach Delay, s/veh	0.7			24.0	34.0	
Approach LOS	A			C	C	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	15.6		13.2	51.2	64.4	
Change Period (Y+Rc), s	6.0		6.0	6.0	6.0	
Max Green Setting (Gmax), s	16.5		8.0	37.5	51.5	
Max Q Clear Time (g_c+I1), s	6.5		7.6	2.0	4.6	
Green Ext Time (p_c), s	0.3		0.0	1.6	1.1	
Intersection Summary						
HCM 6th Ctrl Delay			17.4			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary

4: Desert Cactus Dr/SR-86 SB Ramps & Airport Blvd

Coachella Airport Business Park

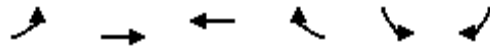
09/23/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	240	32	3	153	12	25	0	23	38	21	244
Future Volume (veh/h)	38	240	32	3	153	12	25	0	23	38	21	244
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	253	34	3	161	13	26	0	24	40	22	257
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	689	93	7	673	54	73	0	68	217	119	294
Arrive On Green	0.04	0.43	0.43	0.01	0.79	0.79	0.08	0.00	0.08	0.19	0.19	0.19
Sat Flow, veh/h	1781	1614	217	1781	1708	138	874	0	807	1169	643	1585
Grp Volume(v), veh/h	40	0	287	3	0	174	50	0	0	62	0	257
Grp Sat Flow(s),veh/h/ln	1781	0	1831	1781	0	1846	1681	0	0	1812	0	1585
Q Serve(g_s), s	1.8	0.0	8.5	0.1	0.0	2.0	2.2	0.0	0.0	2.3	0.0	12.6
Cycle Q Clear(g_c), s	1.8	0.0	8.5	0.1	0.0	2.0	2.2	0.0	0.0	2.3	0.0	12.6
Prop In Lane	1.00		0.12	1.00		0.07	0.52		0.48	0.65		1.00
Lane Grp Cap(c), veh/h	66	0	781	7	0	727	141	0	0	336	0	294
V/C Ratio(X)	0.61	0.00	0.37	0.42	0.00	0.24	0.35	0.00	0.00	0.18	0.00	0.87
Avail Cap(c_a), veh/h	134	0	781	111	0	727	347	0	0	374	0	327
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.98	0.00	0.98	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.0	0.0	15.6	39.6	0.0	5.4	34.6	0.0	0.0	27.5	0.0	31.7
Incr Delay (d2), s/veh	8.8	0.0	1.3	33.7	0.0	0.8	1.5	0.0	0.0	0.3	0.0	20.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	3.6	0.1	0.0	0.8	0.9	0.0	0.0	1.0	0.0	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	0.0	16.9	73.3	0.0	6.1	36.1	0.0	0.0	27.7	0.0	52.3
LnGrp LOS	D	A	B	E	A	A	D	A	A	C	A	D
Approach Vol, veh/h		327			177			50			319	
Approach Delay, s/veh		20.6			7.3			36.1			47.6	
Approach LOS		C			A			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		12.7	6.3	40.1		20.8	8.9	37.5				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		16.5	5.0	18.0		16.5	6.0	17.0				
Max Q Clear Time (g_c+I1), s		4.2	2.1	10.5		14.6	3.8	4.0				
Green Ext Time (p_c), s		0.1	0.0	0.9		0.2	0.0	0.6				
Intersection Summary												
HCM 6th Ctrl Delay			28.6									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary 5: Airport Blvd & Palm St

Coachella Airport Business Park

07/30/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	60	243	298	275	98	86
Future Volume (veh/h)	60	243	298	275	98	86
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	63	256	314	289	103	91
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	398	1229	614	548	469	418
Arrive On Green	0.35	0.35	0.35	0.35	0.26	0.26
Sat Flow, veh/h	816	3647	1870	1585	1781	1585
Grp Volume(v), veh/h	63	256	314	289	103	91
Grp Sat Flow(s),veh/h/ln	816	1777	1777	1585	1781	1585
Q Serve(g_s), s	2.1	1.6	4.3	4.5	1.4	1.4
Cycle Q Clear(g_c), s	6.5	1.6	4.3	4.5	1.4	1.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	398	1229	614	548	469	418
V/C Ratio(X)	0.16	0.21	0.51	0.53	0.22	0.22
Avail Cap(c_a), veh/h	993	3819	1910	1703	2030	1807
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.7	7.1	8.0	8.0	8.8	8.8
Incr Delay (d2), s/veh	0.2	0.1	0.7	0.8	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.3	1.1	1.1	0.4	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.8	7.2	8.6	8.8	9.1	9.1
LnGrp LOS	B	A	A	A	A	A
Approach Vol, veh/h		319	603		194	
Approach Delay, s/veh		7.9	8.7		9.1	
Approach LOS		A	A		A	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				16.6	14.1	16.6
Change Period (Y+Rc), s				6.0	6.0	6.0
Max Green Setting (Gmax), s				33.0	35.0	33.0
Max Q Clear Time (g_c+I1), s				8.5	3.4	6.5
Green Ext Time (p_c), s				1.8	0.6	4.1
Intersection Summary						
HCM 6th Ctrl Delay			8.6			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary

6: Polk St & Airport Blvd

Coachella Airport Business Park

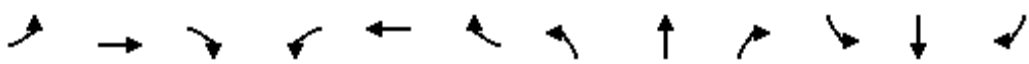
08/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	208	217	109	245	0	184	0	171	0	0	0
Future Volume (veh/h)	0	208	217	109	245	0	184	0	171	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	219	228	115	258	0	194	0	180	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	787	819	151	1560	0	257	0	239	0	4	0
Arrive On Green	0.00	0.22	0.22	0.08	0.44	0.00	0.30	0.00	0.30	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	872	0	809	0	1870	0
Grp Volume(v), veh/h	0	219	228	115	258	0	374	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1681	0	0	0	1870	0
Q Serve(g_s), s	0.0	2.3	3.7	2.9	2.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.3	3.7	2.9	2.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.52		0.48	0.00		0.00
Lane Grp Cap(c), veh/h	4	787	819	151	1560	0	496	0	0	0	4	0
V/C Ratio(X)	0.00	0.28	0.28	0.76	0.17	0.00	0.75	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	197	1890	1311	197	1890	0	1378	0	0	0	414	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	14.6	6.2	20.2	7.7	0.0	14.4	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.2	12.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	1.6	1.5	0.5	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.8	6.3	32.2	7.7	0.0	16.8	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	B	A	C	A	A	B	A	A	A	A	A
Approach Vol, veh/h		447			373			374			0	
Approach Delay, s/veh		10.5			15.3			16.8			0.0	
Approach LOS		B			B			B				
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		19.3	9.8	16.0		0.0	0.0	25.8				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		37.0	5.0	24.0		10.0	5.0	24.0				
Max Q Clear Time (g_c+I1), s		11.1	4.9	5.7		0.0	0.0	4.0				
Green Ext Time (p_c), s		2.3	0.0	1.8		0.0	0.0	1.4				
Intersection Summary												
HCM 6th Ctrl Delay			13.9									
HCM 6th LOS			B									

Intersection												
Int Delay, s/veh	10.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	259	8	19	295	39	6	5	12	186	27	22
Future Vol, veh/h	20	259	8	19	295	39	6	5	12	186	27	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	200	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	273	8	20	311	41	6	5	13	196	28	23
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	352	0	0	281	0	0	712	707	273	700	695	332
Stage 1	-	-	-	-	-	-	315	315	-	372	372	-
Stage 2	-	-	-	-	-	-	397	392	-	328	323	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1207	-	-	1282	-	-	347	360	766	354	366	710
Stage 1	-	-	-	-	-	-	696	656	-	648	619	-
Stage 2	-	-	-	-	-	-	629	606	-	685	650	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1207	-	-	1282	-	-	305	346	766	334	351	710
Mov Cap-2 Maneuver	-	-	-	-	-	-	305	346	-	334	351	-
Stage 1	-	-	-	-	-	-	681	642	-	634	607	-
Stage 2	-	-	-	-	-	-	569	594	-	654	636	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.4			13.2			35.9		
HCM LOS							B			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	462	1207	-	-	1282	-	-	353				
HCM Lane V/C Ratio	0.052	0.017	-	-	0.016	-	-	0.701				
HCM Control Delay (s)	13.2	8	0	-	7.9	0	-	35.9				
HCM Lane LOS	B	A	A	-	A	A	-	E				
HCM 95th %tile O(veh)	0.2	0.1	-	-	0	-	-	5.1				

HCM 6th Signalized Intersection Summary 8: Harrison St & Airport Blvd

Coachella Airport Business Park
07/30/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	↔
Traffic Volume (veh/h)	134	211	31	17	127	69	43	466	46	91	345	85
Future Volume (veh/h)	134	211	31	17	127	69	43	466	46	91	345	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	141	222	33	18	134	73	45	491	48	96	363	89
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	226	282	39	84	325	165	79	572	56	123	686	581
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.04	0.34	0.34	0.07	0.37	0.37
Sat Flow, veh/h	502	984	135	64	1132	574	1781	1677	164	1781	1870	1585
Grp Volume(v), veh/h	396	0	0	225	0	0	45	0	539	96	363	89
Grp Sat Flow(s),veh/h/ln	1621	0	0	1770	0	0	1781	0	1841	1781	1870	1585
Q Serve(g_s), s	7.2	0.0	0.0	0.0	0.0	0.0	1.5	0.0	16.2	3.2	9.1	2.2
Cycle Q Clear(g_c), s	13.4	0.0	0.0	6.2	0.0	0.0	1.5	0.0	16.2	3.2	9.1	2.2
Prop In Lane	0.36		0.08	0.08		0.32	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	547	0	0	574	0	0	79	0	628	123	686	581
V/C Ratio(X)	0.72	0.00	0.00	0.39	0.00	0.00	0.57	0.00	0.86	0.78	0.53	0.15
Avail Cap(c_a), veh/h	801	0	0	853	0	0	179	0	865	209	911	772
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	0.0	0.0	17.3	0.0	0.0	27.9	0.0	18.3	27.3	14.8	12.7
Incr Delay (d2), s/veh	1.8	0.0	0.0	0.4	0.0	0.0	6.4	0.0	6.4	10.0	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	0.0	2.1	0.0	0.0	0.7	0.0	6.4	1.5	3.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.5	0.0	0.0	17.8	0.0	0.0	34.4	0.0	24.7	37.3	15.5	12.8
LnGrp LOS	C	A	A	B	A	A	C	A	C	D	B	B
Approach Vol, veh/h		396			225			584			548	
Approach Delay, s/veh		21.5			17.8			25.4			18.8	
Approach LOS		C			B			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.1	26.3		23.1	8.6	27.8		23.1				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	7.0	28.0		27.0	6.0	29.0		27.0				
Max Q Clear Time (g_c+I1), s	5.2	18.2		15.4	3.5	11.1		8.2				
Green Ext Time (p_c), s	0.0	2.1		1.7	0.0	1.9		1.0				
Intersection Summary												
HCM 6th Ctrl Delay				21.5								
HCM 6th LOS				C								

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔	↔	↔	↔
Traffic Vol, veh/h	107	256	322	100	54	72
Future Vol, veh/h	107	256	322	100	54	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	113	269	339	105	57	76
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	444	0	-	0	834	339
Stage 1	-	-	-	-	339	-
Stage 2	-	-	-	-	495	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1116	-	-	-	338	703
Stage 1	-	-	-	-	722	-
Stage 2	-	-	-	-	613	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1116	-	-	-	298	703
Mov Cap-2 Maneuver	-	-	-	-	298	-
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	613	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.5	0		14.6		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1116	-	-	-	298	703
HCM Lane V/C Ratio	0.101	-	-	-	0.191	0.108
HCM Control Delay (s)	8.6	0	-	-	19.9	10.7
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.7	0.4

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	36	18	0	51	0	19	0	0	0	0	27
Future Vol, veh/h	12	36	18	0	51	0	19	0	0	0	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	38	19	0	54	0	20	0	0	0	0	28
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	54	0	0	57	0	0	142	128	48	128	137	54
Stage 1	-	-	-	-	-	-	74	74	-	54	54	-
Stage 2	-	-	-	-	-	-	68	54	-	74	83	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1551	-	-	1547	-	-	828	763	1021	845	754	1013
Stage 1	-	-	-	-	-	-	935	833	-	958	850	-
Stage 2	-	-	-	-	-	-	942	850	-	935	826	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1551	-	-	1547	-	-	799	756	1021	839	747	1013
Mov Cap-2 Maneuver	-	-	-	-	-	-	799	756	-	839	747	-
Stage 1	-	-	-	-	-	-	927	826	-	949	850	-
Stage 2	-	-	-	-	-	-	916	850	-	927	819	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.3			0			9.6			8.7		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	799	1551	-	-	1547	-	-	1013				
HCM Lane V/C Ratio	0.025	0.008	-	-	-	-	-	0.028				
HCM Control Delay (s)	9.6	7.3	0	-	0	-	-	8.7				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile O(veh)	0.1	0	-	-	0	-	-	0.1				

Intersection												
Int Delay, s/veh	11.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	27	78	60	0	101	0	150	0	0	0	0	358
Future Vol, veh/h	27	78	60	0	101	0	150	0	0	0	0	358
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	82	63	0	106	0	158	0	0	0	0	377
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	106	0	0	145	0	0	465	276	114	276	307	106
Stage 1	-	-	-	-	-	-	170	170	-	106	106	-
Stage 2	-	-	-	-	-	-	295	106	-	170	201	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1485	-	-	1437	-	-	508	632	939	676	607	948
Stage 1	-	-	-	-	-	-	832	758	-	900	807	-
Stage 2	-	-	-	-	-	-	713	807	-	832	735	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1485	-	-	1437	-	-	301	619	939	665	594	948
Mov Cap-2 Maneuver	-	-	-	-	-	-	301	619	-	665	594	-
Stage 1	-	-	-	-	-	-	815	742	-	881	807	-
Stage 2	-	-	-	-	-	-	430	807	-	815	720	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			0			29.4			11.3		
HCM LOS							D			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	301	1485	-	-	1437	-	-	948				
HCM Lane V/C Ratio	0.525	0.019	-	-	-	-	-	0.398				
HCM Control Delay (s)	29.4	7.5	0	-	0	-	-	11.3				
HCM Lane LOS	D	A	A	-	A	-	-	B				
HCM 95th %tile O(veh)	2.9	0.1	-	-	0	-	-	1.9				

HCM 6th Signalized Intersection Summary

3: SR-86 NB Ramps & Airport Blvd

Coachella Airport Business Park

07/30/2020

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖	↗	↖	↗
Traffic Volume (veh/h)	144	235	37	125	52	12
Future Volume (veh/h)	144	235	37	125	52	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	152	247	39	132	55	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	411	668	65	1408	174	154
Arrive On Green	1.00	1.00	0.04	0.75	0.10	0.10
Sat Flow, veh/h	641	1042	1781	1870	1781	1585
Grp Volume(v), veh/h	0	399	39	132	55	13
Grp Sat Flow(s),veh/h/ln	0	1683	1781	1870	1781	1585
Q Serve(g_s), s	0.0	0.0	1.7	1.5	2.3	0.6
Cycle Q Clear(g_c), s	0.0	0.0	1.7	1.5	2.3	0.6
Prop In Lane		0.62	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1079	65	1408	174	154
V/C Ratio(X)	0.00	0.37	0.60	0.09	0.32	0.08
Avail Cap(c_a), veh/h	0	1079	134	1408	379	337
HCM Platoon Ratio	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.92	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	38.0	2.6	33.6	32.9
Incr Delay (d2), s/veh	0.0	0.9	8.8	0.1	1.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.9	0.3	1.0	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.9	46.8	2.8	34.7	33.1
LnGrp LOS	A	A	D	A	C	C
Approach Vol, veh/h	399			171	68	
Approach Delay, s/veh	0.9			12.8	34.4	
Approach LOS	A			B	C	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		13.8	8.9	57.3		66.2
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s		17.0	6.0	39.0		51.0
Max Q Clear Time (g_c+I1), s		4.3	3.7	2.0		3.5
Green Ext Time (p_c), s		0.1	0.0	2.6		0.7
Intersection Summary						
HCM 6th Ctrl Delay			7.7			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary
4: Desert Cactus Dr/SR-86 SB Ramps & Airport Blvd

Coachella Airport Business Park

09/23/2020

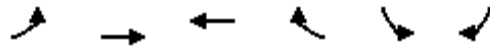
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	338	29	9	179	25	27	3	40	46	18	104
Future Volume (veh/h)	63	338	29	9	179	25	27	3	40	46	18	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	356	31	9	188	26	28	3	42	48	19	109
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	86	790	69	20	690	95	64	7	96	158	63	194
Arrive On Green	0.05	0.47	0.47	0.02	0.86	0.86	0.10	0.10	0.10	0.12	0.12	0.12
Sat Flow, veh/h	1781	1696	148	1781	1608	222	639	68	958	1294	512	1585
Grp Volume(v), veh/h	66	0	387	9	0	214	73	0	0	67	0	109
Grp Sat Flow(s),veh/h/ln	1781	0	1844	1781	0	1830	1666	0	0	1806	0	1585
Q Serve(g_s), s	2.9	0.0	11.4	0.4	0.0	1.7	3.3	0.0	0.0	2.7	0.0	5.2
Cycle Q Clear(g_c), s	2.9	0.0	11.4	0.4	0.0	1.7	3.3	0.0	0.0	2.7	0.0	5.2
Prop In Lane	1.00		0.08	1.00		0.12	0.38		0.58	0.72		1.00
Lane Grp Cap(c), veh/h	86	0	859	20	0	785	167	0	0	221	0	194
V/C Ratio(X)	0.77	0.00	0.45	0.45	0.00	0.27	0.44	0.00	0.00	0.30	0.00	0.56
Avail Cap(c_a), veh/h	111	0	859	111	0	785	344	0	0	372	0	327
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.6	0.0	14.4	38.8	0.0	3.4	33.9	0.0	0.0	32.0	0.0	33.1
Incr Delay (d2), s/veh	21.2	0.0	1.7	14.7	0.0	0.9	1.8	0.0	0.0	0.8	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	4.8	0.2	0.0	0.7	1.3	0.0	0.0	1.2	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.8	0.0	16.2	53.5	0.0	4.2	35.7	0.0	0.0	32.7	0.0	35.6
LnGrp LOS	E	A	B	D	A	A	D	A	A	C	A	D
Approach Vol, veh/h	453		223				73		176			
Approach Delay, s/veh	22.4		6.2				35.7		34.5			
Approach LOS	C		A				D		C			
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	14.0		6.9		43.3		15.8		9.8		40.3	
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0		6.0		6.0	
Max Green Setting (Gmax), s	16.5		5.0		18.0		16.5		5.0		18.0	
Max Q Clear Time (g_c+I1), s	5.3		2.4		13.4		7.2		4.9		3.7	
Green Ext Time (p_c), s	0.2		0.0		1.0		0.4		0.0		0.9	
Intersection Summary												
HCM 6th Ctrl Delay	21.8											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

5: Airport Blvd & Palm St

Coachella Airport Business Park

07/30/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	49	145	264	301	340	99
Future Volume (veh/h)	49	145	264	301	340	99
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	153	278	317	358	104
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	363	1214	607	542	529	471
Arrive On Green	0.34	0.34	0.34	0.34	0.30	0.30
Sat Flow, veh/h	823	3647	1870	1585	1781	1585
Grp Volume(v), veh/h	52	153	278	317	358	104
Grp Sat Flow(s),veh/h/ln	823	1777	1777	1585	1781	1585
Q Serve(g_s), s	1.8	1.0	4.1	5.5	5.9	1.6
Cycle Q Clear(g_c), s	7.3	1.0	4.1	5.5	5.9	1.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	363	1214	607	542	529	471
V/C Ratio(X)	0.14	0.13	0.46	0.59	0.68	0.22
Avail Cap(c_a), veh/h	800	3104	1552	1384	2092	1862
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.0	7.5	8.5	9.0	10.3	8.8
Incr Delay (d2), s/veh	0.2	0.0	0.5	1.0	1.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	1.1	1.4	1.6	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.2	7.6	9.1	10.0	11.8	9.0
LnGrp LOS	B	A	A	B	B	A
Approach Vol, veh/h		205	595		462	
Approach Delay, s/veh		8.7	9.6		11.2	
Approach LOS		A	A		B	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				17.3	15.9	17.3
Change Period (Y+Rc), s				6.0	6.0	6.0
Max Green Setting (Gmax), s				29.0	39.0	29.0
Max Q Clear Time (g_c+l1), s				9.3	7.9	7.5
Green Ext Time (p_c), s				1.0	1.4	3.9
Intersection Summary						
HCM 6th Ctrl Delay			10.0			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary

6: Polk St & Airport Blvd

Coachella Airport Business Park

08/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	267	56	35	198	0	223	0	114	0	0	0
Future Volume (veh/h)	0	267	56	35	198	0	223	0	114	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	281	59	37	208	0	235	0	120	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	855	831	75	1517	0	321	0	164	0	5	0
Arrive On Green	0.00	0.24	0.24	0.04	0.43	0.00	0.28	0.00	0.28	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	1132	0	578	0	1870	0
Grp Volume(v), veh/h	0	281	59	37	208	0	355	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1710	0	0	0	1870	0
Q Serve(g_s), s	0.0	2.7	0.8	0.8	1.5	0.0	7.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.7	0.8	0.8	1.5	0.0	7.8	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.66		0.34	0.00		0.00
Lane Grp Cap(c), veh/h	4	855	831	75	1517	0	485	0	0	0	5	0
V/C Ratio(X)	0.00	0.33	0.07	0.50	0.14	0.00	0.73	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	215	2055	1367	215	2055	0	1525	0	0	0	451	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	13.0	4.9	19.5	7.2	0.0	13.4	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	5.0	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.8	0.3	0.4	0.3	0.0	2.5	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	13.2	4.9	24.5	7.3	0.0	15.6	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	B	A	C	A	A	B	A	A	A	A	A
Approach Vol, veh/h		340			245			355			0	
Approach Delay, s/veh		11.8			9.9			15.6			0.0	
Approach LOS		B			A			B				
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		17.8	7.7	16.0		0.0	0.0	23.7				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		37.0	5.0	24.0		10.0	5.0	24.0				
Max Q Clear Time (g_c+I1), s		9.8	2.8	4.7		0.0	0.0	3.5				
Green Ext Time (p_c), s		2.2	0.0	1.6		0.0	0.0	1.1				
Intersection Summary												
HCM 6th Ctrl Delay			12.7									
HCM 6th LOS			B									

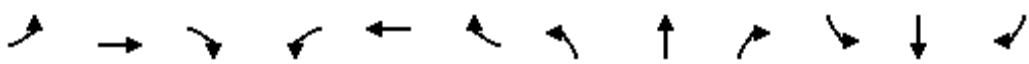
Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	171	4	13	284	31	14	40	11	64	0	53
Future Vol, veh/h	14	171	4	13	284	31	14	40	11	64	0	53
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	200	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	180	4	14	299	33	15	42	12	67	0	56
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	332	0	0	184	0	0	582	570	180	583	558	316
Stage 1	-	-	-	-	-	-	210	210	-	344	344	-
Stage 2	-	-	-	-	-	-	372	360	-	239	214	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1227	-	-	1391	-	-	424	431	863	424	438	724
Stage 1	-	-	-	-	-	-	792	728	-	671	637	-
Stage 2	-	-	-	-	-	-	648	626	-	764	725	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1227	-	-	1391	-	-	384	420	863	379	427	724
Mov Cap-2 Maneuver	-	-	-	-	-	-	384	420	-	379	427	-
Stage 1	-	-	-	-	-	-	781	718	-	662	629	-
Stage 2	-	-	-	-	-	-	591	618	-	700	715	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.3			14.4			15		
HCM LOS							B			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	450	1227	-	-	1391	-	-	483				
HCM Lane V/C Ratio	0.152	0.012	-	-	0.01	-	-	0.255				
HCM Control Delay (s)	14.4	8	0	-	7.6	0	-	15				
HCM Lane LOS	B	A	A	-	A	A	-	C				
HCM 95th %tile O(veh)	0.5	0	-	-	0	-	-	1				

HCM 6th Signalized Intersection Summary

8: Harrison St & Airport Blvd

Coachella Airport Business Park

07/30/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↘		↗	↘	↗
Traffic Volume (veh/h)	53	124	33	31	147	87	50	674	72	59	328	53
Future Volume (veh/h)	53	124	33	31	147	87	50	674	72	59	328	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	56	131	35	33	155	92	53	709	76	62	345	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	217	51	86	208	114	84	793	85	92	902	764
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.05	0.48	0.48	0.05	0.48	0.48
Sat Flow, veh/h	293	1091	259	127	1048	575	1781	1660	178	1781	1870	1585
Grp Volume(v), veh/h	222	0	0	280	0	0	53	0	785	62	345	56
Grp Sat Flow(s),veh/h/ln	1644	0	0	1749	0	0	1781	0	1838	1781	1870	1585
Q Serve(g_s), s	0.0	0.0	0.0	1.9	0.0	0.0	1.9	0.0	25.7	2.3	7.7	1.3
Cycle Q Clear(g_c), s	8.0	0.0	0.0	9.9	0.0	0.0	1.9	0.0	25.7	2.3	7.7	1.3
Prop In Lane	0.25		0.16	0.12		0.33	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	394	0	0	408	0	0	84	0	879	92	902	764
V/C Ratio(X)	0.56	0.00	0.00	0.69	0.00	0.00	0.63	0.00	0.89	0.68	0.38	0.07
Avail Cap(c_a), veh/h	724	0	0	758	0	0	189	0	1112	135	1075	911
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.3	0.0	0.0	25.2	0.0	0.0	30.9	0.0	15.7	30.8	10.9	9.2
Incr Delay (d2), s/veh	1.3	0.0	0.0	2.1	0.0	0.0	7.6	0.0	7.9	8.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	0.0	3.8	0.0	0.0	0.9	0.0	9.6	1.1	2.4	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.6	0.0	0.0	27.3	0.0	0.0	38.6	0.0	23.7	39.2	11.1	9.2
LnGrp LOS	C	A	A	C	A	A	D	A	C	D	B	A
Approach Vol, veh/h		222			280			838			463	
Approach Delay, s/veh		25.6			27.3			24.6			14.7	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	37.6		19.1	9.1	37.9		19.1				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	40.0		27.0	7.0	38.0		27.0				
Max Q Clear Time (g_c+I1), s	4.3	27.7		10.0	3.9	9.7		11.9				
Green Ext Time (p_c), s	0.0	3.9		1.0	0.0	1.9		1.2				
Intersection Summary												
HCM 6th Ctrl Delay			22.6									
HCM 6th LOS			C									

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	70	346	259	51	84	102
Future Vol, veh/h	70	346	259	51	84	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	364	273	54	88	107
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	327	0	-	0	785	273
Stage 1	-	-	-	-	273	-
Stage 2	-	-	-	-	512	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1233	-	-	-	361	766
Stage 1	-	-	-	-	773	-
Stage 2	-	-	-	-	602	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1233	-	-	-	334	766
Mov Cap-2 Maneuver	-	-	-	-	334	-
Stage 1	-	-	-	-	715	-
Stage 2	-	-	-	-	602	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.4	0		14.6		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1233	-	-	-	334	766
HCM Lane V/C Ratio	0.06	-	-	-	0.265	0.14
HCM Control Delay (s)	8.1	0	-	-	19.6	10.5
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1	0.5

APPENDIX F -

**OPENING YEAR (2030) WITH PHASE I PROJECT PEAK HOUR INTERSECTION ANALYSIS
WORKSHEETS**

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	17	12	6	27	2	8	10	8	20	6	24
Future Vol, veh/h	9	17	12	6	27	2	8	10	8	20	6	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	18	13	6	28	2	8	11	8	21	6	25
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	30	0	0	31	0	0	100	85	25	93	90	29
Stage 1	-	-	-	-	-	-	43	43	-	41	41	-
Stage 2	-	-	-	-	-	-	57	42	-	52	49	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1583	-	-	1582	-	-	881	805	1051	891	800	1046
Stage 1	-	-	-	-	-	-	971	859	-	974	861	-
Stage 2	-	-	-	-	-	-	955	860	-	961	854	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1583	-	-	1582	-	-	848	797	1051	869	792	1046
Mov Cap-2 Maneuver	-	-	-	-	-	-	848	797	-	869	792	-
Stage 1	-	-	-	-	-	-	965	854	-	968	858	-
Stage 2	-	-	-	-	-	-	921	857	-	936	849	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.7			1.2			9.2			9.1		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	879	1583	-	-	1582	-	-	934				
HCM Lane V/C Ratio	0.031	0.006	-	-	0.004	-	-	0.056				
HCM Control Delay (s)	9.2	7.3	0	-	7.3	0	-	9.1				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile O(veh)	0.1	0	-	-	0	-	-	0.2				

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	44	67	42	14	81	0	45	0	0	0	0	165
Future Vol, veh/h	44	67	42	14	81	0	45	0	0	0	0	165
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	71	44	15	85	0	47	0	0	0	0	174
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	85	0	0	115	0	0	387	300	93	300	322	85
Stage 1	-	-	-	-	-	-	185	185	-	115	115	-
Stage 2	-	-	-	-	-	-	202	115	-	185	207	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1512	-	-	1474	-	-	572	612	964	652	595	974
Stage 1	-	-	-	-	-	-	817	747	-	890	800	-
Stage 2	-	-	-	-	-	-	800	800	-	817	731	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1512	-	-	1474	-	-	454	585	964	630	569	974
Mov Cap-2 Maneuver	-	-	-	-	-	-	454	585	-	630	569	-
Stage 1	-	-	-	-	-	-	790	722	-	861	791	-
Stage 2	-	-	-	-	-	-	650	791	-	790	707	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.1			1.1			13.9			9.5		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	454	1512	-	-	1474	-	-	974				
HCM Lane V/C Ratio	0.104	0.031	-	-	0.01	-	-	0.178				
HCM Control Delay (s)	13.9	7.5	0	-	7.5	0	-	9.5				
HCM Lane LOS	B	A	A	-	A	A	-	A				
HCM 95th %tile O(veh)	0.3	0.1	-	-	0	-	-	0.6				

HCM 6th Signalized Intersection Summary

3: SR-86 NB Ramps & Airport Blvd

Coachella Airport Business Park

07/30/2020

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	164	134	199	301	128	53
Future Volume (veh/h)	164	134	199	301	128	53
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	173	141	209	317	135	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	526	429	178	1359	219	195
Arrive On Green	1.00	1.00	0.10	0.73	0.12	0.12
Sat Flow, veh/h	953	777	1781	1870	1781	1585
Grp Volume(v), veh/h	0	314	209	317	135	56
Grp Sat Flow(s),veh/h/ln	0	1730	1781	1870	1781	1585
Q Serve(g_s), s	0.0	0.0	8.0	4.5	5.8	2.6
Cycle Q Clear(g_c), s	0.0	0.0	8.0	4.5	5.8	2.6
Prop In Lane		0.45	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	955	178	1359	219	195
V/C Ratio(X)	0.00	0.33	1.17	0.23	0.62	0.29
Avail Cap(c_a), veh/h	0	955	178	1359	367	327
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.94	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	36.0	3.6	33.3	31.9
Incr Delay (d2), s/veh	0.0	0.9	121.8	0.4	2.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	9.3	1.1	2.6	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.9	157.8	4.0	36.1	32.7
LnGrp LOS	A	A	F	A	D	C
Approach Vol, veh/h	314			526	191	
Approach Delay, s/veh	0.9			65.1	35.1	
Approach LOS	A			E	D	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	15.9		14.0	50.1	64.1	
Change Period (Y+Rc), s	6.0		6.0	6.0	6.0	
Max Green Setting (Gmax), s	16.5		8.0	37.5	51.5	
Max Q Clear Time (g_c+I1), s	7.8		10.0	2.0	6.5	
Green Ext Time (p_c), s	0.3		0.0	1.9	1.8	
Intersection Summary						
HCM 6th Ctrl Delay			40.0			
HCM 6th LOS			D			

HCM 6th Signalized Intersection Summary

4: Desert Cactus Dr/SR-86 SB Ramps & Airport Blvd

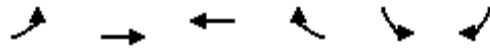
09/23/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	319	30	3	154	12	25	0	23	41	23	260
Future Volume (veh/h)	40	319	30	3	154	12	25	0	23	41	23	260
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	336	32	3	162	13	26	0	24	43	24	274
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	68	701	67	7	655	53	73	0	68	227	127	309
Arrive On Green	0.04	0.42	0.42	0.01	0.77	0.77	0.08	0.00	0.08	0.20	0.20	0.20
Sat Flow, veh/h	1781	1681	160	1781	1709	137	874	0	807	1163	649	1585
Grp Volume(v), veh/h	42	0	368	3	0	175	50	0	0	67	0	274
Grp Sat Flow(s),veh/h/ln	1781	0	1842	1781	0	1846	1681	0	0	1812	0	1585
Q Serve(g_s), s	1.9	0.0	11.6	0.1	0.0	2.2	2.2	0.0	0.0	2.5	0.0	13.5
Cycle Q Clear(g_c), s	1.9	0.0	11.6	0.1	0.0	2.2	2.2	0.0	0.0	2.5	0.0	13.5
Prop In Lane	1.00		0.09	1.00		0.07	0.52		0.48	0.64		1.00
Lane Grp Cap(c), veh/h	68	0	768	7	0	707	141	0	0	353	0	309
V/C Ratio(X)	0.62	0.00	0.48	0.42	0.00	0.25	0.35	0.00	0.00	0.19	0.00	0.89
Avail Cap(c_a), veh/h	134	0	768	111	0	707	347	0	0	374	0	327
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.96	0.00	0.96	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.9	0.0	17.0	39.6	0.0	6.0	34.6	0.0	0.0	26.9	0.0	31.3
Incr Delay (d2), s/veh	9.0	0.0	2.1	33.1	0.0	0.8	1.5	0.0	0.0	0.3	0.0	23.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	5.1	0.1	0.0	0.9	0.9	0.0	0.0	1.1	0.0	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.9	0.0	19.1	72.7	0.0	6.8	36.1	0.0	0.0	27.2	0.0	54.6
LnGrp LOS	D	A	B	E	A	A	D	A	A	C	A	D
Approach Vol, veh/h	410				178				50		341	
Approach Delay, s/veh	22.0				7.9				36.1		49.2	
Approach LOS	C				A				D		D	
Timer - Assigned Phs	2		3	4		6		7	8			
Phs Duration (G+Y+Rc), s	12.7		6.3	39.4		21.6		9.0	36.7			
Change Period (Y+Rc), s	6.0		6.0	6.0		6.0		6.0	6.0			
Max Green Setting (Gmax), s	16.5		5.0	18.0		16.5		6.0	17.0			
Max Q Clear Time (g_c+I1), s	4.2		2.1	13.6		15.5		3.9	4.2			
Green Ext Time (p_c), s	0.1		0.0	0.9		0.2		0.0	0.6			
Intersection Summary												
HCM 6th Ctrl Delay	29.6											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary 5: Airport Blvd & Palm St

Coachella Airport Business Park

07/30/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	70	269	335	337	99	86
Future Volume (veh/h)	70	269	335	337	99	86
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	283	353	355	104	91
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	373	1381	690	616	447	398
Arrive On Green	0.39	0.39	0.39	0.39	0.25	0.25
Sat Flow, veh/h	741	3647	1870	1585	1781	1585
Grp Volume(v), veh/h	74	283	353	355	104	91
Grp Sat Flow(s),veh/h/ln	741	1777	1777	1585	1781	1585
Q Serve(g_s), s	2.9	1.8	5.0	5.9	1.5	1.5
Cycle Q Clear(g_c), s	8.8	1.8	5.0	5.9	1.5	1.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	373	1381	690	616	447	398
V/C Ratio(X)	0.20	0.20	0.51	0.58	0.23	0.23
Avail Cap(c_a), veh/h	842	3630	1815	1619	1820	1619
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.5	6.8	7.8	8.0	9.9	9.9
Incr Delay (d2), s/veh	0.3	0.1	0.6	0.9	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	1.3	1.4	0.4	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.7	6.8	8.4	8.9	10.2	10.2
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		357	708		195	
Approach Delay, s/veh		7.8	8.6		10.2	
Approach LOS		A	A		B	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				18.9	14.4	18.9
Change Period (Y+Rc), s				6.0	6.0	6.0
Max Green Setting (Gmax), s				34.0	34.0	34.0
Max Q Clear Time (g_c+l1), s				10.8	3.5	7.9
Green Ext Time (p_c), s				2.1	0.6	5.0
Intersection Summary						
HCM 6th Ctrl Delay			8.6			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary

6: Polk St & Airport Blvd

Coachella Airport Business Park

08/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	208	254	125	276	0	239	0	219	0	0	0
Future Volume (veh/h)	0	208	254	125	276	0	239	0	219	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	219	267	132	291	0	252	0	231	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	3	695	877	168	1448	0	314	0	288	0	4	0
Arrive On Green	0.00	0.20	0.20	0.09	0.41	0.00	0.36	0.00	0.36	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	877	0	804	0	1870	0
Grp Volume(v), veh/h	0	219	267	132	291	0	483	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1682	0	0	0	1870	0
Q Serve(g_s), s	0.0	2.7	4.6	3.7	2.7	0.0	13.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.7	4.6	3.7	2.7	0.0	13.2	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.52		0.48	0.00		0.00
Lane Grp Cap(c), veh/h	3	695	877	168	1448	0	602	0	0	0	4	0
V/C Ratio(X)	0.00	0.31	0.30	0.78	0.20	0.00	0.80	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	174	1669	1311	174	1669	0	1217	0	0	0	366	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	17.6	6.1	22.6	9.8	0.0	14.8	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.2	20.0	0.1	0.0	2.6	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.9	2.4	2.3	0.8	0.0	4.3	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.9	6.3	42.6	9.8	0.0	17.3	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	B	A	D	A	A	B	A	A	A	A	A
Approach Vol, veh/h		486			423			483				0
Approach Delay, s/veh		11.5			20.1			17.3				0.0
Approach LOS		B			C			B				
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		24.3	10.8	16.0		0.0	0.0	26.8				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		37.0	5.0	24.0		10.0	5.0	24.0				
Max Q Clear Time (g_c+I1), s		15.2	5.7	6.6		0.0	0.0	4.7				
Green Ext Time (p_c), s		3.1	0.0	1.9		0.0	0.0	1.5				
Intersection Summary												
HCM 6th Ctrl Delay			16.1									
HCM 6th LOS			B									

Intersection												
Int Delay, s/veh	10.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	261	8	21	295	44	6	5	12	186	27	22
Future Vol, veh/h	20	261	8	21	295	44	6	5	12	186	27	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	200	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	275	8	22	311	46	6	5	13	196	28	23
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	357	0	0	283	0	0	721	718	275	708	703	334
Stage 1	-	-	-	-	-	-	317	317	-	378	378	-
Stage 2	-	-	-	-	-	-	404	401	-	330	325	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1202	-	-	1279	-	-	343	355	764	350	362	708
Stage 1	-	-	-	-	-	-	694	654	-	644	615	-
Stage 2	-	-	-	-	-	-	623	601	-	683	649	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1202	-	-	1279	-	-	301	340	764	329	346	708
Mov Cap-2 Maneuver	-	-	-	-	-	-	301	340	-	329	346	-
Stage 1	-	-	-	-	-	-	679	640	-	630	601	-
Stage 2	-	-	-	-	-	-	561	588	-	652	635	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.5			13.3			37.1		
HCM LOS							B			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	457	1202	-	-	1279	-	-	348				
HCM Lane V/C Ratio	0.053	0.018	-	-	0.017	-	-	0.711				
HCM Control Delay (s)	13.3	8	0	-	7.9	0	-	37.1				
HCM Lane LOS	B	A	A	-	A	A	-	E				
HCM 95th %tile O(veh)	0.2	0.1	-	-	0.1	-	-	5.2				

HCM 6th Signalized Intersection Summary

8: Harrison St & Airport Blvd

Coachella Airport Business Park

07/30/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	238	35	17	128	69	53	578	55	91	415	85
Future Volume (veh/h)	134	238	35	17	128	69	53	578	55	91	415	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	141	251	37	18	135	73	56	608	58	96	437	89
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	201	295	41	69	339	171	80	670	64	123	790	669
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.05	0.40	0.40	0.07	0.42	0.42
Sat Flow, veh/h	464	979	136	64	1124	567	1781	1681	160	1781	1870	1585
Grp Volume(v), veh/h	429	0	0	226	0	0	56	0	666	96	437	89
Grp Sat Flow(s),veh/h/ln	1579	0	0	1755	0	0	1781	0	1841	1781	1870	1585
Q Serve(g_s), s	12.2	0.0	0.0	0.0	0.0	0.0	2.4	0.0	26.6	4.1	13.7	2.7
Cycle Q Clear(g_c), s	20.2	0.0	0.0	8.0	0.0	0.0	2.4	0.0	26.6	4.1	13.7	2.7
Prop In Lane	0.33		0.09	0.08		0.32	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	538	0	0	580	0	0	80	0	734	123	790	669
V/C Ratio(X)	0.80	0.00	0.00	0.39	0.00	0.00	0.70	0.00	0.91	0.78	0.55	0.13
Avail Cap(c_a), veh/h	646	0	0	697	0	0	160	0	874	137	863	732
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.9	0.0	0.0	21.8	0.0	0.0	36.7	0.0	22.1	35.7	17.0	13.8
Incr Delay (d2), s/veh	5.9	0.0	0.0	0.4	0.0	0.0	10.4	0.0	11.8	22.7	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	0.0	0.0	2.9	0.0	0.0	1.2	0.0	11.8	2.4	5.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.7	0.0	0.0	22.2	0.0	0.0	47.1	0.0	33.9	58.5	17.6	13.9
LnGrp LOS	C	A	A	C	A	A	D	A	C	E	B	B
Approach Vol, veh/h		429			226			722			622	
Approach Delay, s/veh		31.7			22.2			34.9			23.4	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.4	37.1		29.5	9.5	38.9		29.5				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	37.0		29.0	7.0	36.0		29.0				
Max Q Clear Time (g_c+I1), s	6.1	28.6		22.2	4.4	15.7		10.0				
Green Ext Time (p_c), s	0.0	2.5		1.3	0.0	2.4		1.0				
Intersection Summary												
HCM 6th Ctrl Delay				29.2								
HCM 6th LOS				C								

HCM 6th TWSC
9: Airport Blvd & Project Dwy

09/23/2020

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕	↕	↕	↕
Traffic Vol, veh/h	107	335	339	100	54	72
Future Vol, veh/h	107	335	339	100	54	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	113	353	357	105	57	76
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	462	0	-	0	936	357
Stage 1	-	-	-	-	357	-
Stage 2	-	-	-	-	579	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1099	-	-	-	294	687
Stage 1	-	-	-	-	708	-
Stage 2	-	-	-	-	560	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1099	-	-	-	256	687
Mov Cap-2 Maneuver	-	-	-	-	256	-
Stage 1	-	-	-	-	617	-
Stage 2	-	-	-	-	560	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.1	0		16.1		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1099	-	-	-	256	687
HCM Lane V/C Ratio	0.102	-	-	-	0.222	0.11
HCM Control Delay (s)	8.6	0	-	-	23	10.9
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.8	0.4

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	37	18	0	51	0	19	0	0	0	0	33
Future Vol, veh/h	12	37	18	0	51	0	19	0	0	0	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	39	19	0	54	0	20	0	0	0	0	35
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	54	0	0	58	0	0	147	129	49	129	138	54
Stage 1	-	-	-	-	-	-	75	75	-	54	54	-
Stage 2	-	-	-	-	-	-	72	54	-	75	84	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1551	-	-	1546	-	-	821	762	1020	844	753	1013
Stage 1	-	-	-	-	-	-	934	833	-	958	850	-
Stage 2	-	-	-	-	-	-	938	850	-	934	825	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1551	-	-	1546	-	-	787	755	1020	838	746	1013
Mov Cap-2 Maneuver	-	-	-	-	-	-	787	755	-	838	746	-
Stage 1	-	-	-	-	-	-	926	826	-	949	850	-
Stage 2	-	-	-	-	-	-	906	850	-	926	818	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.3			0			9.7			8.7		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	787	1551	-	-	1546	-	-	1013				
HCM Lane V/C Ratio	0.025	0.008	-	-	-	-	-	0.034				
HCM Control Delay (s)	9.7	7.3	0	-	0	-	-	8.7				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile O(veh)	0.1	0	-	-	0	-	-	0.1				

Intersection												
Int Delay, s/veh	28.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	85	66	0	104	0	190	0	0	0	0	483
Future Vol, veh/h	30	85	66	0	104	0	190	0	0	0	0	483
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	89	69	0	109	0	200	0	0	0	0	508
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	109	0	0	158	0	0	551	297	124	297	331	109
Stage 1	-	-	-	-	-	-	188	188	-	109	109	-
Stage 2	-	-	-	-	-	-	363	109	-	188	222	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1481	-	-	1422	-	-	445	615	927	655	588	945
Stage 1	-	-	-	-	-	-	814	745	-	896	805	-
Stage 2	-	-	-	-	-	-	656	805	-	814	720	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1481	-	-	1422	-	-	202	600	927	643	574	945
Mov Cap-2 Maneuver	-	-	-	-	-	-	202	600	-	643	574	-
Stage 1	-	-	-	-	-	-	794	727	-	874	805	-
Stage 2	-	-	-	-	-	-	303	805	-	794	703	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			0			109.7			13.2		
HCM LOS							F			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	202	1481	-	-	1422	-	-	945				
HCM Lane V/C Ratio	0.99	0.021	-	-	-	-	-	0.538				
HCM Control Delay (s)	109.7	7.5	0	-	0	-	-	13.2				
HCM Lane LOS	F	A	A	-	A	-	-	B				
HCM 95th %tile Q(veh)	8.5	0.1	-	-	0	-	-	3.3				

HCM 6th Signalized Intersection Summary 3: SR-86 NB Ramps & Airport Blvd

Coachella Airport Business Park

07/31/2020

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	161	235	37	126	58	14
Future Volume (veh/h)	161	235	37	126	58	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	169	247	39	133	61	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	461	673	62	1444	168	150
Arrive On Green	1.00	1.00	0.03	0.77	0.09	0.09
Sat Flow, veh/h	686	1003	1781	1870	1781	1585
Grp Volume(v), veh/h	0	416	39	133	61	15
Grp Sat Flow(s),veh/h/ln	0	1690	1781	1870	1781	1585
Q Serve(g_s), s	0.0	0.0	1.9	1.6	2.9	0.8
Cycle Q Clear(g_c), s	0.0	0.0	1.9	1.6	2.9	0.8
Prop In Lane		0.59	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1134	62	1444	168	150
V/C Ratio(X)	0.00	0.37	0.63	0.09	0.36	0.10
Avail Cap(c_a), veh/h	0	1134	158	1444	376	335
HCM Platoon Ratio	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.89	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	42.9	2.5	38.2	37.2
Incr Delay (d2), s/veh	0.0	0.8	10.2	0.1	1.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	1.0	0.4	1.3	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.8	53.1	2.6	39.5	37.5
LnGrp LOS	A	A	D	A	D	D
Approach Vol, veh/h	416			172	76	
Approach Delay, s/veh	0.8			14.1	39.1	
Approach LOS	A			B	D	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	14.5		9.1	66.4	75.5	
Change Period (Y+Rc), s	6.0		6.0	6.0	6.0	
Max Green Setting (Gmax), s	19.0		8.0	45.0	59.0	
Max Q Clear Time (g_c+I1), s	4.9		3.9	2.0	3.6	
Green Ext Time (p_c), s	0.1		0.0	2.7	0.7	
Intersection Summary						
HCM 6th Ctrl Delay			8.6			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary

4: Desert Cactus Dr/SR-86 SB Ramps & Airport Blvd

09/23/2020

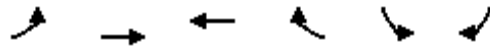
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	373	31	11	215	30	27	3	60	52	20	104
Future Volume (veh/h)	69	373	31	11	215	30	27	3	60	52	20	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	73	393	33	12	226	32	28	3	63	55	21	109
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	94	865	73	26	753	107	49	5	111	144	55	174
Arrive On Green	0.05	0.51	0.51	0.03	0.94	0.94	0.10	0.10	0.10	0.11	0.11	0.11
Sat Flow, veh/h	1781	1702	143	1781	1603	227	491	53	1104	1306	499	1585
Grp Volume(v), veh/h	73	0	426	12	0	258	94	0	0	76	0	109
Grp Sat Flow(s),veh/h/ln	1781	0	1845	1781	0	1830	1647	0	0	1805	0	1585
Q Serve(g_s), s	3.6	0.0	13.3	0.6	0.0	1.1	4.9	0.0	0.0	3.5	0.0	5.9
Cycle Q Clear(g_c), s	3.6	0.0	13.3	0.6	0.0	1.1	4.9	0.0	0.0	3.5	0.0	5.9
Prop In Lane	1.00		0.08	1.00		0.12	0.30		0.67	0.72		1.00
Lane Grp Cap(c), veh/h	94	0	938	26	0	860	166	0	0	199	0	174
V/C Ratio(X)	0.78	0.00	0.45	0.47	0.00	0.30	0.57	0.00	0.00	0.38	0.00	0.63
Avail Cap(c_a), veh/h	119	0	938	99	0	860	366	0	0	333	0	292
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.99	0.00	0.99	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.1	0.0	14.1	43.4	0.0	1.5	38.6	0.0	0.0	37.2	0.0	38.3
Incr Delay (d2), s/veh	21.9	0.0	1.6	12.5	0.0	0.9	3.0	0.0	0.0	1.2	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	5.6	0.3	0.0	0.5	2.0	0.0	0.0	1.6	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.0	0.0	15.7	55.9	0.0	2.3	41.7	0.0	0.0	38.4	0.0	41.9
LnGrp LOS	E	A	B	E	A	A	D	A	A	D	A	D
Approach Vol, veh/h	499			270			94			185		
Approach Delay, s/veh	22.8			4.7			41.7			40.5		
Approach LOS	C			A			D			D		
Timer - Assigned Phs	2		3	4		6		7	8			
Phs Duration (G+Y+Rc), s	15.0		7.3	51.8		15.9		10.7	48.3			
Change Period (Y+Rc), s	6.0		6.0	6.0		6.0		6.0	6.0			
Max Green Setting (Gmax), s	20.0		5.0	24.4		16.6		6.0	23.4			
Max Q Clear Time (g_c+I1), s	6.9		2.6	15.3		7.9		5.6	3.1			
Green Ext Time (p_c), s	0.3		0.0	1.8		0.4		0.0	1.2			
Intersection Summary												
HCM 6th Ctrl Delay	23.0											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

5: Airport Blvd & Palm St

Coachella Airport Business Park

07/31/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	51	149	314	371	426	99
Future Volume (veh/h)	51	149	314	371	426	99
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	157	331	391	448	104
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	306	1329	665	593	574	511
Arrive On Green	0.37	0.37	0.37	0.37	0.32	0.32
Sat Flow, veh/h	731	3647	1870	1585	1781	1585
Grp Volume(v), veh/h	54	157	331	391	448	104
Grp Sat Flow(s),veh/h/ln	731	1777	1777	1585	1781	1585
Q Serve(g_s), s	2.6	1.1	5.7	8.1	9.0	1.9
Cycle Q Clear(g_c), s	10.7	1.1	5.7	8.1	9.0	1.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	306	1329	665	593	574	511
V/C Ratio(X)	0.18	0.12	0.50	0.66	0.78	0.20
Avail Cap(c_a), veh/h	569	2609	1305	1164	1984	1766
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	8.1	9.5	10.3	12.1	9.7
Incr Delay (d2), s/veh	0.3	0.0	0.6	1.3	2.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	1.7	2.3	2.8	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.0	8.1	10.1	11.5	14.5	9.9
LnGrp LOS	B	A	B	B	B	A
Approach Vol, veh/h		211	722		552	
Approach Delay, s/veh		9.9	10.9		13.6	
Approach LOS		A	B		B	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				20.8	18.7	20.8
Change Period (Y+Rc), s				6.0	6.0	6.0
Max Green Setting (Gmax), s				29.0	44.0	29.0
Max Q Clear Time (g_c+l1), s				12.7	11.0	10.1
Green Ext Time (p_c), s				1.0	1.8	4.7
Intersection Summary						
HCM 6th Ctrl Delay			11.8			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary

6: Polk St & Airport Blvd

Coachella Airport Business Park

08/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	304	65	37	207	0	285	0	144	0	0	0
Future Volume (veh/h)	0	304	65	37	207	0	285	0	144	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	320	68	39	218	0	300	0	152	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	780	890	76	1401	0	388	0	197	0	4	0
Arrive On Green	0.00	0.22	0.22	0.04	0.39	0.00	0.34	0.00	0.34	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	1135	0	575	0	1870	0
Grp Volume(v), veh/h	0	320	68	39	218	0	452	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1710	0	0	0	1870	0
Q Serve(g_s), s	0.0	3.5	0.9	1.0	1.8	0.0	10.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	3.5	0.9	1.0	1.8	0.0	10.8	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.66		0.34	0.00		0.00
Lane Grp Cap(c), veh/h	4	780	890	76	1401	0	585	0	0	0	4	0
V/C Ratio(X)	0.00	0.41	0.08	0.51	0.16	0.00	0.77	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	196	1874	1378	196	1874	0	1390	0	0	0	411	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	15.2	4.6	21.3	8.9	0.0	13.4	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	5.2	0.1	0.0	2.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.1	0.4	0.4	0.5	0.0	3.4	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.6	4.6	26.6	9.0	0.0	15.6	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	B	A	C	A	A	B	A	A	A	A	A
Approach Vol, veh/h		388			257			452			0	
Approach Delay, s/veh		13.7			11.6			15.6			0.0	
Approach LOS		B			B			B				
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		21.6	7.9	16.0		0.0	0.0	23.9				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		37.0	5.0	24.0		10.0	5.0	24.0				
Max Q Clear Time (g_c+I1), s		12.8	3.0	5.5		0.0	0.0	3.8				
Green Ext Time (p_c), s		2.9	0.0	1.8		0.0	0.0	1.1				
Intersection Summary												
HCM 6th Ctrl Delay			14.0									
HCM 6th LOS			B									

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	178	4	14	284	35	14	51	11	82	0	69
Future Vol, veh/h	15	178	4	14	284	35	14	51	11	82	0	69
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	200	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	187	4	15	299	37	15	54	12	86	0	73
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	336	0	0	191	0	0	603	585	187	602	571	318
Stage 1	-	-	-	-	-	-	219	219	-	348	348	-
Stage 2	-	-	-	-	-	-	384	366	-	254	223	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1223	-	-	1383	-	-	411	423	855	412	431	723
Stage 1	-	-	-	-	-	-	783	722	-	668	634	-
Stage 2	-	-	-	-	-	-	639	623	-	750	719	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1223	-	-	1383	-	-	362	411	855	358	419	723
Mov Cap-2 Maneuver	-	-	-	-	-	-	362	411	-	358	419	-
Stage 1	-	-	-	-	-	-	771	711	-	658	626	-
Stage 2	-	-	-	-	-	-	567	615	-	674	708	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.3			15.2			16.7		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	433	1223	-	-	1383	-	-	465				
HCM Lane V/C Ratio	0.185	0.013	-	-	0.011	-	-	0.342				
HCM Control Delay (s)	15.2	8	0	-	7.6	0	-	16.7				
HCM Lane LOS	C	A	A	-	A	A	-	C				
HCM 95th %tile O(veh)	0.7	0	-	-	0	-	-	1.5				

HCM 6th Signalized Intersection Summary

8: Harrison St & Airport Blvd

Coachella Airport Business Park

07/31/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↘		↗	↘	↗
Traffic Volume (veh/h)	62	143	38	33	153	90	62	834	87	59	389	63
Future Volume (veh/h)	62	143	38	33	153	90	62	834	87	59	389	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	151	40	35	161	95	65	878	92	62	409	66
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	192	46	69	206	113	84	935	98	80	1046	886
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.05	0.56	0.56	0.04	0.56	0.56
Sat Flow, veh/h	273	934	224	130	1002	549	1781	1665	174	1781	1870	1585
Grp Volume(v), veh/h	256	0	0	291	0	0	65	0	970	62	409	66
Grp Sat Flow(s),veh/h/ln	1431	0	0	1680	0	0	1781	0	1839	1781	1870	1585
Q Serve(g_s), s	1.0	0.0	0.0	0.0	0.0	0.0	3.5	0.0	46.8	3.3	11.8	1.8
Cycle Q Clear(g_c), s	16.9	0.0	0.0	15.8	0.0	0.0	3.5	0.0	46.8	3.3	11.8	1.8
Prop In Lane	0.25		0.16	0.12		0.33	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	341	0	0	387	0	0	84	0	1033	80	1046	886
V/C Ratio(X)	0.75	0.00	0.00	0.75	0.00	0.00	0.77	0.00	0.94	0.78	0.39	0.07
Avail Cap(c_a), veh/h	461	0	0	515	0	0	168	0	1154	93	1096	928
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.4	0.0	0.0	36.3	0.0	0.0	45.1	0.0	19.4	45.2	11.9	9.7
Incr Delay (d2), s/veh	4.6	0.0	0.0	4.3	0.0	0.0	14.0	0.0	13.5	29.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	0.0	0.0	6.5	0.0	0.0	1.8	0.0	19.6	2.0	4.1	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.0	0.0	0.0	40.6	0.0	0.0	59.0	0.0	33.0	74.4	12.1	9.7
LnGrp LOS	D	A	A	D	A	A	E	A	C	E	B	A
Approach Vol, veh/h		256			291			1035			537	
Approach Delay, s/veh		41.0			40.6			34.6			19.0	
Approach LOS		D			D			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.3	59.7		25.6	10.5	59.5		25.6				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	60.0		27.0	9.0	56.0		27.0				
Max Q Clear Time (g_c+I1), s	5.3	48.8		18.9	5.5	13.8		17.8				
Green Ext Time (p_c), s	0.0	4.9		0.8	0.0	2.4		1.0				
Intersection Summary												
HCM 6th Ctrl Delay				32.3								
HCM 6th LOS				C								

HCM 6th TWSC
9: Airport Blvd & Project Dwy

09/23/2020

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	70	389	295	51	84	102
Future Vol, veh/h	70	389	295	51	84	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	409	311	54	88	107
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	365	0	-	0	868	311
Stage 1	-	-	-	-	311	-
Stage 2	-	-	-	-	557	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1194	-	-	-	323	729
Stage 1	-	-	-	-	743	-
Stage 2	-	-	-	-	574	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1194	-	-	-	297	729
Mov Cap-2 Maneuver	-	-	-	-	297	-
Stage 1	-	-	-	-	684	-
Stage 2	-	-	-	-	574	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.3	0		15.9		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1194	-	-	-	297	729
HCM Lane V/C Ratio	0.062	-	-	-	0.298	0.147
HCM Control Delay (s)	8.2	0	-	-	22.2	10.8
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1.2	0.5

APPENDIX G -

**OPENING YEAR (2030) WITH PHASE I & II PROJECT PEAK HOUR INTERSECTION ANALYSIS
WORKSHEETS**

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	17	12	6	27	2	8	10	8	20	6	24
Future Vol, veh/h	9	17	12	6	27	2	8	10	8	20	6	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	18	13	6	28	2	8	11	8	21	6	25
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	30	0	0	31	0	0	100	85	25	93	90	29
Stage 1	-	-	-	-	-	-	43	43	-	41	41	-
Stage 2	-	-	-	-	-	-	57	42	-	52	49	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1583	-	-	1582	-	-	881	805	1051	891	800	1046
Stage 1	-	-	-	-	-	-	971	859	-	974	861	-
Stage 2	-	-	-	-	-	-	955	860	-	961	854	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1583	-	-	1582	-	-	848	797	1051	869	792	1046
Mov Cap-2 Maneuver	-	-	-	-	-	-	848	797	-	869	792	-
Stage 1	-	-	-	-	-	-	965	854	-	968	858	-
Stage 2	-	-	-	-	-	-	921	857	-	936	849	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.7			1.2			9.2			9.1		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	879	1583	-	-	1582	-	-	934				
HCM Lane V/C Ratio	0.031	0.006	-	-	0.004	-	-	0.056				
HCM Control Delay (s)	9.2	7.3	0	-	7.3	0	-	9.1				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile O(veh)	0.1	0	-	-	0	-	-	0.2				

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	44	67	42	14	82	0	45	0	0	0	0	165
Future Vol, veh/h	44	67	42	14	82	0	45	0	0	0	0	165
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	71	44	15	86	0	47	0	0	0	0	174
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	86	0	0	115	0	0	388	301	93	301	323	86
Stage 1	-	-	-	-	-	-	185	185	-	116	116	-
Stage 2	-	-	-	-	-	-	203	116	-	185	207	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1510	-	-	1474	-	-	571	612	964	651	595	973
Stage 1	-	-	-	-	-	-	817	747	-	889	800	-
Stage 2	-	-	-	-	-	-	799	800	-	817	731	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1510	-	-	1474	-	-	453	585	964	630	569	973
Mov Cap-2 Maneuver	-	-	-	-	-	-	453	585	-	630	569	-
Stage 1	-	-	-	-	-	-	790	722	-	860	791	-
Stage 2	-	-	-	-	-	-	649	791	-	790	707	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.1			1.1			13.9			9.5		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	453	1510	-	-	1474	-	-	973				
HCM Lane V/C Ratio	0.105	0.031	-	-	0.01	-	-	0.179				
HCM Control Delay (s)	13.9	7.5	0	-	7.5	0	-	9.5				
HCM Lane LOS	B	A	A	-	A	A	-	A				
HCM 95th %tile O(veh)	0.3	0.1	-	-	0	-	-	0.6				

HCM 6th Signalized Intersection Summary

3: SR-86 NB Ramps & Airport Blvd

Coachella Airport Business Park

07/31/2020

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰		↱	↰	↱	↱
Traffic Volume (veh/h)	164	141	199	303	136	53
Future Volume (veh/h)	164	141	199	303	136	53
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	173	148	209	319	143	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	513	439	178	1359	220	196
Arrive On Green	1.00	1.00	0.10	0.73	0.12	0.12
Sat Flow, veh/h	931	796	1781	1870	1781	1585
Grp Volume(v), veh/h	0	321	209	319	143	56
Grp Sat Flow(s),veh/h/ln	0	1727	1781	1870	1781	1585
Q Serve(g_s), s	0.0	0.0	8.0	4.5	6.1	2.6
Cycle Q Clear(g_c), s	0.0	0.0	8.0	4.5	6.1	2.6
Prop In Lane		0.46	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	952	178	1359	220	196
V/C Ratio(X)	0.00	0.34	1.17	0.23	0.65	0.29
Avail Cap(c_a), veh/h	0	952	178	1359	367	327
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.94	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	36.0	3.6	33.4	31.9
Incr Delay (d2), s/veh	0.0	0.9	121.8	0.4	3.2	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	9.3	1.1	2.8	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.9	157.8	4.0	36.6	32.6
LnGrp LOS	A	A	F	A	D	C
Approach Vol, veh/h	321			528	199	
Approach Delay, s/veh	0.9			64.9	35.5	
Approach LOS	A			E	D	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		15.9	14.0	50.1		64.1
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s		16.5	8.0	37.5		51.5
Max Q Clear Time (g_c+I1), s		8.1	10.0	2.0		6.5
Green Ext Time (p_c), s		0.3	0.0	1.9		1.8
Intersection Summary						
HCM 6th Ctrl Delay			39.7			
HCM 6th LOS			D			

HCM 6th Signalized Intersection Summary

4: Desert Cactus Dr/SR-86 SB Ramps & Airport Blvd

09/23/2020

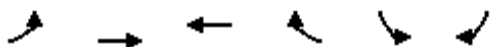
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	326	31	3	163	12	29	0	23	41	23	289
Future Volume (veh/h)	42	326	31	3	163	12	29	0	23	41	23	289
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	343	33	3	172	13	31	0	24	43	24	304
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	69	674	65	7	629	48	84	0	65	240	134	327
Arrive On Green	0.04	0.40	0.40	0.01	0.73	0.73	0.09	0.00	0.09	0.21	0.21	0.21
Sat Flow, veh/h	1781	1680	162	1781	1717	130	953	0	737	1163	649	1585
Grp Volume(v), veh/h	44	0	376	3	0	185	55	0	0	67	0	304
Grp Sat Flow(s),veh/h/ln	1781	0	1841	1781	0	1847	1690	0	0	1812	0	1585
Q Serve(g_s), s	1.9	0.0	12.3	0.1	0.0	2.7	2.5	0.0	0.0	2.4	0.0	15.1
Cycle Q Clear(g_c), s	1.9	0.0	12.3	0.1	0.0	2.7	2.5	0.0	0.0	2.4	0.0	15.1
Prop In Lane	1.00		0.09	1.00		0.07	0.56		0.44	0.64		1.00
Lane Grp Cap(c), veh/h	69	0	739	7	0	677	149	0	0	374	0	327
V/C Ratio(X)	0.63	0.00	0.51	0.42	0.00	0.27	0.37	0.00	0.00	0.18	0.00	0.93
Avail Cap(c_a), veh/h	134	0	739	111	0	677	349	0	0	374	0	327
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.95	0.00	0.95	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.9	0.0	18.0	39.6	0.0	7.1	34.4	0.0	0.0	26.2	0.0	31.2
Incr Delay (d2), s/veh	9.2	0.0	2.5	32.8	0.0	0.9	1.5	0.0	0.0	0.2	0.0	32.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	5.4	0.1	0.0	1.0	1.0	0.0	0.0	1.0	0.0	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.0	0.0	20.5	72.4	0.0	8.1	35.9	0.0	0.0	26.4	0.0	63.4
LnGrp LOS	D	A	C	E	A	A	D	A	A	C	A	E
Approach Vol, veh/h	420				188				55			
Approach Delay, s/veh	23.3				9.1				35.9			
Approach LOS	C				A				D			
Timer - Assigned Phs	2		3	4	6		7	8				
Phs Duration (G+Y+Rc), s	13.1		6.3	38.1		22.5		9.1	35.3			
Change Period (Y+Rc), s	6.0		6.0	6.0		6.0		6.0	6.0			
Max Green Setting (Gmax), s	16.5		5.0	18.0		16.5		6.0	17.0			
Max Q Clear Time (g_c+I1), s	4.5		2.1	14.3		17.1		3.9	4.7			
Green Ext Time (p_c), s	0.1		0.0	0.8		0.0		0.0	0.6			
Intersection Summary												
HCM 6th Ctrl Delay	33.4											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

5: Airport Blvd & Palm St

Coachella Airport Business Park

07/31/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	70	288	339	340	112	86
Future Volume (veh/h)	70	288	339	340	112	86
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	303	357	358	118	91
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	370	1392	696	621	452	403
Arrive On Green	0.39	0.39	0.39	0.39	0.25	0.25
Sat Flow, veh/h	736	3647	1870	1585	1781	1585
Grp Volume(v), veh/h	74	303	357	358	118	91
Grp Sat Flow(s),veh/h/ln	736	1777	1777	1585	1781	1585
Q Serve(g_s), s	3.0	1.9	5.2	6.0	1.8	1.5
Cycle Q Clear(g_c), s	9.0	1.9	5.2	6.0	1.8	1.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	370	1392	696	621	452	403
V/C Ratio(X)	0.20	0.22	0.51	0.58	0.26	0.23
Avail Cap(c_a), veh/h	821	3568	1784	1592	1789	1592
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.6	6.9	7.8	8.1	10.1	10.0
Incr Delay (d2), s/veh	0.3	0.1	0.6	0.8	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.4	1.4	1.4	0.5	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.9	6.9	8.4	8.9	10.4	10.3
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		377	715		209	
Approach Delay, s/veh		7.9	8.7		10.3	
Approach LOS		A	A		B	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				19.3	14.6	19.3
Change Period (Y+Rc), s				6.0	6.0	6.0
Max Green Setting (Gmax), s				34.0	34.0	34.0
Max Q Clear Time (g_c+I1), s				11.0	3.8	8.0
Green Ext Time (p_c), s				2.3	0.6	5.1
Intersection Summary						
HCM 6th Ctrl Delay			8.7			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary 6: Polk St & Airport Blvd

Coachella Airport Business Park

08/01/2020

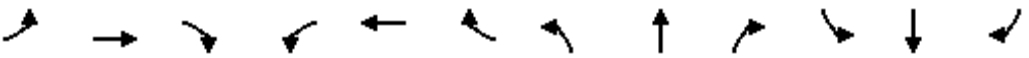
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	224	254	126	280	0	239	0	222	0	0	0
Future Volume (veh/h)	0	224	254	126	280	0	239	0	222	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No				No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	236	267	133	295	0	252	0	234	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	3	692	878	170	1446	0	313	0	291	0	4	0
Arrive On Green	0.00	0.19	0.19	0.10	0.41	0.00	0.36	0.00	0.36	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	872	0	809	0	1870	0
Grp Volume(v), veh/h	0	236	267	133	295	0	486	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1681	0	0	0	1870	0
Q Serve(g_s), s	0.0	2.9	4.6	3.7	2.8	0.0	13.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.9	4.6	3.7	2.8	0.0	13.4	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.52		0.48	0.00		0.00
Lane Grp Cap(c), veh/h	3	692	878	170	1446	0	604	0	0	0	4	0
V/C Ratio(X)	0.00	0.34	0.30	0.78	0.20	0.00	0.80	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	173	1661	1311	173	1661	0	1212	0	0	0	364	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	17.8	6.1	22.7	9.8	0.0	14.8	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.2	20.3	0.1	0.0	2.6	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.0	2.4	2.3	0.8	0.0	4.4	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.1	6.3	43.0	9.9	0.0	17.4	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	B	A	D	A	A	B	A	A	A	A	A
Approach Vol, veh/h	503				428				486			
Approach Delay, s/veh	11.9				20.2				17.4			
Approach LOS	B				C				B			
Timer - Assigned Phs	2		3	4		6		7	8			
Phs Duration (G+Y+Rc), s	24.5		10.9	16.0		0.0		0.0	26.9			
Change Period (Y+Rc), s	6.0		6.0	6.0		6.0		6.0	6.0			
Max Green Setting (Gmax), s	37.0		5.0	24.0		10.0		5.0	24.0			
Max Q Clear Time (g_c+I1), s	15.4		5.7	6.6		0.0		0.0	4.8			
Green Ext Time (p_c), s	3.1		0.0	2.0		0.0		0.0	1.6			
Intersection Summary												
HCM 6th Ctrl Delay	16.3											
HCM 6th LOS	B											

Intersection												
Int Delay, s/veh	11											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	20	274	8	21	298	44	6	5	14	188	27	22
Future Vol, veh/h	20	274	8	21	298	44	6	5	14	188	27	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	200	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	288	8	22	314	46	6	5	15	198	28	23
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	360	0	0	296	0	0	737	734	288	725	719	337
Stage 1	-	-	-	-	-	-	330	330	-	381	381	-
Stage 2	-	-	-	-	-	-	407	404	-	344	338	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1199	-	-	1265	-	-	334	347	751	340	354	705
Stage 1	-	-	-	-	-	-	683	646	-	641	613	-
Stage 2	-	-	-	-	-	-	621	599	-	671	641	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1199	-	-	1265	-	-	293	332	751	319	339	705
Mov Cap-2 Maneuver	-	-	-	-	-	-	293	332	-	319	339	-
Stage 1	-	-	-	-	-	-	669	632	-	628	600	-
Stage 2	-	-	-	-	-	-	560	586	-	639	628	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.5			13.3			40.4		
HCM LOS							B			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	461	1199	-	-	1265	-	-	338				
HCM Lane V/C Ratio	0.057	0.018	-	-	0.017	-	-	0.738				
HCM Control Delay (s)	13.3	8.1	0	-	7.9	0	-	40.4				
HCM Lane LOS	B	A	A	-	A	A	-	E				
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	-	5.6				

HCM 6th Signalized Intersection Summary 8: Harrison St & Airport Blvd

Coachella Airport Business Park

07/31/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↘		↗	↘	↗
Traffic Volume (veh/h)	134	240	35	17	129	71	53	578	57	100	415	85
Future Volume (veh/h)	134	240	35	17	129	71	53	578	57	100	415	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	141	253	37	18	136	75	56	608	60	105	437	89
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	199	295	41	68	338	174	79	666	66	133	800	678
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.04	0.40	0.40	0.07	0.43	0.43
Sat Flow, veh/h	460	974	135	64	1115	574	1781	1675	165	1781	1870	1585
Grp Volume(v), veh/h	431	0	0	229	0	0	56	0	668	105	437	89
Grp Sat Flow(s),veh/h/ln	1569	0	0	1752	0	0	1781	0	1841	1781	1870	1585
Q Serve(g_s), s	12.8	0.0	0.0	0.0	0.0	0.0	2.5	0.0	27.5	4.6	14.0	2.7
Cycle Q Clear(g_c), s	21.1	0.0	0.0	8.3	0.0	0.0	2.5	0.0	27.5	4.6	14.0	2.7
Prop In Lane	0.33		0.09	0.08		0.33	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	535	0	0	580	0	0	79	0	731	133	800	678
V/C Ratio(X)	0.81	0.00	0.00	0.40	0.00	0.00	0.71	0.00	0.91	0.79	0.55	0.13
Avail Cap(c_a), veh/h	626	0	0	678	0	0	156	0	850	133	840	712
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.6	0.0	0.0	22.4	0.0	0.0	37.8	0.0	22.8	36.4	17.1	13.9
Incr Delay (d2), s/veh	6.6	0.0	0.0	0.4	0.0	0.0	10.9	0.0	12.9	26.1	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	0.0	0.0	3.1	0.0	0.0	1.2	0.0	12.5	2.8	5.1	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.2	0.0	0.0	22.8	0.0	0.0	48.7	0.0	35.8	62.5	17.8	14.0
LnGrp LOS	C	A	A	C	A	A	D	A	D	E	B	B
Approach Vol, veh/h		431			229			724			631	
Approach Delay, s/veh		33.2			22.8			36.8			24.7	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	37.8		30.3	9.6	40.3		30.3				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	37.0		29.0	7.0	36.0		29.0				
Max Q Clear Time (g_c+I1), s	6.6	29.5		23.1	4.5	16.0		10.3				
Green Ext Time (p_c), s	0.0	2.3		1.2	0.0	2.4		1.0				
Intersection Summary												
HCM 6th Ctrl Delay				30.7								
HCM 6th LOS				C								

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔	↔	↔	↔
Traffic Vol, veh/h	139	335	339	141	64	79
Future Vol, veh/h	139	335	339	141	64	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	146	353	357	148	67	83
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	505	0	-	0	1002	357
Stage 1	-	-	-	-	357	-
Stage 2	-	-	-	-	645	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1060	-	-	-	269	687
Stage 1	-	-	-	-	708	-
Stage 2	-	-	-	-	522	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1060	-	-	-	223	687
Mov Cap-2 Maneuver	-	-	-	-	223	-
Stage 1	-	-	-	-	587	-
Stage 2	-	-	-	-	522	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.6	0		18.6		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1060	-	-	-	223	687
HCM Lane V/C Ratio	0.138	-	-	-	0.302	0.121
HCM Control Delay (s)	8.9	0	-	-	28	11
HCM Lane LOS	A	A	-	-	D	B
HCM 95th %tile Q(veh)	0.5	-	-	-	1.2	0.4

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	37	18	0	51	0	19	0	0	0	0	33
Future Vol, veh/h	12	37	18	0	51	0	19	0	0	0	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	39	19	0	54	0	20	0	0	0	0	35
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	54	0	0	58	0	0	147	129	49	129	138	54
Stage 1	-	-	-	-	-	-	75	75	-	54	54	-
Stage 2	-	-	-	-	-	-	72	54	-	75	84	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1551	-	-	1546	-	-	821	762	1020	844	753	1013
Stage 1	-	-	-	-	-	-	934	833	-	958	850	-
Stage 2	-	-	-	-	-	-	938	850	-	934	825	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1551	-	-	1546	-	-	787	755	1020	838	746	1013
Mov Cap-2 Maneuver	-	-	-	-	-	-	787	755	-	838	746	-
Stage 1	-	-	-	-	-	-	926	826	-	949	850	-
Stage 2	-	-	-	-	-	-	906	850	-	926	818	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.3			0			9.7			8.7		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	787	1551	-	-	1546	-	-	1013				
HCM Lane V/C Ratio	0.025	0.008	-	-	-	-	-	0.034				
HCM Control Delay (s)	9.7	7.3	0	-	0	-	-	8.7				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

Intersection												
Int Delay, s/veh	28.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	86	66	0	104	0	190	0	0	0	0	483
Future Vol, veh/h	30	86	66	0	104	0	190	0	0	0	0	483
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	91	69	0	109	0	200	0	0	0	0	508
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	109	0	0	160	0	0	553	299	126	299	333	109
Stage 1	-	-	-	-	-	-	190	190	-	109	109	-
Stage 2	-	-	-	-	-	-	363	109	-	190	224	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1481	-	-	1419	-	-	444	613	924	653	587	945
Stage 1	-	-	-	-	-	-	812	743	-	896	805	-
Stage 2	-	-	-	-	-	-	656	805	-	812	718	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1481	-	-	1419	-	-	202	598	924	641	573	945
Mov Cap-2 Maneuver	-	-	-	-	-	-	202	598	-	641	573	-
Stage 1	-	-	-	-	-	-	793	725	-	874	805	-
Stage 2	-	-	-	-	-	-	303	805	-	793	701	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			0			109.7			13.2		
HCM LOS							F			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	202	1481	-	-	1419	-	-	945				
HCM Lane V/C Ratio	0.99	0.021	-	-	-	-	-	0.538				
HCM Control Delay (s)	109.7	7.5	0	-	0	-	-	13.2				
HCM Lane LOS	F	A	A	-	A	-	-	B				
HCM 95th %tile O(veh)	8.5	0.1	-	-	0	-	-	3.3				

HCM 6th Signalized Intersection Summary

3: SR-86 NB Ramps & Airport Blvd

Coachella Airport Business Park

07/31/2020

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	163	257	37	127	60	14
Future Volume (veh/h)	163	257	37	127	60	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	172	271	39	134	63	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	438	691	62	1443	170	151
Arrive On Green	1.00	1.00	0.03	0.77	0.10	0.10
Sat Flow, veh/h	654	1031	1781	1870	1781	1585
Grp Volume(v), veh/h	0	443	39	134	63	15
Grp Sat Flow(s),veh/h/ln	0	1685	1781	1870	1781	1585
Q Serve(g_s), s	0.0	0.0	1.9	1.6	3.0	0.8
Cycle Q Clear(g_c), s	0.0	0.0	1.9	1.6	3.0	0.8
Prop In Lane		0.61	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1129	62	1443	170	151
V/C Ratio(X)	0.00	0.39	0.63	0.09	0.37	0.10
Avail Cap(c_a), veh/h	0	1129	158	1443	376	335
HCM Platoon Ratio	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.83	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	42.9	2.5	38.2	37.2
Incr Delay (d2), s/veh	0.0	0.9	10.2	0.1	1.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	1.0	0.4	1.4	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.9	53.1	2.7	39.5	37.5
LnGrp LOS	A	A	D	A	D	D
Approach Vol, veh/h	443			173	78	
Approach Delay, s/veh	0.9			14.0	39.1	
Approach LOS	A			B	D	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	14.6		9.1	66.3	75.4	
Change Period (Y+Rc), s	6.0		6.0	6.0	6.0	
Max Green Setting (Gmax), s	19.0		8.0	45.0	59.0	
Max Q Clear Time (g_c+I1), s	5.0		3.9	2.0	3.6	
Green Ext Time (p_c), s	0.1		0.0	3.0	0.7	
Intersection Summary						
HCM 6th Ctrl Delay			8.4			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary

4: Desert Cactus Dr/SR-86 SB Ramps & Airport Blvd

09/23/2020

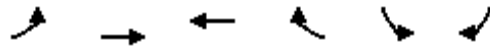
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	397	34	11	217	30	28	3	60	52	20	110
Future Volume (veh/h)	75	397	34	11	217	30	28	3	60	52	20	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	418	36	12	228	32	29	3	63	55	21	116
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	101	862	74	26	747	105	51	5	110	144	55	175
Arrive On Green	0.06	0.51	0.51	0.03	0.93	0.93	0.10	0.10	0.10	0.11	0.11	0.11
Sat Flow, veh/h	1781	1698	146	1781	1605	225	503	52	1093	1306	499	1585
Grp Volume(v), veh/h	79	0	454	12	0	260	95	0	0	76	0	116
Grp Sat Flow(s),veh/h/ln	1781	0	1844	1781	0	1830	1648	0	0	1805	0	1585
Q Serve(g_s), s	3.9	0.0	14.5	0.6	0.0	1.2	4.9	0.0	0.0	3.5	0.0	6.3
Cycle Q Clear(g_c), s	3.9	0.0	14.5	0.6	0.0	1.2	4.9	0.0	0.0	3.5	0.0	6.3
Prop In Lane	1.00		0.08	1.00		0.12	0.31		0.66	0.72		1.00
Lane Grp Cap(c), veh/h	101	0	937	26	0	852	166	0	0	199	0	175
V/C Ratio(X)	0.78	0.00	0.48	0.47	0.00	0.31	0.57	0.00	0.00	0.38	0.00	0.66
Avail Cap(c_a), veh/h	119	0	937	99	0	852	348	0	0	333	0	292
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.99	0.00	0.99	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.9	0.0	14.5	43.4	0.0	1.7	38.6	0.0	0.0	37.2	0.0	38.4
Incr Delay (d2), s/veh	24.1	0.0	1.8	12.5	0.0	0.9	3.1	0.0	0.0	1.2	0.0	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	6.1	0.3	0.0	0.6	2.0	0.0	0.0	1.6	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.0	0.0	16.2	55.9	0.0	2.6	41.7	0.0	0.0	38.4	0.0	42.7
LnGrp LOS	E	A	B	E	A	A	D	A	A	D	A	D
Approach Vol, veh/h	533			272			95			192		
Approach Delay, s/veh	23.6			5.0			41.7			41.0		
Approach LOS	C			A			D			D		
Timer - Assigned Phs	2		3	4		6		7	8			
Phs Duration (G+Y+Rc), s	15.1		7.3	51.7		15.9		11.1	47.9			
Change Period (Y+Rc), s	6.0		6.0	6.0		6.0		6.0	6.0			
Max Green Setting (Gmax), s	19.0		5.0	25.4		16.6		6.0	24.4			
Max Q Clear Time (g_c+I1), s	6.9		2.6	16.5		8.3		5.9	3.2			
Green Ext Time (p_c), s	0.3		0.0	1.9		0.4		0.0	1.3			
Intersection Summary												
HCM 6th Ctrl Delay	23.6											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

5: Airport Blvd & Palm St

Coachella Airport Business Park

07/31/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	51	154	334	383	429	99
Future Volume (veh/h)	51	154	334	383	429	99
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	162	352	403	452	104
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	298	1353	677	604	575	512
Arrive On Green	0.38	0.38	0.38	0.38	0.32	0.32
Sat Flow, veh/h	709	3647	1870	1585	1781	1585
Grp Volume(v), veh/h	54	162	352	403	452	104
Grp Sat Flow(s),veh/h/ln	709	1777	1777	1585	1781	1585
Q Serve(g_s), s	2.8	1.2	6.2	8.5	9.3	1.9
Cycle Q Clear(g_c), s	11.3	1.2	6.2	8.5	9.3	1.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	298	1353	677	604	575	512
V/C Ratio(X)	0.18	0.12	0.52	0.67	0.79	0.20
Avail Cap(c_a), veh/h	536	2545	1272	1135	1935	1722
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.1	8.1	9.7	10.4	12.4	9.9
Incr Delay (d2), s/veh	0.3	0.0	0.6	1.3	2.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.3	1.9	2.4	3.0	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.4	8.2	10.3	11.7	14.9	10.1
LnGrp LOS	B	A	B	B	B	B
Approach Vol, veh/h		216	755		556	
Approach Delay, s/veh		10.0	11.0		14.0	
Approach LOS		A	B		B	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				21.4	19.1	21.4
Change Period (Y+Rc), s				6.0	6.0	6.0
Max Green Setting (Gmax), s				29.0	44.0	29.0
Max Q Clear Time (g_c+I1), s				13.3	11.3	10.5
Green Ext Time (p_c), s				1.1	1.8	4.9
Intersection Summary						
HCM 6th Ctrl Delay			12.0			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary 6: Polk St & Airport Blvd

Coachella Airport Business Park

08/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	309	65	40	225	0	285	0	145	0	0	0
Future Volume (veh/h)	0	309	65	40	225	0	285	0	145	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	325	68	42	237	0	300	0	153	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	777	889	81	1404	0	388	0	198	0	4	0
Arrive On Green	0.00	0.22	0.22	0.05	0.40	0.00	0.34	0.00	0.34	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	1132	0	577	0	1870	0
Grp Volume(v), veh/h	0	325	68	42	237	0	453	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1710	0	0	0	1870	0
Q Serve(g_s), s	0.0	3.6	0.9	1.1	2.0	0.0	10.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	3.6	0.9	1.1	2.0	0.0	10.8	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.66		0.34	0.00		0.00
Lane Grp Cap(c), veh/h	4	777	889	81	1404	0	586	0	0	0	4	0
V/C Ratio(X)	0.00	0.42	0.08	0.52	0.17	0.00	0.77	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	195	1865	1375	195	1865	0	1383	0	0	0	409	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	15.4	4.6	21.3	9.0	0.0	13.4	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	5.1	0.1	0.0	2.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.1	0.4	0.5	0.5	0.0	3.4	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.7	4.6	26.5	9.0	0.0	15.7	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	B	A	C	A	A	B	A	A	A	A	A
Approach Vol, veh/h	393			279			453			0		
Approach Delay, s/veh	13.8			11.7			15.7			0.0		
Approach LOS	B			B			B					
Timer - Assigned Phs	2		3	4		6		7	8			
Phs Duration (G+Y+Rc), s	21.7		8.1	16.0		0.0		0.0	24.1			
Change Period (Y+Rc), s	6.0		6.0	6.0		6.0		6.0	6.0			
Max Green Setting (Gmax), s	37.0		5.0	24.0		10.0		5.0	24.0			
Max Q Clear Time (g_c+I1), s	12.8		3.1	5.6		0.0		0.0	4.0			
Green Ext Time (p_c), s	2.9		0.0	1.8		0.0		0.0	1.2			
Intersection Summary												
HCM 6th Ctrl Delay	14.0											
HCM 6th LOS	B											

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	15	182	4	16	298	37	14	51	12	83	0	69
Future Vol, veh/h	15	182	4	16	298	37	14	51	12	83	0	69
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	200	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	192	4	17	314	39	15	54	13	87	0	73
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	353	0	0	196	0	0	628	611	192	628	596	334
Stage 1	-	-	-	-	-	-	224	224	-	368	368	-
Stage 2	-	-	-	-	-	-	404	387	-	260	228	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1206	-	-	1377	-	-	395	409	850	395	417	708
Stage 1	-	-	-	-	-	-	779	718	-	652	621	-
Stage 2	-	-	-	-	-	-	623	610	-	745	715	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1206	-	-	1377	-	-	346	397	850	341	404	708
Mov Cap-2 Maneuver	-	-	-	-	-	-	346	397	-	341	404	-
Stage 1	-	-	-	-	-	-	767	707	-	642	612	-
Stage 2	-	-	-	-	-	-	551	601	-	668	704	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.3			15.6			17.5		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	421	1206	-	-	1377	-	-	446				
HCM Lane V/C Ratio	0.193	0.013	-	-	0.012	-	-	0.359				
HCM Control Delay (s)	15.6	8	0	-	7.6	0	-	17.5				
HCM Lane LOS	C	A	A	-	A	A	-	C				
HCM 95th %tile O(veh)	0.7	0	-	-	0	-	-	1.6				

HCM 6th Signalized Intersection Summary
8: Harrison St & Airport Blvd

Coachella Airport Business Park

07/31/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	144	38	35	155	100	62	834	88	62	389	63
Future Volume (veh/h)	62	144	38	35	155	100	62	834	88	62	389	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	152	40	37	163	105	65	878	93	65	409	66
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	101	192	46	69	202	121	84	929	98	83	1045	885
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.05	0.56	0.56	0.05	0.56	0.56
Sat Flow, veh/h	261	910	216	132	957	572	1781	1663	176	1781	1870	1585
Grp Volume(v), veh/h	257	0	0	305	0	0	65	0	971	65	409	66
Grp Sat Flow(s),veh/h/ln	1387	0	0	1661	0	0	1781	0	1839	1781	1870	1585
Q Serve(g_s), s	0.6	0.0	0.0	0.0	0.0	0.0	3.5	0.0	48.5	3.5	12.1	1.9
Cycle Q Clear(g_c), s	18.0	0.0	0.0	17.4	0.0	0.0	3.5	0.0	48.5	3.5	12.1	1.9
Prop In Lane	0.25		0.16	0.12		0.34	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	339	0	0	392	0	0	84	0	1028	83	1045	885
V/C Ratio(X)	0.76	0.00	0.00	0.78	0.00	0.00	0.77	0.00	0.94	0.78	0.39	0.07
Avail Cap(c_a), veh/h	438	0	0	497	0	0	163	0	1123	91	1066	903
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.1	0.0	0.0	37.3	0.0	0.0	46.3	0.0	20.3	46.3	12.2	10.0
Incr Delay (d2), s/veh	5.6	0.0	0.0	6.0	0.0	0.0	14.0	0.0	14.8	31.9	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	0.0	0.0	7.2	0.0	0.0	1.8	0.0	20.8	2.2	4.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.7	0.0	0.0	43.3	0.0	0.0	60.3	0.0	35.1	78.2	12.5	10.0
LnGrp LOS	D	A	A	D	A	A	E	A	D	E	B	B
Approach Vol, veh/h		257			305			1036			540	
Approach Delay, s/veh		42.7			43.3			36.7			20.1	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	60.9		26.7	10.6	60.9		26.7				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	60.0		27.0	9.0	56.0		27.0				
Max Q Clear Time (g_c+I1), s	5.5	50.5		20.0	5.5	14.1		19.4				
Green Ext Time (p_c), s	0.0	4.4		0.7	0.0	2.4		0.9				
Intersection Summary												
HCM 6th Ctrl Delay			34.1									
HCM 6th LOS			C									

HCM 6th TWSC
9: Airport Blvd & Project Dwy

09/23/2020

Intersection						
Int Delay, s/veh	4.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	78	389	295	60	117	134
Future Vol, veh/h	78	389	295	60	117	134
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	409	311	63	123	141
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	374	0	-	0	884	311
Stage 1	-	-	-	-	311	-
Stage 2	-	-	-	-	573	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1184	-	-	-	316	729
Stage 1	-	-	-	-	743	-
Stage 2	-	-	-	-	564	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1184	-	-	-	288	729
Mov Cap-2 Maneuver	-	-	-	-	288	-
Stage 1	-	-	-	-	676	-
Stage 2	-	-	-	-	564	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.4	0		18.3		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1184	-	-	-	288	729
HCM Lane V/C Ratio	0.069	-	-	-	0.428	0.193
HCM Control Delay (s)	8.3	0	-	-	26.5	11.1
HCM Lane LOS	A	A	-	-	D	B
HCM 95th %tile Q(veh)	0.2	-	-	-	2	0.7

APPENDIX H -

**BUILDOUT (2035) WITH PHASE I & II PROJECT PEAK HOUR INTERSECTION ANALYSIS
WORKSHEETS**

Intersection												
Int Delay, s/veh	124											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	17	11	34	28	102	28	680	8	20	270	72
Future Vol, veh/h	53	17	11	34	28	102	28	680	8	20	270	72
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	56	18	12	36	29	107	29	716	8	21	284	76
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	136	0	0	30	0	0	471	344	24	653	297	83
Stage 1	-	-	-	-	-	-	136	136	-	155	155	-
Stage 2	-	-	-	-	-	-	335	208	-	498	142	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1448	-	-	1583	-	-	503	~ 579	1052	380	615	976
Stage 1	-	-	-	-	-	-	867	784	-	847	769	-
Stage 2	-	-	-	-	-	-	679	730	-	554	779	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1448	-	-	1583	-	-	272	~ 543	1052	-	576	976
Mov Cap-2 Maneuver	-	-	-	-	-	-	272	~ 543	-	-	576	-
Stage 1	-	-	-	-	-	-	833	753	-	814	750	-
Stage 2	-	-	-	-	-	-	379	~ 712	-	26	749	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	5			1.5			228.3					
HCM LOS							F			-		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	525	1448	-	-	1583	-	-	-				
HCM Lane V/C Ratio	1.436	0.039	-	-	0.023	-	-	-				
HCM Control Delay (s)	228.3	7.6	0	-	7.3	0	-	-				
HCM Lane LOS	F	A	A	-	A	A	-	-				
HCM 95th %tile Q(veh)	36.4	0.1	-	-	0.1	-	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s				+: Computation Not Defined				*: All major volume in platoon		

Intersection												
Int Delay, s/veh	6156.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	578	141	236	44	158	12	546	70	10	4	14	202
Future Vol, veh/h	578	141	236	44	158	12	546	70	10	4	14	202
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	608	148	248	46	166	13	575	74	11	4	15	213
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	179	0	0	396	0	0	1867	1759	272	1796	1877	173
Stage 1	-	-	-	-	-	-	1488	1488	-	265	265	-
Stage 2	-	-	-	-	-	-	379	271	-	1531	1612	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1397	-	-	1163	-	-	~ 55	85	767	62	71	871
Stage 1	-	-	-	-	-	-	~ 155	188	-	740	689	-
Stage 2	-	-	-	-	-	-	643	685	-	146	163	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1397	-	-	1163	-	-	~ 14	~ 34	767	-	29	871
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 14	~ 34	-	-	29	-
Stage 1	-	-	-	-	-	-	~ 65	79	-	312	659	-
Stage 2	-	-	-	-	-	-	~ 454	655	-	~ 4	69	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	5.8			1.7			\$ 19806					
HCM LOS							F			-		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	15	1397	-	-	1163	-	-	-				
HCM Lane V/C Ratio	43.93	0.436	-	-	0.04	-	-	-				
HCM Control Delay (s)	\$ 19806	9.6	0	-	8.2	0	-	-				
HCM Lane LOS	F	A	A	-	A	A	-	-				
HCM 95th %tile Q(veh)	83.5	2.3	-	-	0.1	-	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

HCM 6th Signalized Intersection Summary

3: SR-86 NB Ramps & Airport Blvd

Coachella Airport Business Park

08/01/2020

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰		↱	↰	↱	↱
Traffic Volume (veh/h)	896	264	202	704	286	59
Future Volume (veh/h)	896	264	202	704	286	59
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	943	278	213	741	301	62
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	821	242	178	1387	282	251
Arrive On Green	1.00	1.00	0.10	0.74	0.16	0.16
Sat Flow, veh/h	1388	409	1781	1870	1781	1585
Grp Volume(v), veh/h	0	1221	213	741	301	62
Grp Sat Flow(s),veh/h/ln	0	1797	1781	1870	1781	1585
Q Serve(g_s), s	0.0	68.1	12.0	20.3	19.0	4.1
Cycle Q Clear(g_c), s	0.0	68.1	12.0	20.3	19.0	4.1
Prop In Lane		0.23	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1063	178	1387	282	251
V/C Ratio(X)	0.00	1.15	1.20	0.53	1.07	0.25
Avail Cap(c_a), veh/h	0	1063	178	1387	282	251
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.44	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	54.0	6.6	50.5	44.2
Incr Delay (d2), s/veh	0.0	72.2	129.9	1.5	72.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	21.3	11.7	6.8	14.1	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	72.2	183.9	8.1	123.0	44.7
LnGrp LOS	A	F	F	A	F	D
Approach Vol, veh/h	1221			954	363	
Approach Delay, s/veh	72.2			47.4	109.6	
Approach LOS	E			D	F	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		25.0	18.0	77.0		95.0
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s		19.0	12.0	71.0		89.0
Max Q Clear Time (g_c+I1), s		21.0	14.0	70.1		22.3
Green Ext Time (p_c), s		0.0	0.0	0.7		5.6
Intersection Summary						
HCM 6th Ctrl Delay			68.2			
HCM 6th LOS			E			

HCM 6th Signalized Intersection Summary

4: Desert Cactus Dr/SR-86 SB Ramps & Airport Blvd

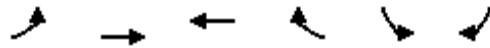
09/23/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	708	33	35	900	53	60	0	269	182	23	293
Future Volume (veh/h)	40	708	33	35	900	53	60	0	269	182	23	293
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	745	35	37	947	56	63	0	141	192	24	77
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	881	41	53	866	51	70	0	156	216	27	215
Arrive On Green	0.03	0.50	0.50	0.06	0.99	0.99	0.14	0.00	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1781	1772	83	1781	1748	103	507	0	1134	1592	199	1585
Grp Volume(v), veh/h	42	0	780	37	0	1003	204	0	0	216	0	77
Grp Sat Flow(s),veh/h/ln	1781	0	1855	1781	0	1852	1641	0	0	1791	0	1585
Q Serve(g_s), s	2.8	0.0	43.7	2.4	0.0	59.5	14.7	0.0	0.0	14.2	0.0	5.3
Cycle Q Clear(g_c), s	2.8	0.0	43.7	2.4	0.0	59.5	14.7	0.0	0.0	14.2	0.0	5.3
Prop In Lane	1.00		0.04	1.00		0.06	0.31		0.69	0.89		1.00
Lane Grp Cap(c), veh/h	56	0	923	53	0	918	226	0	0	243	0	215
V/C Ratio(X)	0.75	0.00	0.85	0.70	0.00	1.09	0.90	0.00	0.00	0.89	0.00	0.36
Avail Cap(c_a), veh/h	74	0	923	74	0	918	226	0	0	246	0	218
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.66	0.00	0.66	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.7	0.0	26.2	55.9	0.0	0.5	51.0	0.0	0.0	51.0	0.0	47.1
Incr Delay (d2), s/veh	25.3	0.0	9.4	10.7	0.0	53.7	35.2	0.0	0.0	30.1	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	21.1	1.2	0.0	13.9	8.1	0.0	0.0	8.4	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.0	0.0	35.5	66.7	0.0	54.3	86.2	0.0	0.0	81.0	0.0	48.1
LnGrp LOS	F	A	D	E	A	F	F	A	A	F	A	D
Approach Vol, veh/h	822		1040				204		293			
Approach Delay, s/veh	38.0		54.7				86.2		72.4			
Approach LOS	D		D				F		E			
Timer - Assigned Phs	2		3	4		6	7	8				
Phs Duration (G+Y+Rc), s	22.5		9.5	65.7		22.3	9.8	65.5				
Change Period (Y+Rc), s	6.0		6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s	16.5		5.0	58.0		16.5	5.0	58.0				
Max Q Clear Time (g_c+I1), s	16.7		4.4	45.7		16.2	4.8	61.5				
Green Ext Time (p_c), s	0.0		0.0	4.5		0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	53.8											
HCM 6th LOS	D											

HCM 6th Signalized Intersection Summary 5: Airport Blvd & Palm St

Coachella Airport Business Park

07/31/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	120	474	519	622	300	86
Future Volume (veh/h)	120	474	519	622	300	86
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	126	499	546	655	316	91
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	263	2196	1098	979	381	339
Arrive On Green	0.62	0.62	0.62	0.62	0.21	0.21
Sat Flow, veh/h	466	3647	1870	1585	1781	1585
Grp Volume(v), veh/h	126	499	546	655	316	91
Grp Sat Flow(s),veh/h/ln	466	1777	1777	1585	1781	1585
Q Serve(g_s), s	17.3	4.5	12.1	19.2	12.1	3.4
Cycle Q Clear(g_c), s	36.5	4.5	12.1	19.2	12.1	3.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	263	2196	1098	979	381	339
V/C Ratio(X)	0.48	0.23	0.50	0.67	0.83	0.27
Avail Cap(c_a), veh/h	562	4475	2237	1996	947	843
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.8	6.1	7.5	8.9	26.8	23.4
Incr Delay (d2), s/veh	1.3	0.1	0.3	0.8	4.6	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.2	3.8	5.5	5.2	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.1	6.1	7.9	9.7	31.5	23.8
LnGrp LOS	C	A	A	A	C	C
Approach Vol, veh/h		625	1201		407	
Approach Delay, s/veh		9.3	8.9		29.8	
Approach LOS		A	A		C	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				50.2	21.3	50.2
Change Period (Y+Rc), s				6.0	6.0	6.0
Max Green Setting (Gmax), s				90.0	38.0	90.0
Max Q Clear Time (g_c+I1), s				38.5	14.1	21.2
Green Ext Time (p_c), s				5.7	1.2	12.6
Intersection Summary						
HCM 6th Ctrl Delay			12.8			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary 6: Polk St & Airport Blvd

Coachella Airport Business Park

08/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	209	327	229	329	0	643	0	374	0	0	0
Future Volume (veh/h)	0	209	327	229	329	0	643	0	374	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	220	344	241	346	0	677	0	394	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1	378	1160	217	984	0	674	0	392	0	2	0
Arrive On Green	0.00	0.11	0.11	0.12	0.28	0.00	0.63	0.00	0.63	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	1077	0	627	0	1870	0
Grp Volume(v), veh/h	0	220	344	241	346	0	1071	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1704	0	0	0	1870	0
Q Serve(g_s), s	0.0	7.3	9.1	15.0	9.6	0.0	77.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	7.3	9.1	15.0	9.6	0.0	77.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.63		0.37	0.00		0.00
Lane Grp Cap(c), veh/h	1	378	1160	217	984	0	1066	0	0	0	2	0
V/C Ratio(X)	0.00	0.58	0.30	1.11	0.35	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	72	693	1301	217	984	0	1066	0	0	0	152	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	52.4	5.7	54.0	35.6	0.0	23.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.4	0.1	93.8	0.2	0.0	28.8	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.2	10.4	12.2	4.1	0.0	35.4	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	53.8	5.8	147.8	35.9	0.0	51.8	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	D	A	F	D	A	F	A	A	A	A	A
Approach Vol, veh/h		564			587			1071			0	
Approach Delay, s/veh		24.5			81.8			51.8			0.0	
Approach LOS		C			F			D				
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		83.0	21.0	19.1		0.0	0.0	40.1				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		77.0	15.0	24.0		10.0	5.0	34.0				
Max Q Clear Time (g_c+I1), s		79.0	17.0	11.1		0.0	0.0	11.6				
Green Ext Time (p_c), s		0.0	0.0	1.9		0.0	0.0	2.0				
Intersection Summary												
HCM 6th Ctrl Delay			52.8									
HCM 6th LOS			D									

Intersection												
Int Delay, s/veh	17.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	232	291	7	24	302	660	5	50	13	251	30	59
Future Vol, veh/h	232	291	7	24	302	660	5	50	13	251	30	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	200	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	244	306	7	25	318	695	5	53	14	264	32	62
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1013	0	0	313	0	0	1557	1857	306	1547	1517	666
Stage 1	-	-	-	-	-	-	794	794	-	716	716	-
Stage 2	-	-	-	-	-	-	763	1063	-	831	801	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	684	-	-	1247	-	-	92	74	734	~ 93	119	459
Stage 1	-	-	-	-	-	-	381	400	-	421	434	-
Stage 2	-	-	-	-	-	-	397	300	-	364	397	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	684	-	-	1247	-	-	32	~ 40	734	-	64	459
Mov Cap-2 Maneuver	-	-	-	-	-	-	32	~ 40	-	-	64	-
Stage 1	-	-	-	-	-	-	216	227	-	~ 239	410	-
Stage 2	-	-	-	-	-	-	299	283	-	~ 156	225	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	5.8			0.2			\$ 440.6					
HCM LOS							F			-		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	48	684	-	-	1247	-	-	-				
HCM Lane V/C Ratio	1.491	0.357	-	-	0.02	-	-	-				
HCM Control Delay (s)	\$ 440.6	13.2	0	-	7.9	0	-	-				
HCM Lane LOS	F	B	A	-	A	A	-	-				
HCM 95th %tile Q(veh)	6.9	1.6	-	-	0.1	-	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

HCM 6th Signalized Intersection Summary 8: Harrison St & Airport Blvd

Coachella Airport Business Park
07/31/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	↔
Traffic Volume (veh/h)	134	275	132	48	224	73	311	1754	191	102	543	121
Future Volume (veh/h)	134	275	132	48	224	73	311	1754	191	102	543	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	141	289	139	51	236	77	327	1846	201	107	572	127
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	105	166	78	72	295	91	349	895	97	71	718	609
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.20	0.54	0.54	0.04	0.38	0.38
Sat Flow, veh/h	251	554	260	149	985	304	1781	1657	180	1781	1870	1585
Grp Volume(v), veh/h	569	0	0	364	0	0	327	0	2047	107	572	127
Grp Sat Flow(s),veh/h/ln	1066	0	0	1439	0	0	1781	0	1838	1781	1870	1585
Q Serve(g_s), s	10.3	0.0	0.0	0.0	0.0	0.0	27.1	0.0	81.0	6.0	40.7	8.0
Cycle Q Clear(g_c), s	45.0	0.0	0.0	34.7	0.0	0.0	27.1	0.0	81.0	6.0	40.7	8.0
Prop In Lane	0.25		0.24	0.14		0.21	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	350	0	0	459	0	0	349	0	992	71	718	609
V/C Ratio(X)	1.63	0.00	0.00	0.79	0.00	0.00	0.94	0.00	2.06	1.50	0.80	0.21
Avail Cap(c_a), veh/h	350	0	0	459	0	0	380	0	992	71	718	609
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.1	0.0	0.0	47.9	0.0	0.0	59.4	0.0	34.5	72.0	41.0	30.9
Incr Delay (d2), s/veh	295.1	0.0	0.0	9.2	0.0	0.0	29.3	0.0	481.6	285.6	6.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	41.8	0.0	0.0	13.3	0.0	0.0	14.7	0.0	165.5	8.3	19.1	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	351.1	0.0	0.0	57.1	0.0	0.0	88.7	0.0	516.1	357.6	47.2	31.1
LnGrp LOS	F	A	A	E	A	A	F	A	F	F	D	C
Approach Vol, veh/h		569			364			2374			806	
Approach Delay, s/veh		351.1			57.1			457.3			85.9	
Approach LOS		F			E			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	87.0		51.0	35.4	63.6		51.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	81.0		45.0	32.0	55.0		45.0				
Max Q Clear Time (g_c+I1), s	8.0	83.0		47.0	29.1	42.7		36.7				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.3	2.9		1.2				
Intersection Summary												
HCM 6th Ctrl Delay			334.4									
HCM 6th LOS			F									

HCM 6th TWSC
9: Airport Blvd & Project Dwy

09/23/2020

Intersection						
Int Delay, s/veh	33.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	139	717	1111	141	64	79
Future Vol, veh/h	139	717	1111	141	64	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	146	755	1169	148	67	83
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1317	0	-	0	2216	1169
Stage 1	-	-	-	-	1169	-
Stage 2	-	-	-	-	1047	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	525	-	-	-	~ 48	235
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	338	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	525	-	-	-	~ 25	235
Mov Cap-2 Maneuver	-	-	-	-	~ 25	-
Stage 1	-	-	-	-	154	-
Stage 2	-	-	-	-	338	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.4	0		\$ 506.3		
HCM LOS	F					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	525	-	-	-	25	235
HCM Lane V/C Ratio	0.279	-	-	-	2.695	0.354
HCM Control Delay (s)	14.5	0	-	-	\$ 1096	28.5
HCM Lane LOS	B	A	-	-	F	D
HCM 95th %tile Q(veh)	1.1	-	-	-	8.3	1.5
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	103	38	30	53	51	109	20	490	14	224	653	130
Future Vol, veh/h	103	38	30	53	51	109	20	490	14	224	653	130
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	108	40	32	56	54	115	21	516	15	236	687	137
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	169	0	0	72	0	0	908	553	56	762	512	112
Stage 1	-	-	-	-	-	-	272	272	-	224	224	-
Stage 2	-	-	-	-	-	-	636	281	-	538	288	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1409	-	-	1528	-	-	256 ~ 441	1011	322 ~ 465	941		
Stage 1	-	-	-	-	-	-	734	685	-	779	718	-
Stage 2	-	-	-	-	-	-	466	678	-	527 ~ 674	-	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1409	-	-	1528	-	-	- ~ 389	1011	-	- ~ 410	941	
Mov Cap-2 Maneuver	-	-	-	-	-	-	- ~ 389		-	- ~ 410	-	
Stage 1	-	-	-	-	-	-	675	630	-	717	689	-
Stage 2	-	-	-	-	-	-	~ 1	650	-	~ 87 ~ 620	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	4.7			1.9								
HCM LOS							-			-		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1409	-	-	1528	-	-	-				
HCM Lane V/C Ratio	-	0.077	-	-	0.037	-	-	-				
HCM Control Delay (s)	-	7.8	0	-	7.4	0	-	-				
HCM Lane LOS	-	A	A	-	A	A	-	-				
HCM 95th %tile Q(veh)	-	0.2	-	-	0.1	-	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s				+: Computation Not Defined				*: All major volume in platoon		

Intersection												
Int Delay, s/veh	441.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	315	224	668	8	276	9	427	33	6	12	60	574
Future Vol, veh/h	315	224	668	8	276	9	427	33	6	12	60	574
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	332	236	703	8	291	9	449	35	6	13	63	604
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	300	0	0	939	0	0	1897	1568	588	1584	1915	296
Stage 1	-	-	-	-	-	-	1252	1252	-	312	312	-
Stage 2	-	-	-	-	-	-	645	316	-	1272	1603	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1261	-	-	730	-	-	~ 53	111	509	88	68	743
Stage 1	-	-	-	-	-	-	~ 211	244	-	699	658	-
Stage 2	-	-	-	-	-	-	461	655	-	206	165	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1261	-	-	730	-	-	-	38	509	~ 10	~ 23	743
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	38	-	~ 10	~ 23	-
Stage 1	-	-	-	-	-	-	~ 72	83	-	239	649	-
Stage 2	-	-	-	-	-	-	~ 77	646	-	40	~ 56	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.3			0.3						\$ 1782.4		
HCM LOS							-			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1261	-	-	730	-	-	141				
HCM Lane V/C Ratio	-	0.263	-	-	0.012	-	-	4.823				
HCM Control Delay (s)	-	8.9	0	-	10	0		\$ 1782.4				
HCM Lane LOS	-	A	A	-	A	A	-	F				
HCM 95th %tile Q(veh)	-	1.1	-	-	0	-	-	71				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s				+: Computation Not Defined				*: All major volume in platoon		

HCM 6th Signalized Intersection Summary

3: SR-86 NB Ramps & Airport Blvd

Coachella Airport Business Park

08/01/2020

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1121	199	312	966	94	88
Future Volume (veh/h)	1121	199	312	966	94	88
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1180	209	328	1017	99	93
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	993	176	223	1528	148	132
Arrive On Green	1.00	1.00	0.13	0.82	0.08	0.08
Sat Flow, veh/h	1547	274	1781	1870	1781	1585
Grp Volume(v), veh/h	0	1389	328	1017	99	93
Grp Sat Flow(s),veh/h/ln	0	1821	1781	1870	1781	1585
Q Serve(g_s), s	0.0	68.1	15.0	26.2	6.5	6.9
Cycle Q Clear(g_c), s	0.0	68.1	15.0	26.2	6.5	6.9
Prop In Lane		0.15	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1169	223	1528	148	132
V/C Ratio(X)	0.00	1.19	1.47	0.67	0.67	0.71
Avail Cap(c_a), veh/h	0	1169	223	1528	245	218
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	52.5	4.4	53.4	53.6
Incr Delay (d2), s/veh	0.0	85.7	235.6	2.3	5.1	6.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	27.8	21.1	6.6	3.1	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	85.7	288.1	6.7	58.5	60.3
LnGrp LOS	A	F	F	A	E	E
Approach Vol, veh/h	1389			1345	192	
Approach Delay, s/veh	85.7			75.3	59.4	
Approach LOS	F			E	E	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	16.0		21.0	83.0	104.0	
Change Period (Y+Rc), s	6.0		6.0	6.0	6.0	
Max Green Setting (Gmax), s	16.5		15.0	70.5	91.5	
Max Q Clear Time (g_c+I1), s	8.9		17.0	70.1	28.2	
Green Ext Time (p_c), s	0.3		0.0	0.3	10.2	
Intersection Summary						
HCM 6th Ctrl Delay			79.2			
HCM 6th LOS			E			

HCM 6th Signalized Intersection Summary

4: Desert Cactus Dr/SR-86 SB Ramps & Airport Blvd

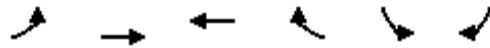
09/23/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	1003	154	88	843	128	37	2	70	247	93	93
Future Volume (veh/h)	87	1003	154	88	843	128	37	2	70	247	93	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	92	1056	162	93	887	135	39	2	17	260	98	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	74	824	126	74	825	126	83	4	36	218	82	264
Arrive On Green	0.04	0.52	0.52	0.08	1.00	1.00	0.07	0.07	0.07	0.17	0.17	0.17
Sat Flow, veh/h	1781	1584	243	1781	1586	241	1158	59	505	1311	494	1585
Grp Volume(v), veh/h	92	0	1218	93	0	1022	58	0	0	358	0	12
Grp Sat Flow(s),veh/h/ln	1781	0	1827	1781	0	1827	1722	0	0	1805	0	1585
Q Serve(g_s), s	5.0	0.0	62.4	5.0	0.0	57.9	3.9	0.0	0.0	20.0	0.0	0.8
Cycle Q Clear(g_c), s	5.0	0.0	62.4	5.0	0.0	57.9	3.9	0.0	0.0	20.0	0.0	0.8
Prop In Lane	1.00		0.13	1.00		0.13	0.67		0.29	0.73		1.00
Lane Grp Cap(c), veh/h	74	0	951	74	0	951	123	0	0	301	0	264
V/C Ratio(X)	1.24	0.00	1.28	1.25	0.00	1.07	0.47	0.00	0.00	1.19	0.00	0.05
Avail Cap(c_a), veh/h	74	0	951	74	0	951	244	0	0	301	0	264
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.69	0.00	0.69	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.5	0.0	28.8	55.0	0.0	0.0	53.6	0.0	0.0	50.0	0.0	42.0
Incr Delay (d2), s/veh	182.1	0.0	134.7	169.5	0.0	47.1	2.8	0.0	0.0	113.7	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	0.0	61.6	5.6	0.0	12.5	1.7	0.0	0.0	18.5	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	239.6	0.0	163.5	224.5	0.0	47.1	56.4	0.0	0.0	163.7	0.0	42.1
LnGrp LOS	F	A	F	F	A	F	E	A	A	F	A	D
Approach Vol, veh/h	1310			1115			58			370		
Approach Delay, s/veh	168.8			61.9			56.4			159.8		
Approach LOS	F			E			E			F		
Timer - Assigned Phs	2		3	4		6		7	8			
Phs Duration (G+Y+Rc), s	14.6		11.0	68.4		26.0		11.0	68.4			
Change Period (Y+Rc), s	6.0		6.0	6.0		6.0		6.0	6.0			
Max Green Setting (Gmax), s	17.0		5.0	54.0		20.0		5.0	54.0			
Max Q Clear Time (g_c+I1), s	5.9		7.0	64.4		22.0		7.0	59.9			
Green Ext Time (p_c), s	0.1		0.0	0.0		0.0		0.0	0.0			
Intersection Summary												
HCM 6th Ctrl Delay	123.6											
HCM 6th LOS	F											

HCM 6th Signalized Intersection Summary 5: Airport Blvd & Palm St

Coachella Airport Business Park

07/31/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	72	457	444	505	648	143
Future Volume (veh/h)	72	457	444	505	648	143
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	76	481	467	532	682	151
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	177	1586	793	707	740	658
Arrive On Green	0.45	0.45	0.45	0.45	0.42	0.42
Sat Flow, veh/h	564	3647	1870	1585	1781	1585
Grp Volume(v), veh/h	76	481	467	532	682	151
Grp Sat Flow(s),veh/h/ln	564	1777	1777	1585	1781	1585
Q Serve(g_s), s	11.3	7.5	17.1	24.2	31.4	5.3
Cycle Q Clear(g_c), s	35.5	7.5	17.1	24.2	31.4	5.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	177	1586	793	707	740	658
V/C Ratio(X)	0.43	0.30	0.59	0.75	0.92	0.23
Avail Cap(c_a), veh/h	192	1681	841	750	966	860
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.8	15.4	18.0	20.0	24.0	16.4
Incr Delay (d2), s/veh	1.6	0.1	1.0	4.1	11.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.7	6.8	9.1	14.3	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	36.4	15.5	19.0	24.0	35.7	16.6
LnGrp LOS	D	B	B	C	D	B
Approach Vol, veh/h		557	999		833	
Approach Delay, s/veh		18.3	21.7		32.2	
Approach LOS		B	C		C	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				44.7	42.0	44.7
Change Period (Y+Rc), s				6.0	6.0	6.0
Max Green Setting (Gmax), s				41.0	47.0	41.0
Max Q Clear Time (g_c+I1), s				37.5	33.4	26.2
Green Ext Time (p_c), s				1.2	2.5	6.1
Intersection Summary						
HCM 6th Ctrl Delay			24.6			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary

6: Polk St & Airport Blvd

Coachella Airport Business Park

08/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	372	693	358	263	0	369	0	224	0	0	0
Future Volume (veh/h)	0	372	693	358	263	0	369	0	224	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	392	729	377	277	0	388	0	236	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	780	962	407	1787	0	410	0	249	0	2	0
Arrive On Green	0.00	0.22	0.22	0.23	0.50	0.00	0.39	0.00	0.39	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	1058	0	644	0	1870	0
Grp Volume(v), veh/h	0	392	729	377	277	0	624	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1702	0	0	0	1870	0
Q Serve(g_s), s	0.0	10.6	24.0	22.6	4.6	0.0	38.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	10.6	24.0	22.6	4.6	0.0	38.8	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.62		0.38	0.00		0.00
Lane Grp Cap(c), veh/h	2	780	962	407	1787	0	659	0	0	0	2	0
V/C Ratio(X)	0.00	0.50	0.76	0.93	0.16	0.00	0.95	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	81	780	962	440	1787	0	701	0	0	0	171	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	37.4	13.2	41.3	14.7	0.0	32.4	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	3.5	24.9	0.0	0.0	21.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.4	20.1	12.3	1.7	0.0	18.9	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	37.9	16.7	66.2	14.7	0.0	53.6	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	D	B	E	B	A	D	A	A	A	A	A
Approach Vol, veh/h	1121			654			624			0		
Approach Delay, s/veh	24.1			44.4			53.6			0.0		
Approach LOS	C			D			D					
Timer - Assigned Phs	2		3	4		6	7	8				
Phs Duration (G+Y+Rc), s	48.3		30.9	30.0		0.0	0.0	60.9				
Change Period (Y+Rc), s	6.0		6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s	45.0		27.0	24.0		10.0	5.0	46.0				
Max Q Clear Time (g_c+I1), s	40.8		24.6	26.0		0.0	0.0	6.6				
Green Ext Time (p_c), s	1.6		0.3	0.0		0.0	0.0	1.7				
Intersection Summary												
HCM 6th Ctrl Delay	37.3											
HCM 6th LOS	D											

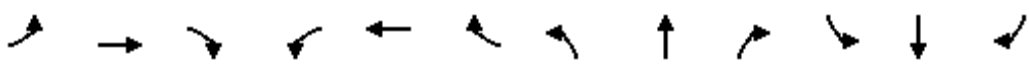
Intersection												
Int Delay, s/veh	1766.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	122	284	4	19	294	323	14	71	13	748	54	204
Future Vol, veh/h	122	284	4	19	294	323	14	71	13	748	54	204
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	200	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	128	299	4	20	309	340	15	75	14	787	57	215
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	649	0	0	303	0	0	1210	1244	299	1121	1078	479
Stage 1	-	-	-	-	-	-	555	555	-	519	519	-
Stage 2	-	-	-	-	-	-	655	689	-	602	559	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	937	-	-	1258	-	-	159	174	741	~ 183	219	587
Stage 1	-	-	-	-	-	-	516	513	-	~ 540	533	-
Stage 2	-	-	-	-	-	-	455	446	-	~ 486	511	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	937	-	-	1258	-	-	66	142	741	~ 92	178	587
Mov Cap-2 Maneuver	-	-	-	-	-	-	66	142	-	~ 92	178	-
Stage 1	-	-	-	-	-	-	431	429	-	~ 451	519	-
Stage 2	-	-	-	-	-	-	250	434	-	~ 329	427	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.8			0.2			89.6			\$ 3764.8		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	134	937	-	-	1258	-	-	115				
HCM Lane V/C Ratio	0.77	0.137	-	-	0.016	-	-	9.208				
HCM Control Delay (s)	89.6	9.5	0	-	7.9	0		\$ 3764.8				
HCM Lane LOS	F	A	A	-	A	A	-	F				
HCM 95th %tile Q(veh)	4.6	0.5	-	-	0	-	-	121.3				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s				+: Computation Not Defined				*: All major volume in platoon		

HCM 6th Signalized Intersection Summary

8: Harrison St & Airport Blvd

Coachella Airport Business Park

07/31/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	↔
Traffic Volume (veh/h)	118	225	433	137	385	93	251	1156	91	73	1689	134
Future Volume (veh/h)	118	225	433	137	385	93	251	1156	91	73	1689	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	124	237	456	144	405	98	264	1217	96	77	1778	141
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	88	129	240	95	201	48	154	844	67	83	848	719
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.09	0.49	0.49	0.05	0.45	0.45
Sat Flow, veh/h	179	380	705	193	591	140	1781	1711	135	1781	1870	1585
Grp Volume(v), veh/h	817	0	0	647	0	0	264	0	1313	77	1778	141
Grp Sat Flow(s),veh/h/ln	1264	0	0	923	0	0	1781	0	1846	1781	1870	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	74.0	6.5	68.0	8.0
Cycle Q Clear(g_c), s	51.0	0.0	0.0	51.0	0.0	0.0	13.0	0.0	74.0	6.5	68.0	8.0
Prop In Lane	0.15		0.56	0.22		0.15	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	457	0	0	343	0	0	154	0	911	83	848	719
V/C Ratio(X)	1.79	0.00	0.00	1.88	0.00	0.00	1.71	0.00	1.44	0.93	2.10	0.20
Avail Cap(c_a), veh/h	457	0	0	343	0	0	154	0	911	83	848	719
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.6	0.0	0.0	51.0	0.0	0.0	68.5	0.0	38.0	71.2	41.0	24.6
Incr Delay (d2), s/veh	362.5	0.0	0.0	409.0	0.0	0.0	345.5	0.0	205.0	74.3	497.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	62.9	0.0	0.0	51.8	0.0	0.0	20.6	0.0	82.6	4.6	146.3	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	413.2	0.0	0.0	459.9	0.0	0.0	414.0	0.0	243.0	145.5	538.7	24.7
LnGrp LOS	F	A	A	F	A	A	F	A	F	F	F	C
Approach Vol, veh/h	817			647			1577			1996		
Approach Delay, s/veh	413.2			459.9			271.6			487.2		
Approach LOS	F			F			F			F		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	80.0		57.0	19.0	74.0		57.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	7.0	74.0		51.0	13.0	68.0		51.0				
Max Q Clear Time (g_c+I1), s	8.5	76.0		53.0	15.0	70.0		53.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	404.2											
HCM 6th LOS	F											

HCM 6th TWSC
9: Airport Blvd & Project Dwy

09/23/2020

Intersection						
Int Delay, s/veh	93.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	78	1127	913	60	117	134
Future Vol, veh/h	78	1127	913	60	117	134
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	1186	961	63	123	141
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1024	0	-	0	2311	961
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	1350	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	678	-	-	-	~ 42	311
Stage 1	-	-	-	-	371	-
Stage 2	-	-	-	-	241	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	678	-	-	-	~ 27	311
Mov Cap-2 Maneuver	-	-	-	-	~ 27	-
Stage 1	-	-	-	-	239	-
Stage 2	-	-	-	-	241	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.7	0		\$ 897.8		
HCM LOS	F					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	678	-	-	-	27	311
HCM Lane V/C Ratio	0.121	-	-	-	4.561	0.454
HCM Control Delay (s)	11	0	-	\$ 1896.6	25.8	
HCM Lane LOS	B	A	-	-	F	D
HCM 95th %tile Q(veh)	0.4	-	-	-	15.1	2.3
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

APPENDIX I -

**BUILDOUT (2035) WITH PHASE I, II & III PROJECT PEAK HOUR INTERSECTION ANALYSIS
WORKSHEETS**

Intersection												
Int Delay, s/veh	124											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	53	17	11	34	28	102	28	680	8	20	270	72
Future Vol, veh/h	53	17	11	34	28	102	28	680	8	20	270	72
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	56	18	12	36	29	107	29	716	8	21	284	76
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	136	0	0	30	0	0	471	344	24	653	297	83
Stage 1	-	-	-	-	-	-	136	136	-	155	155	-
Stage 2	-	-	-	-	-	-	335	208	-	498	142	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1448	-	-	1583	-	-	503	~ 579	1052	380	615	976
Stage 1	-	-	-	-	-	-	867	784	-	847	769	-
Stage 2	-	-	-	-	-	-	679	730	-	554	779	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1448	-	-	1583	-	-	272	~ 543	1052	-	576	976
Mov Cap-2 Maneuver	-	-	-	-	-	-	272	~ 543	-	-	576	-
Stage 1	-	-	-	-	-	-	833	753	-	814	750	-
Stage 2	-	-	-	-	-	-	379	~ 712	-	26	749	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	5			1.5			228.3					
HCM LOS							F			-		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	525	1448	-	-	1583	-	-	-				
HCM Lane V/C Ratio	1.436	0.039	-	-	0.023	-	-	-				
HCM Control Delay (s)	228.3	7.6	0	-	7.3	0	-	-				
HCM Lane LOS	F	A	A	-	A	A	-	-				
HCM 95th %tile Q(veh)	36.4	0.1	-	-	0.1	-	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s				+: Computation Not Defined				*: All major volume in platoon		

Intersection												
Int Delay, s/veh	6153											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	578	141	236	44	159	12	546	70	10	4	14	202
Future Vol, veh/h	578	141	236	44	159	12	546	70	10	4	14	202
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	608	148	248	46	167	13	575	74	11	4	15	213
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	180	0	0	396	0	0	1868	1760	272	1797	1878	174
Stage 1	-	-	-	-	-	-	1488	1488	-	266	266	-
Stage 2	-	-	-	-	-	-	380	272	-	1531	1612	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1396	-	-	1163	-	-	~ 55	84	767	62	71	869
Stage 1	-	-	-	-	-	-	~ 155	188	-	739	689	-
Stage 2	-	-	-	-	-	-	642	685	-	146	163	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1396	-	-	1163	-	-	~ 14	~ 34	767	-	29	869
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 14	~ 34	-	-	29	-
Stage 1	-	-	-	-	-	-	~ 65	79	-	311	659	-
Stage 2	-	-	-	-	-	-	~ 453	655	-	~ 4	69	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	5.8			1.7			\$ 19806					
HCM LOS							F			-		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	15	1396	-	-	1163	-	-	-				
HCM Lane V/C Ratio	43.93	0.436	-	-	0.04	-	-	-				
HCM Control Delay (s)	\$ 19806	9.6	0	-	8.2	0	-	-				
HCM Lane LOS	F	A	A	-	A	A	-	-				
HCM 95th %tile Q(veh)	83.5	2.3	-	-	0.1	-	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s				+: Computation Not Defined				*: All major volume in platoon		

HCM 6th Signalized Intersection Summary

3: SR-86 NB Ramps & Airport Blvd

Coachella Airport Business Park

08/01/2020

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰		↱	↰	↱	↱
Traffic Volume (veh/h)	897	270	202	706	292	59
Future Volume (veh/h)	897	270	202	706	292	59
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	944	284	213	743	307	62
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	817	246	178	1387	282	251
Arrive On Green	1.00	1.00	0.10	0.74	0.16	0.16
Sat Flow, veh/h	1380	415	1781	1870	1781	1585
Grp Volume(v), veh/h	0	1228	213	743	307	62
Grp Sat Flow(s),veh/h/ln	0	1796	1781	1870	1781	1585
Q Serve(g_s), s	0.0	65.2	12.0	20.4	19.0	4.1
Cycle Q Clear(g_c), s	0.0	65.2	12.0	20.4	19.0	4.1
Prop In Lane		0.23	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1062	178	1387	282	251
V/C Ratio(X)	0.00	1.16	1.20	0.54	1.09	0.25
Avail Cap(c_a), veh/h	0	1062	178	1387	282	251
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.42	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	54.0	6.6	50.5	44.2
Incr Delay (d2), s/veh	0.0	75.1	129.9	1.5	79.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	22.2	11.7	6.8	14.6	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	75.1	183.9	8.1	129.8	44.7
LnGrp LOS	A	F	F	A	F	D
Approach Vol, veh/h	1228			956	369	
Approach Delay, s/veh	75.1			47.3	115.5	
Approach LOS	E			D	F	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		25.0	18.0	77.0		95.0
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s		19.0	12.0	71.0		89.0
Max Q Clear Time (g_c+I1), s		21.0	14.0	67.2		22.4
Green Ext Time (p_c), s		0.0	0.0	2.8		5.6
Intersection Summary						
HCM 6th Ctrl Delay			70.5			
HCM 6th LOS			E			

HCM 6th Signalized Intersection Summary

4: Desert Cactus Dr/SR-86 SB Ramps & Airport Blvd

09/23/2020

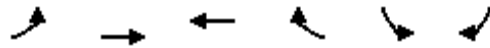
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	714	34	35	908	53	63	0	269	182	23	316
Future Volume (veh/h)	41	714	34	35	908	53	63	0	269	182	23	316
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	752	36	37	956	56	66	0	147	192	24	107
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	880	42	53	866	51	70	0	156	216	27	215
Arrive On Green	0.03	0.50	0.50	0.06	0.99	0.99	0.14	0.00	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1781	1770	85	1781	1749	102	509	0	1133	1592	199	1585
Grp Volume(v), veh/h	43	0	788	37	0	1012	213	0	0	216	0	107
Grp Sat Flow(s),veh/h/ln	1781	0	1855	1781	0	1852	1641	0	0	1791	0	1585
Q Serve(g_s), s	2.9	0.0	44.5	2.4	0.0	59.4	15.4	0.0	0.0	14.2	0.0	7.5
Cycle Q Clear(g_c), s	2.9	0.0	44.5	2.4	0.0	59.4	15.4	0.0	0.0	14.2	0.0	7.5
Prop In Lane	1.00		0.05	1.00		0.06	0.31		0.69	0.89		1.00
Lane Grp Cap(c), veh/h	57	0	923	53	0	917	226	0	0	243	0	215
V/C Ratio(X)	0.76	0.00	0.85	0.70	0.00	1.10	0.94	0.00	0.00	0.89	0.00	0.50
Avail Cap(c_a), veh/h	74	0	923	74	0	917	226	0	0	246	0	218
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.65	0.00	0.65	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.6	0.0	26.4	55.9	0.0	0.6	51.3	0.0	0.0	51.0	0.0	48.1
Incr Delay (d2), s/veh	27.5	0.0	9.9	10.6	0.0	57.6	44.4	0.0	0.0	30.0	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	21.6	1.2	0.0	14.9	8.9	0.0	0.0	8.4	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.1	0.0	36.3	66.5	0.0	58.2	95.7	0.0	0.0	81.0	0.0	49.9
LnGrp LOS	F	A	D	E	A	F	F	A	A	F	A	D
Approach Vol, veh/h	831		1049				213		323			
Approach Delay, s/veh	38.8		58.5				95.7		70.7			
Approach LOS	D		E				F		E			
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	22.5		9.5		65.7		22.3		9.8		65.4	
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0		6.0		6.0	
Max Green Setting (Gmax), s	16.5		5.0		58.0		16.5		5.0		58.0	
Max Q Clear Time (g_c+I1), s	17.4		4.4		46.5		16.2		4.9		61.4	
Green Ext Time (p_c), s	0.0		0.0		4.4		0.0		0.0		0.0	
Intersection Summary												
HCM 6th Ctrl Delay	56.6											
HCM 6th LOS	E											

HCM 6th Signalized Intersection Summary

5: Airport Blvd & Palm St

Coachella Airport Business Park

07/31/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	120	491	523	625	311	86
Future Volume (veh/h)	120	491	523	625	311	86
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	126	517	551	658	327	91
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	258	2201	1101	982	390	347
Arrive On Green	0.62	0.62	0.62	0.62	0.22	0.22
Sat Flow, veh/h	462	3647	1870	1585	1781	1585
Grp Volume(v), veh/h	126	517	551	658	327	91
Grp Sat Flow(s),veh/h/ln	462	1777	1777	1585	1781	1585
Q Serve(g_s), s	18.1	4.8	12.7	20.1	13.0	3.5
Cycle Q Clear(g_c), s	38.2	4.8	12.7	20.1	13.0	3.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	258	2201	1101	982	390	347
V/C Ratio(X)	0.49	0.23	0.50	0.67	0.84	0.26
Avail Cap(c_a), veh/h	532	4304	2152	1920	911	811
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.6	6.3	7.8	9.2	27.8	24.0
Incr Delay (d2), s/veh	1.4	0.1	0.4	0.8	4.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.3	4.1	5.8	5.6	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.0	6.3	8.2	10.0	32.6	24.4
LnGrp LOS	C	A	A	A	C	C
Approach Vol, veh/h		643	1209		418	
Approach Delay, s/veh		9.6	9.2		30.8	
Approach LOS		A	A		C	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				52.0	22.3	52.0
Change Period (Y+Rc), s				6.0	6.0	6.0
Max Green Setting (Gmax), s				90.0	38.0	90.0
Max Q Clear Time (g_c+I1), s				40.2	15.0	22.1
Green Ext Time (p_c), s				5.8	1.2	12.7
Intersection Summary						
HCM 6th Ctrl Delay			13.3			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary

6: Polk St & Airport Blvd

Coachella Airport Business Park

08/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	223	327	230	333	0	643	0	376	0	0	0
Future Volume (veh/h)	0	223	327	230	333	0	643	0	376	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	235	344	242	351	0	677	0	396	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1	380	1160	217	986	0	672	0	393	0	2	0
Arrive On Green	0.00	0.11	0.11	0.12	0.28	0.00	0.63	0.00	0.63	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	1075	0	629	0	1870	0
Grp Volume(v), veh/h	0	235	344	242	351	0	1073	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1703	0	0	0	1870	0
Q Serve(g_s), s	0.0	7.8	9.1	15.0	9.8	0.0	77.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	7.8	9.1	15.0	9.8	0.0	77.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.63		0.37	0.00		0.00
Lane Grp Cap(c), veh/h	1	380	1160	217	986	0	1065	0	0	0	2	0
V/C Ratio(X)	0.00	0.62	0.30	1.12	0.36	0.00	1.01	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	72	693	1300	217	986	0	1065	0	0	0	152	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	52.6	5.6	54.1	35.7	0.0	23.1	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.6	0.1	95.5	0.2	0.0	29.4	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.4	10.4	12.3	4.1	0.0	35.7	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	54.3	5.8	149.6	35.9	0.0	52.5	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	D	A	F	D	A	F	A	A	A	A	A
Approach Vol, veh/h		579			593			1073				0
Approach Delay, s/veh		25.5			82.3			52.5				0.0
Approach LOS		C			F			D				
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		83.0	21.0	19.2		0.0	0.0	40.2				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		77.0	15.0	24.0		10.0	5.0	34.0				
Max Q Clear Time (g_c+I1), s		79.0	17.0	11.1		0.0	0.0	11.8				
Green Ext Time (p_c), s		0.0	0.0	2.0		0.0	0.0	2.0				
Intersection Summary												
HCM 6th Ctrl Delay			53.4									
HCM 6th LOS			D									

Intersection												
Int Delay, s/veh	18.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	232	302	7	24	305	660	5	50	15	253	30	59
Future Vol, veh/h	232	302	7	24	305	660	5	50	15	253	30	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	200	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	244	318	7	25	321	695	5	53	16	266	32	62
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1016	0	0	325	0	0	1572	1872	318	1563	1532	669
Stage 1	-	-	-	-	-	-	806	806	-	719	719	-
Stage 2	-	-	-	-	-	-	766	1066	-	844	813	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	683	-	-	1235	-	-	89	72	723	~ 91	117	458
Stage 1	-	-	-	-	-	-	376	395	-	420	433	-
Stage 2	-	-	-	-	-	-	395	299	-	358	392	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	683	-	-	1235	-	-	31	~ 38	723	-	62	458
Mov Cap-2 Maneuver	-	-	-	-	-	-	31	~ 38	-	-	62	-
Stage 1	-	-	-	-	-	-	212	223	-	~ 237	409	-
Stage 2	-	-	-	-	-	-	297	282	-	~ 151	221	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	5.6			0.2			\$ 474.6					
HCM LOS							F			-		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	47	683	-	-	1235	-	-	-				
HCM Lane V/C Ratio	1.568	0.358	-	-	0.02	-	-	-				
HCM Control Delay (s)	\$ 474.6	13.2	0	-	8	0	-	-				
HCM Lane LOS	F	B	A	-	A	A	-	-				
HCM 95th %tile Q(veh)	7.2	1.6	-	-	0.1	-	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

HCM 6th Signalized Intersection Summary

8: Harrison St & Airport Blvd

Coachella Airport Business Park

07/31/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	277	132	48	225	75	311	1754	193	110	543	121
Future Volume (veh/h)	134	277	132	48	225	75	311	1754	193	110	543	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	141	292	139	51	237	79	327	1846	203	116	572	127
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	166	77	72	294	93	349	894	98	71	718	609
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.20	0.54	0.54	0.04	0.38	0.38
Sat Flow, veh/h	248	552	257	148	981	310	1781	1656	182	1781	1870	1585
Grp Volume(v), veh/h	572	0	0	367	0	0	327	0	2049	116	572	127
Grp Sat Flow(s),veh/h/ln	1058	0	0	1439	0	0	1781	0	1838	1781	1870	1585
Q Serve(g_s), s	9.9	0.0	0.0	0.0	0.0	0.0	27.1	0.0	81.0	6.0	40.7	8.0
Cycle Q Clear(g_c), s	45.0	0.0	0.0	35.1	0.0	0.0	27.1	0.0	81.0	6.0	40.7	8.0
Prop In Lane	0.25		0.24	0.14		0.22	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	347	0	0	459	0	0	349	0	992	71	718	609
V/C Ratio(X)	1.65	0.00	0.00	0.80	0.00	0.00	0.94	0.00	2.06	1.63	0.80	0.21
Avail Cap(c_a), veh/h	347	0	0	459	0	0	380	0	992	71	718	609
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	0.0	0.0	48.0	0.0	0.0	59.4	0.0	34.5	72.0	41.0	30.9
Incr Delay (d2), s/veh	304.0	0.0	0.0	9.7	0.0	0.0	29.3	0.0	482.7	337.5	6.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	42.3	0.0	0.0	13.5	0.0	0.0	14.7	0.0	165.7	9.3	19.1	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	360.0	0.0	0.0	57.7	0.0	0.0	88.7	0.0	517.2	409.5	47.2	31.1
LnGrp LOS	F	A	A	E	A	A	F	A	F	F	D	C
Approach Vol, veh/h		572			367			2376			815	
Approach Delay, s/veh		360.0			57.7			458.2			96.3	
Approach LOS		F			E			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	87.0		51.0	35.4	63.6		51.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	81.0		45.0	32.0	55.0		45.0				
Max Q Clear Time (g_c+I1), s	8.0	83.0		47.0	29.1	42.7		37.1				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.3	2.9		1.2				
Intersection Summary												
HCM 6th Ctrl Delay			337.6									
HCM 6th LOS			F									

HCM 6th TWSC
9: Airport Blvd & Project Dwy

09/23/2020

Intersection						
Int Delay, s/veh	60.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	167	717	1111	176	72	86
Future Vol, veh/h	167	717	1111	176	72	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	176	755	1169	185	76	91
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1354	0	-	0	2276	1169
Stage 1	-	-	-	-	1169	-
Stage 2	-	-	-	-	1107	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	508	-	-	-	~ 44	235
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	316	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	508	-	-	-	~ 18	235
Mov Cap-2 Maneuver	-	-	-	-	~ 18	-
Stage 1	-	-	-	-	119	-
Stage 2	-	-	-	-	316	-
Approach	EB	WB		SB		
HCM Control Delay, s	3	0		\$ 871.2		
HCM LOS	F					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	508	-	-	-	18	235
HCM Lane V/C Ratio	0.346	-	-	-	4.211	0.385
HCM Control Delay (s)	15.8	0	-	\$ 1876.5	29.6	
HCM Lane LOS	C	A	-	-	F	D
HCM 95th %tile Q(veh)	1.5	-	-	-	10.1	1.7
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	103	38	30	53	51	109	20	490	14	224	653	130
Future Vol, veh/h	103	38	30	53	51	109	20	490	14	224	653	130
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	108	40	32	56	54	115	21	516	15	236	687	137
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	169	0	0	72	0	0	908	553	56	762	512	112
Stage 1	-	-	-	-	-	-	272	272	-	224	224	-
Stage 2	-	-	-	-	-	-	636	281	-	538	288	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1409	-	-	1528	-	-	256 ~ 441	1011	322 ~ 465	941		
Stage 1	-	-	-	-	-	-	734	685	-	779	718	-
Stage 2	-	-	-	-	-	-	466	678	-	527 ~ 674	-	
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1409	-	-	1528	-	-	- ~ 389	1011	- ~ 410	941		
Mov Cap-2 Maneuver	-	-	-	-	-	-	- ~ 389	-	- ~ 410	-		
Stage 1	-	-	-	-	-	-	675	630	-	717	689	-
Stage 2	-	-	-	-	-	-	~ 1	650	- ~ 87	~ 620	-	
Approach	EB			WB			NB			SB		
HCM Control Delay, s	4.7			1.9								
HCM LOS							-			-		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1409	-	-	1528	-	-	-				
HCM Lane V/C Ratio	-	0.077	-	-	0.037	-	-	-				
HCM Control Delay (s)	-	7.8	0	-	7.4	0	-	-				
HCM Lane LOS	-	A	A	-	A	A	-	-				
HCM 95th %tile Q(veh)	-	0.2	-	-	0.1	-	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s				+: Computation Not Defined				*: All major volume in platoon		

Intersection												
Int Delay, s/veh	479											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	315	225	668	8	277	9	427	33	6	12	60	574
Future Vol, veh/h	315	225	668	8	277	9	427	33	6	12	60	574
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	332	237	703	8	292	9	449	35	6	13	63	604
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	301	0	0	940	0	0	1899	1570	589	1586	1917	297
Stage 1	-	-	-	-	-	-	1253	1253	-	313	313	-
Stage 2	-	-	-	-	-	-	646	317	-	1273	1604	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1260	-	-	729	-	-	~ 53	111	508	87	67	742
Stage 1	-	-	-	-	-	-	~ 211	244	-	698	657	-
Stage 2	-	-	-	-	-	-	460	654	-	205	165	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1260	-	-	729	-	-	-	37	508	~ 8	~ 23	742
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	37	-	~ 8	~ 23	-
Stage 1	-	-	-	-	-	-	~ 72	83	-	238	648	-
Stage 2	-	-	-	-	-	-	~ 76	645	-	40	~ 56	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.3			0.3						\$ 1933.7		
HCM LOS							-			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1260	-	-	729	-	-	132				
HCM Lane V/C Ratio	-	0.263	-	-	0.012	-	-	5.152				
HCM Control Delay (s)	-	8.9	0	-	10	0		\$ 1933.7				
HCM Lane LOS	-	A	A	-	A	A	-	F				
HCM 95th %tile Q(veh)	-	1.1	-	-	0	-	-	72				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s				+: Computation Not Defined				*: All major volume in platoon		

HCM 6th Signalized Intersection Summary

3: SR-86 NB Ramps & Airport Blvd

Coachella Airport Business Park

08/01/2020

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1123	217	312	967	96	88
Future Volume (veh/h)	1123	217	312	967	96	88
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1182	228	328	1018	101	93
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	978	189	223	1528	148	132
Arrive On Green	1.00	1.00	0.13	0.82	0.08	0.08
Sat Flow, veh/h	1524	294	1781	1870	1781	1585
Grp Volume(v), veh/h	0	1410	328	1018	101	93
Grp Sat Flow(s),veh/h/ln	0	1817	1781	1870	1781	1585
Q Serve(g_s), s	0.0	72.3	15.0	26.3	6.6	6.9
Cycle Q Clear(g_c), s	0.0	72.3	15.0	26.3	6.6	6.9
Prop In Lane		0.16	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1166	223	1528	148	132
V/C Ratio(X)	0.00	1.21	1.47	0.67	0.68	0.71
Avail Cap(c_a), veh/h	0	1166	223	1528	245	218
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	52.5	4.4	53.5	53.6
Incr Delay (d2), s/veh	0.0	94.8	235.6	2.3	5.4	6.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	30.7	21.1	6.7	3.2	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	94.8	288.1	6.7	58.9	60.3
LnGrp LOS	A	F	F	A	E	E
Approach Vol, veh/h	1410			1346	194	
Approach Delay, s/veh	94.8			75.3	59.6	
Approach LOS	F			E	E	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		16.0	21.0	83.0		104.0
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s		16.5	15.0	70.5		91.5
Max Q Clear Time (g_c+I1), s		8.9	17.0	74.3		28.3
Green Ext Time (p_c), s		0.3	0.0	0.0		10.2
Intersection Summary						
HCM 6th Ctrl Delay			83.6			
HCM 6th LOS			F			

HCM 6th Signalized Intersection Summary

4: Desert Cactus Dr/SR-86 SB Ramps & Airport Blvd

09/23/2020

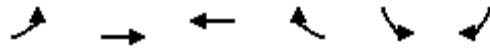
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	1023	157	88	845	128	38	2	70	247	93	99
Future Volume (veh/h)	92	1023	157	88	845	128	38	2	70	247	93	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	97	1077	165	93	889	135	40	2	18	260	98	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	74	823	126	74	824	125	83	4	37	218	82	264
Arrive On Green	0.04	0.52	0.52	0.08	1.00	1.00	0.07	0.07	0.07	0.17	0.17	0.17
Sat Flow, veh/h	1781	1584	243	1781	1586	241	1147	57	516	1311	494	1585
Grp Volume(v), veh/h	97	0	1242	93	0	1024	60	0	0	358	0	12
Grp Sat Flow(s),veh/h/ln	1781	0	1827	1781	0	1827	1720	0	0	1805	0	1585
Q Serve(g_s), s	5.0	0.0	62.4	5.0	0.0	62.4	4.0	0.0	0.0	20.0	0.0	0.8
Cycle Q Clear(g_c), s	5.0	0.0	62.4	5.0	0.0	62.4	4.0	0.0	0.0	20.0	0.0	0.8
Prop In Lane	1.00		0.13	1.00		0.13	0.67		0.30	0.73		1.00
Lane Grp Cap(c), veh/h	74	0	949	74	0	949	124	0	0	301	0	264
V/C Ratio(X)	1.31	0.00	1.31	1.25	0.00	1.08	0.48	0.00	0.00	1.19	0.00	0.05
Avail Cap(c_a), veh/h	74	0	949	74	0	949	258	0	0	301	0	264
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.68	0.00	0.68	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.5	0.0	28.8	55.0	0.0	0.0	53.5	0.0	0.0	50.0	0.0	42.0
Incr Delay (d2), s/veh	207.0	0.0	146.5	168.9	0.0	48.3	2.9	0.0	0.0	113.7	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	0.0	64.6	5.6	0.0	12.7	1.8	0.0	0.0	18.5	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	264.5	0.0	175.3	223.9	0.0	48.3	56.4	0.0	0.0	163.7	0.0	42.1
LnGrp LOS	F	A	F	F	A	F	E	A	A	F	A	D
Approach Vol, veh/h	1339			1117			60			370		
Approach Delay, s/veh	181.7			63.0			56.4			159.8		
Approach LOS	F			E			E			F		
Timer - Assigned Phs	2		3	4		6		7	8			
Phs Duration (G+Y+Rc), s	14.6		11.0	68.4		26.0		11.0	68.4			
Change Period (Y+Rc), s	6.0		6.0	6.0		6.0		6.0	6.0			
Max Green Setting (Gmax), s	18.0		5.0	53.0		20.0		5.0	53.0			
Max Q Clear Time (g_c+I1), s	6.0		7.0	64.4		22.0		7.0	64.4			
Green Ext Time (p_c), s	0.1		0.0	0.0		0.0		0.0	0.0			
Intersection Summary												
HCM 6th Ctrl Delay	130.4											
HCM 6th LOS	F											

HCM 6th Signalized Intersection Summary

5: Airport Blvd & Palm St

Coachella Airport Business Park

07/31/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	72	464	462	515	651	143
Future Volume (veh/h)	72	464	462	515	651	143
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	76	488	486	542	685	151
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	171	1598	799	713	740	659
Arrive On Green	0.45	0.45	0.45	0.45	0.42	0.42
Sat Flow, veh/h	549	3647	1870	1585	1781	1585
Grp Volume(v), veh/h	76	488	486	542	685	151
Grp Sat Flow(s),veh/h/ln	549	1777	1777	1585	1781	1585
Q Serve(g_s), s	12.0	7.8	18.4	25.5	32.5	5.5
Cycle Q Clear(g_c), s	37.4	7.8	18.4	25.5	32.5	5.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	171	1598	799	713	740	659
V/C Ratio(X)	0.45	0.31	0.61	0.76	0.93	0.23
Avail Cap(c_a), veh/h	177	1637	819	730	941	837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.1	15.6	18.6	20.5	24.7	16.8
Incr Delay (d2), s/veh	1.8	0.1	1.3	4.6	12.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	2.9	7.4	9.7	15.0	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	37.9	15.7	19.8	25.1	37.3	17.0
LnGrp LOS	D	B	B	C	D	B
Approach Vol, veh/h		564	1028		836	
Approach Delay, s/veh		18.7	22.6		33.6	
Approach LOS		B	C		C	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				46.0	43.0	46.0
Change Period (Y+Rc), s				6.0	6.0	6.0
Max Green Setting (Gmax), s				41.0	47.0	41.0
Max Q Clear Time (g_c+l1), s				39.4	34.5	27.5
Green Ext Time (p_c), s				0.6	2.5	6.0
Intersection Summary						
HCM 6th Ctrl Delay			25.5			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary 6: Polk St & Airport Blvd

Coachella Airport Business Park

08/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	378	693	360	279	0	369	0	225	0	0	0
Future Volume (veh/h)	0	378	693	360	279	0	369	0	225	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	398	729	379	294	0	388	0	237	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	777	964	406	1782	0	411	0	251	0	2	0
Arrive On Green	0.00	0.22	0.22	0.23	0.50	0.00	0.39	0.00	0.39	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	1056	0	645	0	1870	0
Grp Volume(v), veh/h	0	398	729	379	294	0	625	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1701	0	0	0	1870	0
Q Serve(g_s), s	0.0	10.8	24.0	22.9	4.9	0.0	38.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	10.8	24.0	22.9	4.9	0.0	38.9	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.62		0.38	0.00		0.00
Lane Grp Cap(c), veh/h	2	777	964	406	1782	0	663	0	0	0	2	0
V/C Ratio(X)	0.00	0.51	0.76	0.93	0.17	0.00	0.94	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	81	777	964	422	1782	0	713	0	0	0	170	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	37.8	13.1	41.6	14.9	0.0	32.4	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	3.5	27.2	0.0	0.0	20.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.5	20.2	12.7	1.9	0.0	18.8	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	38.3	16.6	68.7	14.9	0.0	52.7	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	D	B	E	B	A	D	A	A	A	A	A
Approach Vol, veh/h	1127			673			625			0		
Approach Delay, s/veh	24.3			45.2			52.7			0.0		
Approach LOS	C			D			D					
Timer - Assigned Phs	2		3	4		6	7	8				
Phs Duration (G+Y+Rc), s	48.8		31.1	30.0		0.0	0.0	61.1				
Change Period (Y+Rc), s	6.0		6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s	46.0		26.0	24.0		10.0	5.0	45.0				
Max Q Clear Time (g_c+I1), s	40.9		24.9	26.0		0.0	0.0	6.9				
Green Ext Time (p_c), s	1.8		0.2	0.0		0.0	0.0	1.8				
Intersection Summary												
HCM 6th Ctrl Delay	37.4											
HCM 6th LOS	D											

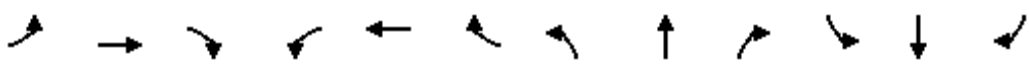
Intersection												
Int Delay, s/veh	1918.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	122	288	4	21	306	325	14	71	14	749	54	204
Future Vol, veh/h	122	288	4	21	306	325	14	71	14	749	54	204
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	200	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	128	303	4	22	322	342	15	75	15	788	57	215
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	664	0	0	307	0	0	1232	1267	303	1143	1100	493
Stage 1	-	-	-	-	-	-	559	559	-	537	537	-
Stage 2	-	-	-	-	-	-	673	708	-	606	563	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	925	-	-	1254	-	-	154	169	737	~ 177	212	576
Stage 1	-	-	-	-	-	-	513	511	-	~ 528	523	-
Stage 2	-	-	-	-	-	-	445	438	-	~ 484	509	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	925	-	-	1254	-	-	62	137	737	~ 85	171	576
Mov Cap-2 Maneuver	-	-	-	-	-	-	62	137	-	~ 85	171	-
Stage 1	-	-	-	-	-	-	427	426	-	~ 440	507	-
Stage 2	-	-	-	-	-	-	240	425	-	~ 326	424	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.8			0.3			97.5			\$ 4126.4		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	130	925	-	-	1254	-	-	106				
HCM Lane V/C Ratio	0.802	0.139	-	-	0.018	-	-	10				
HCM Control Delay (s)	97.5	9.5	0	-	7.9	0		\$ 4126.4				
HCM Lane LOS	F	A	A	-	A	A	-	F				
HCM 95th %tile Q(veh)	4.8	0.5	-	-	0.1	-	-	122.5				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s				+: Computation Not Defined				*: All major volume in platoon		

HCM 6th Signalized Intersection Summary

8: Harrison St & Airport Blvd

Coachella Airport Business Park

07/31/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	↔
Traffic Volume (veh/h)	118	226	433	139	387	102	251	1156	92	76	1689	134
Future Volume (veh/h)	118	226	433	139	387	102	251	1156	92	76	1689	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	124	238	456	146	407	107	264	1217	97	80	1778	141
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	89	132	244	96	201	52	154	821	65	95	835	708
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.09	0.48	0.48	0.05	0.45	0.45
Sat Flow, veh/h	178	380	703	192	581	149	1781	1710	136	1781	1870	1585
Grp Volume(v), veh/h	818	0	0	660	0	0	264	0	1314	80	1778	141
Grp Sat Flow(s),veh/h/ln	1261	0	0	922	0	0	1781	0	1846	1781	1870	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	72.0	6.7	67.0	8.1
Cycle Q Clear(g_c), s	52.0	0.0	0.0	52.0	0.0	0.0	13.0	0.0	72.0	6.7	67.0	8.1
Prop In Lane	0.15		0.56	0.22		0.16	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	465	0	0	349	0	0	154	0	886	95	835	708
V/C Ratio(X)	1.76	0.00	0.00	1.89	0.00	0.00	1.71	0.00	1.48	0.84	2.13	0.20
Avail Cap(c_a), veh/h	465	0	0	349	0	0	154	0	886	95	835	708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.1	0.0	0.0	50.5	0.0	0.0	68.5	0.0	39.0	70.4	41.5	25.2
Incr Delay (d2), s/veh	350.7	0.0	0.0	411.9	0.0	0.0	345.5	0.0	223.4	46.1	511.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	62.3	0.0	0.0	52.9	0.0	0.0	20.6	0.0	85.1	4.2	147.5	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	400.9	0.0	0.0	462.4	0.0	0.0	414.0	0.0	262.4	116.5	553.2	25.3
LnGrp LOS	F	A	A	F	A	A	F	A	F	F	F	C
Approach Vol, veh/h		818			660			1578			1999	
Approach Delay, s/veh		400.9			462.4			287.8			498.5	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	78.0		58.0	19.0	73.0		58.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	8.0	72.0		52.0	13.0	67.0		52.0				
Max Q Clear Time (g_c+I1), s	8.7	74.0		54.0	15.0	69.0		54.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			412.2									
HCM 6th LOS			F									

HCM 6th TWSC
9: Airport Blvd & Project Dwy

09/23/2020

Intersection						
Int Delay, s/veh	160.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	88	1127	913	69	145	162
Future Vol, veh/h	88	1127	913	69	145	162
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	1186	961	73	153	171
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1034	0	-	0	2333	961
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	1372	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	672	-	-	-	~ 41	311
Stage 1	-	-	-	-	371	-
Stage 2	-	-	-	-	236	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	672	-	-	-	~ 24	311
Mov Cap-2 Maneuver	-	-	-	-	~ 24	-
Stage 1	-	-	-	-	220	-
Stage 2	-	-	-	-	236	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.8	0		\$ 1306.7		
HCM LOS	F					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	672	-	-	-	24	311
HCM Lane V/C Ratio	0.138	-	-	-	6.36	0.548
HCM Control Delay (s)	11.2	0	-	\$ 2733.3	29.8	
HCM Lane LOS	B	A	-	-	F	D
HCM 95th %tile Q(veh)	0.5	-	-	-	19.1	3.1
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

APPENDIX J -

INTERSECTION QUEUE ANALYSIS WORKSHEETS

Intersection: 3: SR-86 NB Ramps & Airport Blvd

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	70	58	24	101	37
Average Queue (ft)	31	36	8	57	19
95th Queue (ft)	76	78	32	114	47
Link Distance (ft)	1082		536	1004	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		150		575	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: Desert Cactus Dr/SR-86 SB Ramps & Airport Blvd

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	LTR	LT	R
Maximum Queue (ft)	34	48	4	83	49	77	89
Average Queue (ft)	22	20	1	39	29	42	54
95th Queue (ft)	41	61	8	90	57	87	98
Link Distance (ft)		327		1082	526	1304	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	170		500			700	
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 9: Airport Blvd & Project Dwy

Movement	EB	WB	SB	SB
Directions Served	LT	R	L	R
Maximum Queue (ft)	67	4	51	28
Average Queue (ft)	34	1	24	21
95th Queue (ft)	78	7	56	35
Link Distance (ft)	438	327	382	382
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 0

Intersection: 3: SR-86 NB Ramps & Airport Blvd

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	92	68	38	65	25
Average Queue (ft)	49	37	14	40	12
95th Queue (ft)	105	80	42	75	35
Link Distance (ft)	1082		536	1004	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		150		575	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: Desert Cactus Dr/SR-86 SB Ramps & Airport Blvd

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	LTR	LT	R
Maximum Queue (ft)	68	115	24	100	60	60	62
Average Queue (ft)	40	57	8	48	33	38	39
95th Queue (ft)	83	127	31	105	74	70	69
Link Distance (ft)		327		1082	526	1304	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	170		500			700	
Storage Blk Time (%)		0					
Queuing Penalty (veh)		0					

Intersection: 9: Airport Blvd & Project Dwy

Movement	EB	WB	WB	SB	SB
Directions Served	LT	T	R	L	R
Maximum Queue (ft)	50	4	4	54	40
Average Queue (ft)	21	1	1	38	26
95th Queue (ft)	57	7	7	66	45
Link Distance (ft)	438	327	327	382	382
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Zone Summary

Zone wide Queuing Penalty: 0

Intersection: 3: SR-86 NB Ramps & Airport Blvd

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	91	129	46	104	33
Average Queue (ft)	56	79	28	73	15
95th Queue (ft)	112	138	59	126	40
Link Distance (ft)	1082		536	1004	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		150		575	
Storage Blk Time (%)		1			
Queuing Penalty (veh)		1			

Intersection: 4: Desert Cactus Dr/SR-86 SB Ramps & Airport Blvd

Movement	EB	EB	WB	NB	SB	SB
Directions Served	L	TR	TR	LTR	LT	R
Maximum Queue (ft)	42	108	88	66	52	82
Average Queue (ft)	22	54	42	38	31	55
95th Queue (ft)	45	134	95	76	60	87
Link Distance (ft)		327	1082	526	1304	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	170				700	
Storage Blk Time (%)		0				
Queuing Penalty (veh)		0				

Intersection: 9: Airport Blvd & Project Dwy

Movement	EB	WB	SB	SB
Directions Served	LT	R	L	R
Maximum Queue (ft)	79	7	47	34
Average Queue (ft)	42	1	26	20
95th Queue (ft)	96	10	50	41
Link Distance (ft)	438	327	382	382
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 1

Intersection: 3: SR-86 NB Ramps & Airport Blvd

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	102	55	48	60	25
Average Queue (ft)	48	35	17	39	5
95th Queue (ft)	112	68	56	73	23
Link Distance (ft)	1082		536	1004	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		150		575	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: Desert Cactus Dr/SR-86 SB Ramps & Airport Blvd

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	LTR	LT	R
Maximum Queue (ft)	64	166	21	94	62	67	49
Average Queue (ft)	38	70	8	57	36	35	34
95th Queue (ft)	72	175	29	110	72	76	51
Link Distance (ft)		327		1082	526	1304	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	170		500			700	
Storage Blk Time (%)		1					
Queuing Penalty (veh)		1					

Intersection: 9: Airport Blvd & Project Dwy

Movement	EB	WB	SB	SB
Directions Served	LT	R	L	R
Maximum Queue (ft)	57	4	61	50
Average Queue (ft)	23	1	37	28
95th Queue (ft)	63	7	82	53
Link Distance (ft)	438	327	382	382
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 1

Intersection: 3: SR-86 NB Ramps & Airport Blvd

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	130	165	148	150	34
Average Queue (ft)	67	124	65	97	21
95th Queue (ft)	143	193	187	161	44
Link Distance (ft)	1082		536	1004	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		150			575
Storage Blk Time (%)		7	0		
Queuing Penalty (veh)		21	0		

Intersection: 4: Desert Cactus Dr/SR-86 SB Ramps & Airport Blvd

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	LTR	LT	R
Maximum Queue (ft)	53	120	18	80	64	60	98
Average Queue (ft)	32	67	4	43	33	37	64
95th Queue (ft)	66	137	21	92	79	80	109
Link Distance (ft)		327		1082	526	1304	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	170		500				700
Storage Blk Time (%)		0					
Queuing Penalty (veh)		0					

Intersection: 9: Airport Blvd & Project Dwy

Movement	EB	WB	SB	SB
Directions Served	LT	R	L	R
Maximum Queue (ft)	105	11	54	47
Average Queue (ft)	54	4	31	29
95th Queue (ft)	129	16	61	51
Link Distance (ft)	438	327	382	382
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 21

Intersection: 3: SR-86 NB Ramps & Airport Blvd

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	87	54	29	80	33
Average Queue (ft)	46	29	9	42	15
95th Queue (ft)	101	66	32	88	41
Link Distance (ft)	1082		536	1004	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		150		575	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: Desert Cactus Dr/SR-86 SB Ramps & Airport Blvd

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	LTR	LT	R
Maximum Queue (ft)	88	212	17	106	88	81	62
Average Queue (ft)	42	108	8	55	51	51	43
95th Queue (ft)	107	242	28	115	93	93	74
Link Distance (ft)		327		1082	526	1304	
Upstream Blk Time (%)		0					
Queuing Penalty (veh)		0					
Storage Bay Dist (ft)	170		500			700	
Storage Blk Time (%)		3					
Queuing Penalty (veh)		2					

Intersection: 9: Airport Blvd & Project Dwy

Movement	EB	WB	SB	SB
Directions Served	LT	R	L	R
Maximum Queue (ft)	76	15	73	49
Average Queue (ft)	34	3	44	31
95th Queue (ft)	85	15	79	52
Link Distance (ft)	438	327	382	382
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 3

Intersection: 3: SR-86 NB Ramps & Airport Blvd

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	607	187	251	342	62
Average Queue (ft)	361	143	146	267	40
95th Queue (ft)	738	226	310	412	77
Link Distance (ft)	1082		536	1004	
Upstream Blk Time (%)	0				
Queuing Penalty (veh)	0				
Storage Bay Dist (ft)		150			575
Storage Blk Time (%)		19	4		
Queuing Penalty (veh)		136	7		

Intersection: 4: Desert Cactus Dr/SR-86 SB Ramps & Airport Blvd

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	LTR	LT	R
Maximum Queue (ft)	122	308	71	441	391	218	191
Average Queue (ft)	39	224	32	275	304	158	126
95th Queue (ft)	136	368	80	480	565	281	227
Link Distance (ft)		327		1082	526	1304	
Upstream Blk Time (%)		2			7		
Queuing Penalty (veh)		16			0		
Storage Bay Dist (ft)	170		500				700
Storage Blk Time (%)		11		1			
Queuing Penalty (veh)		4		0			

Intersection: 9: Airport Blvd & Project Dwy

Movement	EB	WB	WB	SB	SB
Directions Served	LT	T	R	L	R
Maximum Queue (ft)	856	3	18	272	42
Average Queue (ft)	587	1	4	158	30
95th Queue (ft)	1108	6	19	302	53
Link Distance (ft)	2060	327	327	381	381
Upstream Blk Time (%)				0	
Queuing Penalty (veh)				0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Zone Summary

Zone wide Queuing Penalty: 164

Intersection: 3: SR-86 NB Ramps & Airport Blvd

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	1002	210	265	112	79
Average Queue (ft)	607	159	156	61	47
95th Queue (ft)	1199	238	331	120	91
Link Distance (ft)	1082		536	1004	
Upstream Blk Time (%)	2				
Queuing Penalty (veh)	33				
Storage Bay Dist (ft)		150			575
Storage Blk Time (%)		23	4		
Queuing Penalty (veh)		218	13		

Intersection: 4: Desert Cactus Dr/SR-86 SB Ramps & Airport Blvd

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	LTR	LT	R
Maximum Queue (ft)	182	341	156	431	98	323	40
Average Queue (ft)	74	331	77	329	57	229	31
95th Queue (ft)	192	354	301	533	101	347	50
Link Distance (ft)		327		1082	526	1304	
Upstream Blk Time (%)		26					
Queuing Penalty (veh)		332					
Storage Bay Dist (ft)	170		500				700
Storage Blk Time (%)		47		2			
Queuing Penalty (veh)		44		2			

Intersection: 9: Airport Blvd & Project Dwy

Movement	EB	WB	WB	SB	SB
Directions Served	LT	T	R	L	R
Maximum Queue (ft)	1274	4	4	388	286
Average Queue (ft)	741	1	1	282	159
95th Queue (ft)	1526	7	7	467	421
Link Distance (ft)	2060	327	327	381	381
Upstream Blk Time (%)				26	21
Queuing Penalty (veh)				0	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Zone Summary

Zone wide Queuing Penalty: 641

APPENDIX K -

RECOMMENDED IMPROVEMENTS PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS

HCM 6th Signalized Intersection Summary

7: Higgins Dr/Tyler St & Airport Blvd

Coachella Airport Business Park

08/06/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	259	8	19	295	39	6	5	12	186	27	22
Future Volume (veh/h)	20	259	8	19	295	39	6	5	12	186	27	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	273	8	20	311	41	6	5	13	196	28	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	29	371	339	26	409	54	150	123	207	395	45	31
Arrive On Green	0.21	0.21	0.21	0.27	0.27	0.27	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	133	1731	1585	98	1529	202	233	545	919	1134	200	137
Grp Volume(v), veh/h	294	0	8	372	0	0	24	0	0	247	0	0
Grp Sat Flow(s),veh/h/ln	1864	0	1585	1829	0	0	1697	0	0	1471	0	0
Q Serve(g_s), s	6.8	0.0	0.2	8.6	0.0	0.0	0.0	0.0	0.0	6.6	0.0	0.0
Cycle Q Clear(g_c), s	6.8	0.0	0.2	8.6	0.0	0.0	0.5	0.0	0.0	7.1	0.0	0.0
Prop In Lane	0.07		1.00	0.05		0.11	0.25		0.54	0.79		0.09
Lane Grp Cap(c), veh/h	399	0	339	489	0	0	479	0	0	471	0	0
V/C Ratio(X)	0.74	0.00	0.02	0.76	0.00	0.00	0.05	0.00	0.00	0.52	0.00	0.00
Avail Cap(c_a), veh/h	1057	0	899	1229	0	0	1132	0	0	1076	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.9	0.0	14.3	15.5	0.0	0.0	14.0	0.0	0.0	16.5	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	0.1	2.8	0.0	0.0	0.2	0.0	0.0	2.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.5	0.0	14.3	18.0	0.0	0.0	14.1	0.0	0.0	17.4	0.0	0.0
LnGrp LOS	B	A	B	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		302			372			24			247	
Approach Delay, s/veh		19.4			18.0			14.1			17.4	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		14.8		14.3		14.8		16.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		29.5		26.1		29.5		30.9				
Max Q Clear Time (g_c+I1), s		2.5		8.8		9.1		10.6				
Green Ext Time (p_c), s		0.1		1.3		1.2		1.8				
Intersection Summary												
HCM 6th Ctrl Delay			18.2									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary

7: Higgins Dr/Tyler St & Airport Blvd

Coachella Airport Business Park

08/06/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	171	4	13	284	31	14	40	11	64	0	53
Future Volume (veh/h)	14	171	4	13	284	31	14	40	11	64	0	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	180	4	14	299	33	15	42	12	67	0	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	22	266	245	20	434	48	171	187	47	280	20	107
Arrive On Green	0.15	0.15	0.15	0.27	0.27	0.27	0.15	0.15	0.15	0.15	0.00	0.15
Sat Flow, veh/h	143	1720	1585	74	1586	175	227	1211	303	698	127	690
Grp Volume(v), veh/h	195	0	4	346	0	0	69	0	0	123	0	0
Grp Sat Flow(s),veh/h/ln	1863	0	1585	1835	0	0	1742	0	0	1516	0	0
Q Serve(g_s), s	3.2	0.0	0.1	5.5	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0
Cycle Q Clear(g_c), s	3.2	0.0	0.1	5.5	0.0	0.0	1.1	0.0	0.0	2.3	0.0	0.0
Prop In Lane	0.08		1.00	0.04		0.10	0.22		0.17	0.54		0.46
Lane Grp Cap(c), veh/h	288	0	245	502	0	0	405	0	0	406	0	0
V/C Ratio(X)	0.68	0.00	0.02	0.69	0.00	0.00	0.17	0.00	0.00	0.30	0.00	0.00
Avail Cap(c_a), veh/h	1411	0	1200	2127	0	0	1415	0	0	1279	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.9	0.0	11.6	10.5	0.0	0.0	12.0	0.0	0.0	12.5	0.0	0.0
Incr Delay (d2), s/veh	2.8	0.0	0.0	1.7	0.0	0.0	0.2	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	1.3	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.7	0.0	11.6	12.2	0.0	0.0	12.2	0.0	0.0	12.9	0.0	0.0
LnGrp LOS	B	A	B	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		199			346			69			123	
Approach Delay, s/veh		15.6			12.2			12.2			12.9	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.5		9.5		9.5		13.3				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		24.5		24.5		24.5		37.5				
Max Q Clear Time (g_c+I1), s		3.1		5.2		4.3		7.5				
Green Ext Time (p_c), s		0.2		0.8		0.5		1.8				
Intersection Summary												
HCM 6th Ctrl Delay				13.2								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary

2: Filmore St & Airport Blvd

Coachella Airport Business Park

08/06/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	67	42	14	82	0	45	0	0	0	0	165
Future Volume (veh/h)	44	67	42	14	82	0	45	0	0	0	0	165
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	71	44	15	86	0	47	0	0	0	0	174
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	68	105	65	28	160	0	439	0	0	0	0	348
Arrive On Green	0.14	0.14	0.14	0.10	0.10	0.00	0.22	0.00	0.00	0.00	0.00	0.22
Sat Flow, veh/h	502	776	481	276	1581	0	680	0	0	0	0	1585
Grp Volume(v), veh/h	161	0	0	101	0	0	47	0	0	0	0	174
Grp Sat Flow(s),veh/h/ln	1759	0	0	1857	0	0	680	0	0	0	0	1585
Q Serve(g_s), s	2.2	0.0	0.0	1.3	0.0	0.0	0.9	0.0	0.0	0.0	0.0	2.4
Cycle Q Clear(g_c), s	2.2	0.0	0.0	1.3	0.0	0.0	3.3	0.0	0.0	0.0	0.0	2.4
Prop In Lane	0.29		0.27	0.15		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	238	0	0	188	0	0	439	0	0	0	0	348
V/C Ratio(X)	0.68	0.00	0.00	0.54	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.50
Avail Cap(c_a), veh/h	2163	0	0	2059	0	0	1565	0	0	0	0	1822
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	10.2	0.0	0.0	10.6	0.0	0.0	9.9	0.0	0.0	0.0	0.0	8.5
Incr Delay (d2), s/veh	3.4	0.0	0.0	2.4	0.0	0.0	0.1	0.0	0.0	0.0	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.4	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.6	0.0	0.0	13.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	9.6
LnGrp LOS	B	A	A	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h	161			101			47			174		
Approach Delay, s/veh	13.6			13.0			10.0			9.6		
Approach LOS	B			B			B			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	9.9			7.9			9.9			7.0		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	28.5			30.5			28.5			27.5		
Max Q Clear Time (g_c+I1), s	5.3			4.2			4.4			3.3		
Green Ext Time (p_c), s	0.2			0.8			1.0			0.4		
Intersection Summary												
HCM 6th Ctrl Delay	11.7											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary

7: Higgins Dr/Tyler St & Airport Blvd

Coachella Airport Business Park

08/06/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	274	8	21	298	44	6	5	14	188	27	22
Future Volume (veh/h)	20	274	8	21	298	44	6	5	14	188	27	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	288	8	22	314	46	6	5	15	198	28	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	28	384	351	28	407	60	139	114	220	392	44	31
Arrive On Green	0.22	0.22	0.22	0.27	0.27	0.27	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	127	1737	1585	105	1501	220	207	509	976	1139	195	136
Grp Volume(v), veh/h	309	0	8	382	0	0	26	0	0	249	0	0
Grp Sat Flow(s),veh/h/ln	1864	0	1585	1826	0	0	1692	0	0	1470	0	0
Q Serve(g_s), s	7.4	0.0	0.2	9.2	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0
Cycle Q Clear(g_c), s	7.4	0.0	0.2	9.2	0.0	0.0	0.6	0.0	0.0	7.5	0.0	0.0
Prop In Lane	0.07		1.00	0.06		0.12	0.23		0.58	0.80		0.09
Lane Grp Cap(c), veh/h	412	0	351	495	0	0	473	0	0	466	0	0
V/C Ratio(X)	0.75	0.00	0.02	0.77	0.00	0.00	0.05	0.00	0.00	0.53	0.00	0.00
Avail Cap(c_a), veh/h	996	0	847	1128	0	0	1156	0	0	1097	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.4	0.0	14.5	16.0	0.0	0.0	14.6	0.0	0.0	17.2	0.0	0.0
Incr Delay (d2), s/veh	2.8	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.1	3.1	0.0	0.0	0.2	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.1	0.0	14.6	18.6	0.0	0.0	14.6	0.0	0.0	18.1	0.0	0.0
LnGrp LOS	C	A	B	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		317			382			26			249	
Approach Delay, s/veh		20.0			18.6			14.6			18.1	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.2		15.1		15.2		17.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		31.5		25.5		31.5		29.5				
Max Q Clear Time (g_c+I1), s		2.6		9.4		9.5		11.2				
Green Ext Time (p_c), s		0.1		1.3		1.2		1.8				
Intersection Summary												
HCM 6th Ctrl Delay				18.8								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary

2: Filmore St & Airport Blvd

Coachella Airport Business Park

08/06/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	86	66	0	104	0	190	0	0	0	0	483
Future Volume (veh/h)	30	86	66	0	104	0	190	0	0	0	0	483
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	91	69	0	109	0	200	0	0	0	0	508
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	43	122	92	0	150	0	389	0	0	0	0	810
Arrive On Green	0.15	0.15	0.15	0.00	0.08	0.00	0.51	0.00	0.00	0.00	0.00	0.51
Sat Flow, veh/h	291	826	626	0	1870	0	489	0	0	0	0	1585
Grp Volume(v), veh/h	192	0	0	0	109	0	200	0	0	0	0	508
Grp Sat Flow(s),veh/h/ln	1743	0	0	0	1870	0	489	0	0	0	0	1585
Q Serve(g_s), s	5.4	0.0	0.0	0.0	2.9	0.0	10.7	0.0	0.0	0.0	0.0	11.9
Cycle Q Clear(g_c), s	5.4	0.0	0.0	0.0	2.9	0.0	22.6	0.0	0.0	0.0	0.0	11.9
Prop In Lane	0.17		0.36	0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	256	0	0	0	150	0	389	0	0	0	0	810
V/C Ratio(X)	0.75	0.00	0.00	0.00	0.73	0.00	0.51	0.00	0.00	0.00	0.00	0.63
Avail Cap(c_a), veh/h	619	0	0	0	664	0	797	0	0	0	0	1534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	21.1	0.0	0.0	0.0	23.2	0.0	17.2	0.0	0.0	0.0	0.0	9.1
Incr Delay (d2), s/veh	4.4	0.0	0.0	0.0	6.5	0.0	1.1	0.0	0.0	0.0	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	0.0	1.3	0.0	1.9	0.0	0.0	0.0	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	0.0	0.0	0.0	29.7	0.0	18.3	0.0	0.0	0.0	0.0	9.9
LnGrp LOS	C	A	A	A	C	A	B	A	A	A	A	A
Approach Vol, veh/h		192			109			200				508
Approach Delay, s/veh		25.4			29.7			18.3				9.9
Approach LOS		C			C			B				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.8		12.1		30.8		8.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		49.9		18.3		49.9		18.3				
Max Q Clear Time (g_c+I1), s		24.6		7.4		13.9		4.9				
Green Ext Time (p_c), s		1.7		0.7		3.8		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				16.6								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary

7: Higgins Dr/Tyler St & Airport Blvd

Coachella Airport Business Park

08/06/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	182	4	16	298	37	14	51	12	83	0	69
Future Volume (veh/h)	15	182	4	16	298	37	14	51	12	83	0	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	192	4	17	314	39	15	54	13	87	0	73
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	23	280	258	24	442	55	150	224	48	277	21	118
Arrive On Green	0.16	0.16	0.16	0.28	0.28	0.28	0.17	0.17	0.17	0.17	0.00	0.17
Sat Flow, veh/h	143	1720	1585	84	1554	193	176	1310	280	702	121	691
Grp Volume(v), veh/h	208	0	4	370	0	0	82	0	0	160	0	0
Grp Sat Flow(s),veh/h/ln	1863	0	1585	1831	0	0	1766	0	0	1514	0	0
Q Serve(g_s), s	3.7	0.0	0.1	6.4	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0
Cycle Q Clear(g_c), s	3.7	0.0	0.1	6.4	0.0	0.0	1.4	0.0	0.0	3.3	0.0	0.0
Prop In Lane	0.08		1.00	0.05		0.11	0.18		0.16	0.54		0.46
Lane Grp Cap(c), veh/h	304	0	258	521	0	0	423	0	0	416	0	0
V/C Ratio(X)	0.68	0.00	0.02	0.71	0.00	0.00	0.19	0.00	0.00	0.38	0.00	0.00
Avail Cap(c_a), veh/h	1289	0	1097	1887	0	0	1353	0	0	1205	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.0	0.0	12.4	11.4	0.0	0.0	12.7	0.0	0.0	13.5	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.0	0.0	1.8	0.0	0.0	0.2	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	1.7	0.0	0.0	0.4	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.7	0.0	12.5	13.2	0.0	0.0	13.0	0.0	0.0	14.0	0.0	0.0
LnGrp LOS	B	A	B	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		212			370			82			160	
Approach Delay, s/veh		16.6			13.2			13.0			14.0	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		10.6		10.3		10.6		14.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		25.5		24.5		25.5		36.5				
Max Q Clear Time (g_c+I1), s		3.4		5.7		5.3		8.4				
Green Ext Time (p_c), s		0.3		0.9		0.8		1.9				
Intersection Summary												
HCM 6th Ctrl Delay			14.2									
HCM 6th LOS			B									

Intersection												
Intersection Delay, s/veh	23.8											
Intersection LOS	C											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	17	11	34	28	102	28	680	8	20	270	72
Future Vol, veh/h	53	17	11	34	28	102	28	680	8	20	270	72
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	56	18	12	36	29	107	29	716	8	21	284	76
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay	12.5	13.2	32.4	14.1
HCM LOS	B	B	D	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	97%	0%	61%	0%	22%	0%	100%	56%
Vol Right, %	0%	0%	3%	0%	39%	0%	78%	0%	0%	44%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	28	453	235	53	28	34	130	20	180	162
LT Vol	28	0	0	53	0	34	0	20	0	0
Through Vol	0	453	227	0	17	0	28	0	180	90
RT Vol	0	0	8	0	11	0	102	0	0	72
Lane Flow Rate	29	477	247	56	29	36	137	21	189	171
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.059	0.892	0.46	0.138	0.067	0.086	0.288	0.047	0.393	0.338
Departure Headway (Hd)	7.24	6.733	6.708	8.937	8.153	8.64	7.582	7.97	7.461	7.145
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	495	539	538	401	439	415	473	450	483	503
Service Time	4.977	4.469	4.445	6.69	5.906	6.389	5.331	5.711	5.203	4.886
HCM Lane V/C Ratio	0.059	0.885	0.459	0.14	0.066	0.087	0.29	0.047	0.391	0.34
HCM Control Delay	10.4	42.7	15.1	13.1	11.5	12.2	13.4	11.1	15	13.5
HCM Lane LOS	B	E	C	B	B	B	B	B	B	B
HCM 95th-tile Q	0.2	10.2	2.4	0.5	0.2	0.3	1.2	0.1	1.8	1.5

HCM 6th Signalized Intersection Summary

2: Filmore St & Airport Blvd

Coachella Airport Business Park

08/04/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	578	141	236	44	159	12	546	70	10	4	14	202
Future Volume (veh/h)	578	141	236	44	159	12	546	70	10	4	14	202
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	578	141	125	44	159	12	546	70	10	4	14	87
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	590	619	1004	51	186	14	539	484	69	23	82	615
Arrive On Green	0.33	0.33	0.33	0.14	0.14	0.14	0.30	0.30	0.30	0.06	0.06	0.06
Sat Flow, veh/h	1781	1870	1585	375	1356	102	1781	1601	229	411	1439	1585
Grp Volume(v), veh/h	578	141	125	215	0	0	546	0	80	18	0	87
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1833	0	0	1781	0	1829	1850	0	1585
Q Serve(g_s), s	33.5	5.7	3.3	11.9	0.0	0.0	31.5	0.0	3.3	1.0	0.0	3.7
Cycle Q Clear(g_c), s	33.5	5.7	3.3	11.9	0.0	0.0	31.5	0.0	3.3	1.0	0.0	3.7
Prop In Lane	1.00		1.00	0.20		0.06	1.00		0.13	0.22		1.00
Lane Grp Cap(c), veh/h	590	619	1004	251	0	0	539	0	553	105	0	615
V/C Ratio(X)	0.98	0.23	0.12	0.86	0.00	0.00	1.01	0.00	0.14	0.17	0.00	0.14
Avail Cap(c_a), veh/h	590	619	1004	317	0	0	539	0	553	320	0	799
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.5	25.2	7.6	44.0	0.0	0.0	36.3	0.0	26.5	46.8	0.0	20.6
Incr Delay (d2), s/veh	31.8	0.2	0.1	16.9	0.0	0.0	42.2	0.0	0.1	0.8	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.7	2.4	2.2	6.3	0.0	0.0	19.3	0.0	1.4	0.5	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.3	25.4	7.6	60.9	0.0	0.0	78.6	0.0	26.6	47.6	0.0	20.7
LnGrp LOS	E	C	A	E	A	A	F	A	C	D	A	C
Approach Vol, veh/h	844			215			626			105		
Approach Delay, s/veh	50.8			60.9			71.9			25.3		
Approach LOS	D			E			E			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	36.0			39.0			10.4			18.8		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	31.5			34.5			18.0			18.0		
Max Q Clear Time (g_c+I1), s	33.5			35.5			5.7			13.9		
Green Ext Time (p_c), s	0.0			0.0			0.2			0.3		
Intersection Summary												
HCM 6th Ctrl Delay	57.9											
HCM 6th LOS	E											

HCM 6th Signalized Intersection Summary

3: SR-86 NB Ramps & Airport Blvd

Coachella Airport Business Park

08/04/2020

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	897	270	202	706	292	59
Future Volume (veh/h)	897	270	202	706	292	59
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	944	284	213	743	307	62
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1013	859	223	1340	327	291
Arrive On Green	1.00	1.00	0.13	0.72	0.18	0.18
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	944	284	213	743	307	62
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	0.0	0.0	14.3	22.4	20.4	4.0
Cycle Q Clear(g_c), s	0.0	0.0	14.3	22.4	20.4	4.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1013	859	223	1340	327	291
V/C Ratio(X)	0.93	0.33	0.96	0.55	0.94	0.21
Avail Cap(c_a), veh/h	1013	859	223	1340	327	291
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.47	0.47	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	52.2	8.0	48.3	41.6
Incr Delay (d2), s/veh	2.0	0.1	30.5	0.8	34.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	8.1	7.5	12.1	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	2.0	0.1	82.7	8.8	82.8	42.0
LnGrp LOS	A	A	F	A	F	D
Approach Vol, veh/h	1228			956	369	
Approach Delay, s/veh	1.6			25.2	75.9	
Approach LOS	A			C	E	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		28.0	21.0	71.0		92.0
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s		22.0	15.0	65.0		86.0
Max Q Clear Time (g_c+I1), s		22.4	16.3	2.0		24.4
Green Ext Time (p_c), s		0.0	0.0	10.2		5.6
Intersection Summary						
HCM 6th Ctrl Delay			21.2			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary

4: Desert Cactus Dr/SR-86 SB Ramps & Airport Blvd

Coachella Airport Business Park

08/04/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	714	34	35	908	53	63	0	269	182	23	316
Future Volume (veh/h)	41	714	34	35	908	53	63	0	269	182	23	316
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	752	36	37	956	56	66	0	147	209	0	131
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	932	45	53	1789	105	70	0	156	379	0	169
Arrive On Green	0.06	1.00	1.00	0.06	1.00	1.00	0.14	0.00	0.14	0.11	0.00	0.11
Sat Flow, veh/h	1781	1770	85	1781	3411	200	509	0	1133	3563	0	1585
Grp Volume(v), veh/h	43	0	788	37	498	514	213	0	0	209	0	131
Grp Sat Flow(s),veh/h/ln	1781	0	1855	1781	1777	1834	1641	0	0	1781	0	1585
Q Serve(g_s), s	2.9	0.0	0.0	2.4	0.0	0.0	15.4	0.0	0.0	6.7	0.0	9.7
Cycle Q Clear(g_c), s	2.9	0.0	0.0	2.4	0.0	0.0	15.4	0.0	0.0	6.7	0.0	9.7
Prop In Lane	1.00		0.05	1.00		0.11	0.31		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	57	0	977	53	932	962	226	0	0	379	0	169
V/C Ratio(X)	0.76	0.00	0.81	0.70	0.53	0.53	0.94	0.00	0.00	0.55	0.00	0.78
Avail Cap(c_a), veh/h	74	0	977	74	932	962	226	0	0	950	0	423
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.00	0.09	0.69	0.69	0.69	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.7	0.0	0.0	55.9	0.0	0.0	51.3	0.0	0.0	50.9	0.0	52.2
Incr Delay (d2), s/veh	3.0	0.0	0.7	11.2	1.5	1.5	44.4	0.0	0.0	1.3	0.0	7.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.2	1.2	0.4	0.4	8.9	0.0	0.0	3.1	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.8	0.0	0.7	67.1	1.5	1.5	95.7	0.0	0.0	52.2	0.0	59.7
LnGrp LOS	E	A	A	E	A	A	F	A	A	D	A	E
Approach Vol, veh/h		831			1049			213			340	
Approach Delay, s/veh		3.7			3.8			95.7			55.1	
Approach LOS		A			A			F			E	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		22.5	9.5	69.2		18.8	9.8	68.9				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		16.5	5.0	42.5		32.0	5.0	42.5				
Max Q Clear Time (g_c+I1), s		17.4	4.4	2.0		11.7	4.9	2.0				
Green Ext Time (p_c), s		0.0	0.0	7.1		1.1	0.0	7.0				
Intersection Summary												
HCM 6th Ctrl Delay			19.0									
HCM 6th LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary

7: Higgins Dr/Tyler St & Airport Blvd

Coachella Airport Business Park

08/04/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	232	302	7	24	305	660	5	50	15	253	30	59
Future Volume (veh/h)	232	302	7	24	305	660	5	50	15	253	30	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	244	318	7	25	321	417	5	53	16	266	32	10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	290	730	816	47	475	686	15	160	48	318	244	76
Arrive On Green	0.16	0.39	0.39	0.03	0.25	0.25	0.12	0.12	0.12	0.18	0.18	0.18
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	121	1285	388	1781	1366	427
Grp Volume(v), veh/h	244	318	7	25	321	417	74	0	0	266	0	42
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1794	0	0	1781	0	1793
Q Serve(g_s), s	10.7	10.0	0.2	1.1	12.4	16.3	3.0	0.0	0.0	11.6	0.0	1.6
Cycle Q Clear(g_c), s	10.7	10.0	0.2	1.1	12.4	16.3	3.0	0.0	0.0	11.6	0.0	1.6
Prop In Lane	1.00		1.00	1.00		1.00	0.07		0.22	1.00		0.24
Lane Grp Cap(c), veh/h	290	730	816	47	475	686	223	0	0	318	0	321
V/C Ratio(X)	0.84	0.44	0.01	0.53	0.68	0.61	0.33	0.00	0.00	0.84	0.00	0.13
Avail Cap(c_a), veh/h	499	1015	1058	131	629	816	469	0	0	599	0	603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.6	18.0	9.5	38.6	27.0	17.5	32.1	0.0	0.0	31.8	0.0	27.7
Incr Delay (d2), s/veh	6.5	0.4	0.0	8.8	1.8	0.9	0.9	0.0	0.0	5.7	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	3.8	0.1	0.6	5.1	7.3	1.3	0.0	0.0	5.1	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.2	18.4	9.5	47.4	28.8	18.5	33.0	0.0	0.0	37.6	0.0	27.9
LnGrp LOS	D	B	A	D	C	B	C	A	A	D	A	C
Approach Vol, veh/h		569			763			74			308	
Approach Delay, s/veh		27.2			23.8			33.0			36.3	
Approach LOS		C			C			C			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		16.0	6.6	37.3		20.4	17.6	26.4				
Change Period (Y+Rc), s		6.0	4.5	6.0		6.0	4.5	6.0				
Max Green Setting (Gmax), s		21.0	5.9	43.6		27.0	22.5	27.0				
Max Q Clear Time (g_c+I1), s		5.0	3.1	12.0		13.6	12.7	18.3				
Green Ext Time (p_c), s		0.2	0.0	1.6		0.8	0.4	2.1				
Intersection Summary												
HCM 6th Ctrl Delay			27.6									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
8: Harrison St & Airport Blvd

Coachella Airport Business Park

08/04/2020

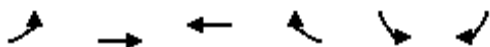
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	277	132	48	225	75	311	1754	193	110	543	121
Future Volume (veh/h)	134	277	132	48	225	75	311	1754	193	110	543	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	141	292	139	51	237	79	327	1846	203	116	572	127
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	216	421	357	138	593	193	359	1806	195	119	1224	271
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.20	0.56	0.56	0.07	0.42	0.42
Sat Flow, veh/h	1064	1870	1585	957	2636	857	1781	3235	349	1781	2892	640
Grp Volume(v), veh/h	141	292	139	51	158	158	327	998	1051	116	351	348
Grp Sat Flow(s),veh/h/ln	1064	1870	1585	957	1777	1716	1781	1777	1808	1781	1777	1755
Q Serve(g_s), s	15.7	17.2	8.9	6.2	9.1	9.4	21.5	67.0	67.0	7.8	17.0	17.1
Cycle Q Clear(g_c), s	25.1	17.2	8.9	23.4	9.1	9.4	21.5	67.0	67.0	7.8	17.0	17.1
Prop In Lane	1.00		1.00	1.00		0.50	1.00		0.19	1.00		0.36
Lane Grp Cap(c), veh/h	216	421	357	138	400	386	359	992	1009	119	752	743
V/C Ratio(X)	0.65	0.69	0.39	0.37	0.39	0.41	0.91	1.01	1.04	0.98	0.47	0.47
Avail Cap(c_a), veh/h	216	421	357	138	400	386	505	992	1009	119	752	743
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.4	42.7	39.5	53.5	39.5	39.7	46.8	26.5	26.5	55.9	24.9	24.9
Incr Delay (d2), s/veh	6.9	4.9	0.7	1.6	0.6	0.7	16.2	30.1	39.6	75.1	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	8.1	3.4	1.5	3.8	3.9	10.7	32.3	35.6	5.8	6.8	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.3	47.6	40.2	55.1	40.2	40.4	63.0	56.6	66.1	131.0	25.3	25.4
LnGrp LOS	E	D	D	E	D	D	E	F	F	F	C	C
Approach Vol, veh/h		572			367			2376			815	
Approach Delay, s/veh		48.2			42.3			61.7			40.4	
Approach LOS		D			D			E			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	73.0		33.0	30.2	56.8		33.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	8.0	67.0		27.0	34.0	41.0		27.0				
Max Q Clear Time (g_c+I1), s	9.8	69.0		27.1	23.5	19.1		25.4				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.7	3.7		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				53.9								
HCM 6th LOS				D								

HCM 6th Signalized Intersection Summary

9: Airport Blvd & Project Dwy

Coachella Airport Business Park

09/23/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↶	↶	↶	↶
Traffic Volume (veh/h)	167	717	1111	176	72	86
Future Volume (veh/h)	167	717	1111	176	72	86
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	176	755	1169	185	76	91
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	198	775	1528	1295	148	132
Arrive On Green	0.82	0.82	1.00	1.00	0.08	0.08
Sat Flow, veh/h	198	949	1870	1585	1781	1585
Grp Volume(v), veh/h	931	0	1169	185	76	91
Grp Sat Flow(s),veh/h/ln	1147	0	1870	1585	1781	1585
Q Serve(g_s), s	88.6	0.0	0.0	0.0	4.9	6.7
Cycle Q Clear(g_c), s	93.7	0.0	0.0	0.0	4.9	6.7
Prop In Lane	0.19			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	973	0	1528	1295	148	132
V/C Ratio(X)	0.96	0.00	0.77	0.14	0.51	0.69
Avail Cap(c_a), veh/h	973	0	1528	1295	267	238
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.63	0.63	1.00	1.00
Uniform Delay (d), s/veh	9.0	0.0	0.0	0.0	52.7	53.5
Incr Delay (d2), s/veh	20.1	0.0	2.4	0.1	2.7	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.5	0.0	1.0	0.1	2.3	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	29.2	0.0	2.4	0.1	55.4	59.9
LnGrp LOS	C	A	A	A	E	E
Approach Vol, veh/h		931	1354		167	
Approach Delay, s/veh		29.2	2.1		57.9	
Approach LOS		C	A		E	
Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			104.0		16.0	104.0
Change Period (Y+Rc), s			6.0		6.0	6.0
Max Green Setting (Gmax), s			90.0		18.0	90.0
Max Q Clear Time (g_c+I1), s			95.7		8.7	2.0
Green Ext Time (p_c), s			0.0		0.3	19.5
Intersection Summary						
HCM 6th Ctrl Delay			16.2			
HCM 6th LOS			B			

Intersection												
Intersection Delay, s/veh	50											
Intersection LOS	E											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	103	38	30	53	51	109	20	490	14	224	653	130
Future Vol, veh/h	103	38	30	53	51	109	20	490	14	224	653	130
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	108	40	32	56	54	115	21	516	15	236	687	137
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay	18.5	20.8	42.5	65.4
HCM LOS	C	C	E	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	92%	0%	56%	0%	32%	0%	100%	63%
Vol Right, %	0%	0%	8%	0%	44%	0%	68%	0%	0%	37%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	327	177	103	68	53	160	224	435	348
LT Vol	20	0	0	103	0	53	0	224	0	0
Through Vol	0	327	163	0	38	0	51	0	435	218
RT Vol	0	0	14	0	30	0	109	0	0	130
Lane Flow Rate	21	344	187	108	72	56	168	236	458	366
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.058	0.898	0.485	0.339	0.208	0.172	0.474	0.6	1.101	0.852
Departure Headway (Hd)	10.193	9.676	9.619	11.578	10.749	11.412	10.413	9.167	8.651	8.381
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	353	378	377	312	336	316	349	394	422	432
Service Time	7.893	7.376	7.319	9.278	8.449	9.112	8.113	6.92	6.404	6.133
HCM Lane V/C Ratio	0.059	0.91	0.496	0.346	0.214	0.177	0.481	0.599	1.085	0.847
HCM Control Delay	13.5	56	21	20.1	16.2	16.5	22.2	24.8	103.6	43.7
HCM Lane LOS	B	F	C	C	C	C	C	C	F	E
HCM 95th-tile Q	0.2	9.1	2.6	1.5	0.8	0.6	2.4	3.8	15.9	8.4

HCM 6th Signalized Intersection Summary

2: Filmore St & Airport Blvd

Coachella Airport Business Park

08/04/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	315	225	668	8	277	9	427	33	6	12	60	574
Future Volume (veh/h)	315	225	668	8	277	9	427	33	6	12	60	574
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	332	237	368	8	292	9	449	35	6	13	63	515
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	389	408	775	9	322	10	482	421	72	52	252	606
Arrive On Green	0.22	0.22	0.22	0.18	0.18	0.18	0.27	0.27	0.27	0.16	0.16	0.16
Sat Flow, veh/h	1781	1870	1585	48	1756	54	1781	1556	267	317	1537	1585
Grp Volume(v), veh/h	332	237	368	309	0	0	449	0	41	76	0	515
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1858	0	0	1781	0	1822	1854	0	1585
Q Serve(g_s), s	19.7	12.5	17.0	17.9	0.0	0.0	27.0	0.0	1.8	3.9	0.0	18.0
Cycle Q Clear(g_c), s	19.7	12.5	17.0	17.9	0.0	0.0	27.0	0.0	1.8	3.9	0.0	18.0
Prop In Lane	1.00		1.00	0.03		0.03	1.00		0.15	0.17		1.00
Lane Grp Cap(c), veh/h	389	408	775	341	0	0	482	0	493	304	0	606
V/C Ratio(X)	0.85	0.58	0.47	0.91	0.00	0.00	0.93	0.00	0.08	0.25	0.00	0.85
Avail Cap(c_a), veh/h	470	494	848	364	0	0	543	0	556	304	0	606
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.3	38.4	18.7	43.9	0.0	0.0	39.0	0.0	29.9	40.0	0.0	26.5
Incr Delay (d2), s/veh	12.3	1.3	0.5	24.8	0.0	0.0	21.6	0.0	0.1	0.4	0.0	11.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.6	5.7	9.8	10.1	0.0	0.0	14.2	0.0	0.8	1.8	0.0	15.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.6	39.8	19.1	68.7	0.0	0.0	60.6	0.0	29.9	40.5	0.0	37.6
LnGrp LOS	D	D	B	E	A	A	E	A	C	D	A	D
Approach Vol, veh/h	937			309			490			591		
Approach Delay, s/veh	36.6			68.7			58.1			38.0		
Approach LOS	D			E			E			D		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	34.2			28.5			22.5			24.6		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	33.5			29.0			18.0			21.5		
Max Q Clear Time (g_c+I1), s	29.0			21.7			20.0			19.9		
Green Ext Time (p_c), s	0.7			2.3			0.0			0.2		
Intersection Summary												
HCM 6th Ctrl Delay	45.7											
HCM 6th LOS	D											

HCM 6th Signalized Intersection Summary 3: SR-86 NB Ramps & Airport Blvd

Coachella Airport Business Park

08/04/2020

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↖	↗
Traffic Volume (veh/h)	1123	217	312	967	96	88
Future Volume (veh/h)	1123	217	312	967	96	88
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1182	228	328	1018	101	93
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1247	1057	178	1528	148	132
Arrive On Green	1.00	1.00	0.10	0.82	0.08	0.08
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	1182	228	328	1018	101	93
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	0.0	0.0	12.0	26.3	6.6	6.9
Cycle Q Clear(g_c), s	0.0	0.0	12.0	26.3	6.6	6.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1247	1057	178	1528	148	132
V/C Ratio(X)	0.95	0.22	1.84	0.67	0.68	0.71
Avail Cap(c_a), veh/h	1247	1057	178	1528	282	251
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.38	0.38	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	54.0	4.4	53.5	53.6
Incr Delay (d2), s/veh	2.2	0.0	386.8	0.9	5.4	6.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	24.4	6.1	3.2	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	2.2	0.0	440.8	5.3	58.9	60.3
LnGrp LOS	A	A	F	A	E	E
Approach Vol, veh/h	1410			1346	194	
Approach Delay, s/veh	1.8			111.4	59.6	
Approach LOS	A			F	E	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	16.0		18.0	86.0	104.0	
Change Period (Y+Rc), s	6.0		6.0	6.0	6.0	
Max Green Setting (Gmax), s	19.0		12.0	71.0	89.0	
Max Q Clear Time (g_c+I1), s	8.9		14.0	2.0	28.3	
Green Ext Time (p_c), s	0.4		0.0	16.6	10.2	
Intersection Summary						
HCM 6th Ctrl Delay			55.6			
HCM 6th LOS			E			

HCM 6th Signalized Intersection Summary

4: Desert Cactus Dr/SR-86 SB Ramps & Airport Blvd

Coachella Airport Business Park

08/04/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	1023	157	88	845	128	38	2	70	247	93	99
Future Volume (veh/h)	92	1023	157	88	845	128	38	2	70	247	93	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	97	1077	165	93	889	97	40	2	-62	179	211	-153
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	1060	162	74	2108	230	0	476	238	248	261	221
Arrive On Green	0.04	0.45	0.45	0.08	1.00	1.00	0.00	0.00	0.00	0.14	0.14	0.00
Sat Flow, veh/h	1781	1584	243	1781	3231	353	-2566	-128	3977	1781	1870	1585
Grp Volume(v), veh/h	97	0	1242	93	489	497	0	0	0	179	211	-153
Grp Sat Flow(s),veh/h/ln	1781	0	1827	1781	1777	1807	0	0	0	1781	1870	1585
Q Serve(g_s), s	6.5	0.0	80.3	5.0	0.0	0.0	0.0	0.0	0.0	11.5	13.1	0.0
Cycle Q Clear(g_c), s	6.5	0.0	80.3	5.0	0.0	0.0	0.0	0.0	0.0	11.5	13.1	0.0
Prop In Lane	1.00		0.13	1.00		0.20	-2.00		3.10	1.00		1.00
Lane Grp Cap(c), veh/h	104	0	1222	74	1159	1179	0	0	0	248	261	221
V/C Ratio(X)	0.93	0.00	1.02	1.25	0.42	0.42	0.00	0.00	0.00	0.72	0.81	-0.69
Avail Cap(c_a), veh/h	104	0	1222	74	1159	1179	0	0	0	490	514	436
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.00	0.09	0.68	0.68	0.68	0.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.4	0.0	33.1	55.0	0.0	0.0	0.0	0.0	0.0	49.4	50.1	0.0
Incr Delay (d2), s/veh	13.5	0.0	12.3	168.9	0.8	0.8	0.0	0.0	0.0	3.9	5.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	40.7	5.6	0.2	0.2	0.0	0.0	0.0	5.4	6.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.9	0.0	45.4	223.9	0.8	0.8	0.0	0.0	0.0	53.3	56.0	0.0
LnGrp LOS	E	A	F	F	A	A	A	A	A	D	E	A
Approach Vol, veh/h		1339			1079			0			237	
Approach Delay, s/veh		47.3			20.0			0.0			90.2	
Approach LOS		D			B						F	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		0.0	11.0	86.3		22.7	13.0	84.3				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		16.5	5.0	41.5		33.0	7.0	39.5				
Max Q Clear Time (g_c+I1), s		0.0	7.0	82.3		15.1	8.5	2.0				
Green Ext Time (p_c), s		0.0	0.0	0.0		1.6	0.0	6.7				
Intersection Summary												
HCM 6th Ctrl Delay			40.0									
HCM 6th LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary

7: Higgins Dr/Tyler St & Airport Blvd

Coachella Airport Business Park

08/04/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	288	4	21	306	325	14	71	14	749	54	204
Future Volume (veh/h)	122	288	4	21	306	325	14	71	14	749	54	204
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	128	303	4	22	322	342	15	75	15	788	57	215
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	171	324	427	171	324	914	25	124	25	719	139	523
Arrive On Green	0.10	0.17	0.17	0.10	0.17	0.17	0.10	0.10	0.10	0.40	0.40	0.40
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	259	1293	259	1781	343	1294
Grp Volume(v), veh/h	128	303	4	22	322	342	105	0	0	788	0	272
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1811	0	0	1781	0	1637
Q Serve(g_s), s	7.3	16.6	0.2	1.2	17.9	12.1	5.8	0.0	0.0	42.0	0.0	12.4
Cycle Q Clear(g_c), s	7.3	16.6	0.2	1.2	17.9	12.1	5.8	0.0	0.0	42.0	0.0	12.4
Prop In Lane	1.00		1.00	1.00		1.00	0.14		0.14	1.00		0.79
Lane Grp Cap(c), veh/h	171	324	427	171	324	914	174	0	0	719	0	661
V/C Ratio(X)	0.75	0.94	0.01	0.13	0.99	0.37	0.60	0.00	0.00	1.10	0.00	0.41
Avail Cap(c_a), veh/h	308	324	427	308	324	914	313	0	0	719	0	661
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.8	42.4	27.8	43.0	43.0	11.9	45.1	0.0	0.0	31.0	0.0	22.2
Incr Delay (d2), s/veh	6.4	33.7	0.0	0.3	48.5	0.3	3.3	0.0	0.0	62.6	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	10.2	0.1	0.5	12.1	8.6	2.7	0.0	0.0	29.0	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.1	76.1	27.8	43.3	91.5	12.1	48.4	0.0	0.0	93.6	0.0	22.6
LnGrp LOS	D	E	C	D	F	B	D	A	A	F	A	C
Approach Vol, veh/h		435			686			105			1060	
Approach Delay, s/veh		68.6			50.4			48.4			75.4	
Approach LOS		E			D			D			E	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		16.0	16.0	24.0		48.0	16.0	24.0				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		18.0	18.0	18.0		42.0	18.0	18.0				
Max Q Clear Time (g_c+I1), s		7.8	3.2	18.6		44.0	9.3	19.9				
Green Ext Time (p_c), s		0.3	0.0	0.0		0.0	0.2	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			65.4									
HCM 6th LOS			E									

HCM 6th Signalized Intersection Summary

8: Harrison St & Airport Blvd

Coachella Airport Business Park

08/04/2020

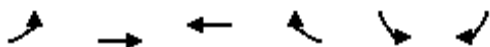
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	226	433	139	387	102	251	1156	92	76	1689	134
Future Volume (veh/h)	118	226	433	139	387	102	251	1156	92	76	1689	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	124	238	336	146	407	86	264	1217	92	80	1778	136
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	149	421	357	154	658	138	238	1902	144	102	1646	124
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.13	0.57	0.57	0.06	0.49	0.49
Sat Flow, veh/h	904	1870	1585	839	2924	613	1781	3349	253	1781	3349	253
Grp Volume(v), veh/h	124	238	336	146	246	247	264	645	664	80	933	981
Grp Sat Flow(s),veh/h/ln	904	1870	1585	839	1777	1760	1781	1777	1825	1781	1777	1825
Q Serve(g_s), s	11.8	13.6	25.0	13.4	14.9	15.2	16.0	29.5	29.7	5.3	59.0	59.0
Cycle Q Clear(g_c), s	27.0	13.6	25.0	27.0	14.9	15.2	16.0	29.5	29.7	5.3	59.0	59.0
Prop In Lane	1.00		1.00	1.00		0.35	1.00		0.14	1.00		0.14
Lane Grp Cap(c), veh/h	149	421	357	154	400	396	238	1009	1036	102	874	897
V/C Ratio(X)	0.83	0.57	0.94	0.95	0.62	0.62	1.11	0.64	0.64	0.79	1.07	1.09
Avail Cap(c_a), veh/h	149	421	357	154	400	396	238	1009	1036	178	874	897
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.8	41.3	45.7	55.7	41.8	41.9	52.0	17.6	17.6	55.8	30.5	30.5
Incr Delay (d2), s/veh	31.3	1.8	33.0	57.1	2.8	3.0	91.6	1.4	1.3	12.4	50.4	58.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	6.2	12.6	6.7	6.5	6.6	12.9	10.9	11.3	2.6	34.5	37.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.0	43.1	78.7	112.8	44.6	45.0	143.6	18.9	19.0	68.2	80.9	89.2
LnGrp LOS	F	D	E	F	D	D	F	B	B	E	F	F
Approach Vol, veh/h		698			639			1573			1994	
Approach Delay, s/veh		68.0			60.3			39.9			84.5	
Approach LOS		E			E			D			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.9	74.1		33.0	22.0	65.0		33.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	12.0	63.0		27.0	16.0	59.0		27.0				
Max Q Clear Time (g_c+I1), s	7.3	31.7		29.0	18.0	61.0		29.0				
Green Ext Time (p_c), s	0.1	9.1		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			64.7									
HCM 6th LOS			E									

HCM 6th Signalized Intersection Summary

9: Airport Blvd & Project Dwy

Coachella Airport Business Park

09/23/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰	↰	↰	↰
Traffic Volume (veh/h)	88	1127	913	69	145	162
Future Volume (veh/h)	88	1127	913	69	145	162
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	93	1186	961	73	153	171
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	108	1189	1449	1228	223	199
Arrive On Green	0.77	0.77	1.00	1.00	0.13	0.13
Sat Flow, veh/h	98	1534	1870	1585	1781	1585
Grp Volume(v), veh/h	1279	0	961	73	153	171
Grp Sat Flow(s),veh/h/ln	1632	0	1870	1585	1781	1585
Q Serve(g_s), s	78.8	0.0	0.0	0.0	9.9	12.7
Cycle Q Clear(g_c), s	93.0	0.0	0.0	0.0	9.9	12.7
Prop In Lane	0.07			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1297	0	1449	1228	223	199
V/C Ratio(X)	0.99	0.00	0.66	0.06	0.69	0.86
Avail Cap(c_a), veh/h	1297	0	1449	1228	267	238
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.46	0.46	1.00	1.00
Uniform Delay (d), s/veh	13.0	0.0	0.0	0.0	50.2	51.5
Incr Delay (d2), s/veh	21.9	0.0	1.1	0.0	5.6	23.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	33.7	0.0	0.4	0.0	4.7	6.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.0	0.0	1.1	0.0	55.8	74.4
LnGrp LOS	C	A	A	A	E	E
Approach Vol, veh/h		1279	1034		324	
Approach Delay, s/veh		35.0	1.0		65.6	
Approach LOS		C	A		E	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				99.0	21.0	99.0
Change Period (Y+Rc), s				6.0	6.0	6.0
Max Green Setting (Gmax), s				90.0	18.0	90.0
Max Q Clear Time (g_c+I1), s				95.0	14.7	2.0
Green Ext Time (p_c), s				0.0	0.3	11.3
Intersection Summary						
HCM 6th Ctrl Delay			25.4			
HCM 6th LOS			C			

APPENDIX L -

SIGNAL WARRANT ANALYSIS WORKSHEETS

WARRANT 3 - PEAK HOUR

(Part A or Part B must be satisfied)

SATISFIED

☒ YES ☐ NO

Part A

SATISFIED

☐ YES ☐ NO

(All parts 1, 2, and 3 below must be satisfied for the same

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u>	☐ YES ☐ NO
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane or traffic or 150 vph for two moving lanes; <u>AND</u>	☐ YES ☐ NO
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches	☐ YES ☐ NO

SATISFIED

☒ YES ☐ NO

Part B

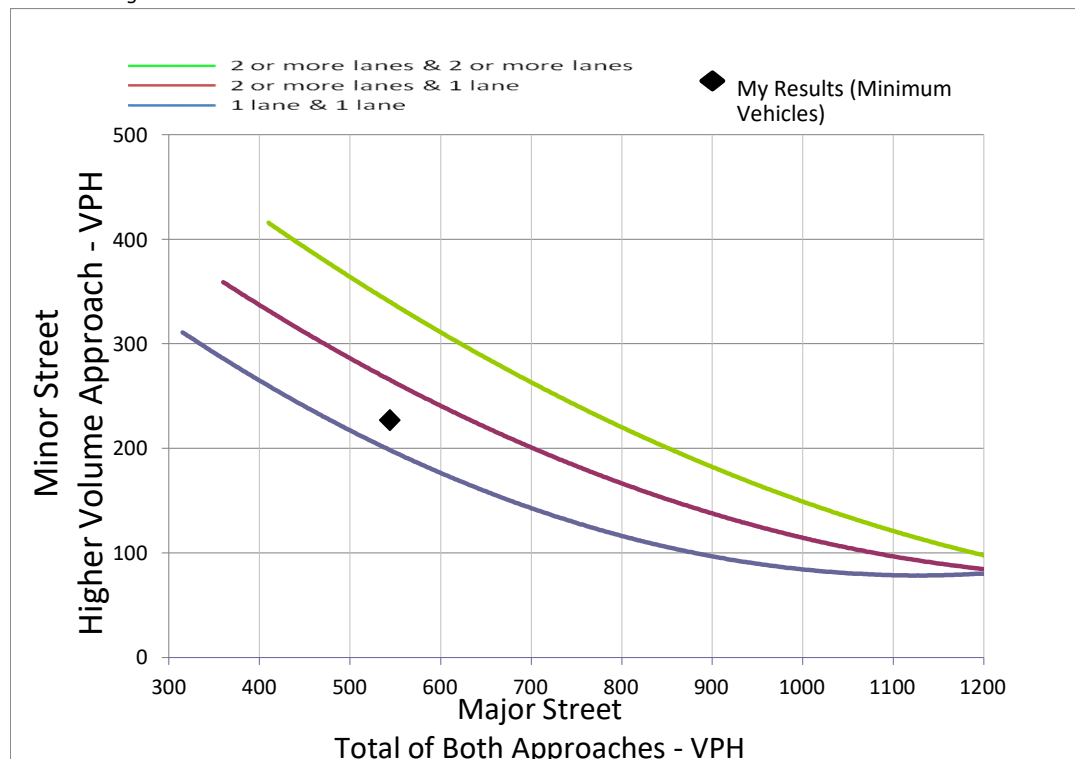
APPROACH LANES	Two		
	One	or More	
Both Approaches - Major Street	☒	☐	544
Higher Approach - Minor Street	☒	☐	227

← ENTER CORRECT HOURS

↑ ENTER PEAK HOUR VOL.

The plotted point falls above the applicable curve in Figure 4C-3 (Urban Areas)	☒ YES ☐ NO
<u>OR</u> The plotted point falls above the applicable curve in Figure 4C-4 (Rural Areas)	☐ YES ☐ NO

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



WARRANT 3 - PEAK HOUR

(Part A or Part B must be satisfied)

SATISFIED

☒ YES ☐ NO

Part A

SATISFIED

☐ YES ☐ NO

(All parts 1, 2, and 3 below must be satisfied for the same

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u>	☐ YES ☐ NO
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane or traffic or 150 vph for two moving lanes; <u>AND</u>	☐ YES ☐ NO
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches	☐ YES ☐ NO

SATISFIED

☒ YES ☐ NO

Part B

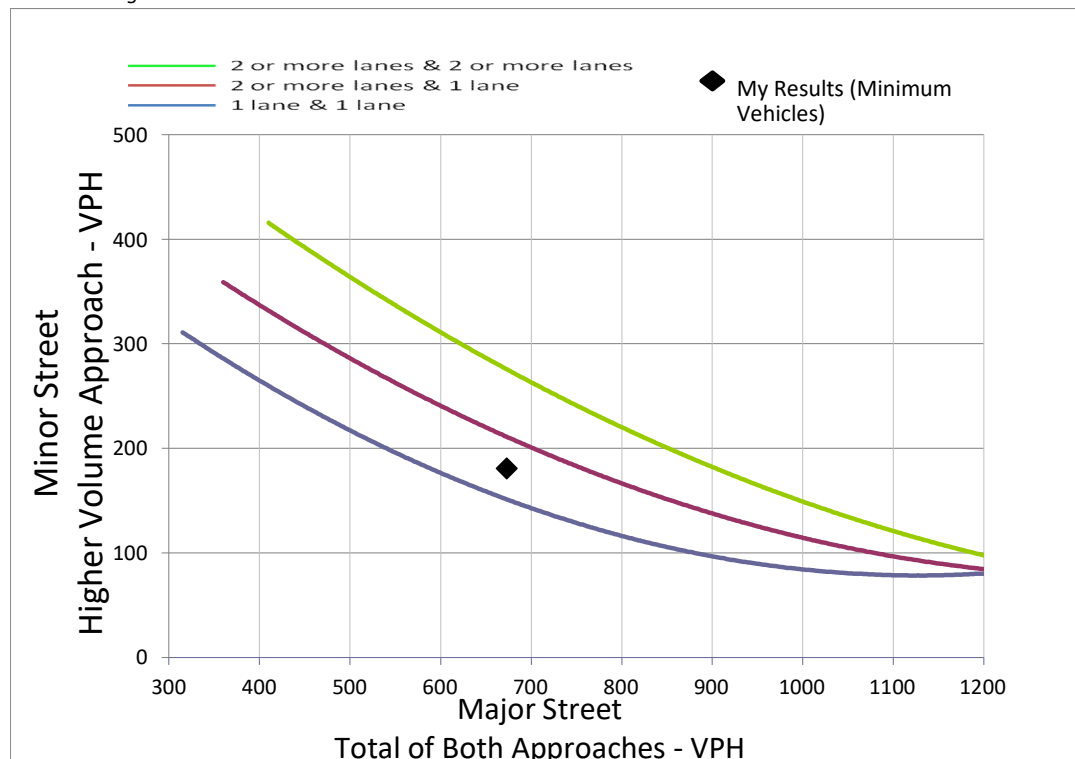
APPROACH LANES	One	Two or More	
Both Approaches - Major Street	☒	☐	673
Higher Approach - Minor Street	☒	☐	181

← ENTER CORRECT HOURS

↑ ENTER PEAK HOUR VOL.

The plotted point falls above the applicable curve in Figure 4C-3 (Urban Areas)	☒ YES ☐ NO
<u>OR</u> The plotted point falls above the applicable curve in Figure 4C-4 (Rural Areas)	☐ YES ☐ NO

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



WARRANT 3 - PEAK HOUR

(Part A or Part B must be satisfied)

SATISFIED

☒ YES ☐ NO

Part A

SATISFIED

☐ YES ☐ NO

(All parts 1, 2, and 3 below must be satisfied for the same

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u>	☐ YES ☐ NO
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane or traffic or 150 vph for two moving lanes; <u>AND</u>	☐ YES ☐ NO
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches	☐ YES ☐ NO

SATISFIED ☒ YES ☐ NO

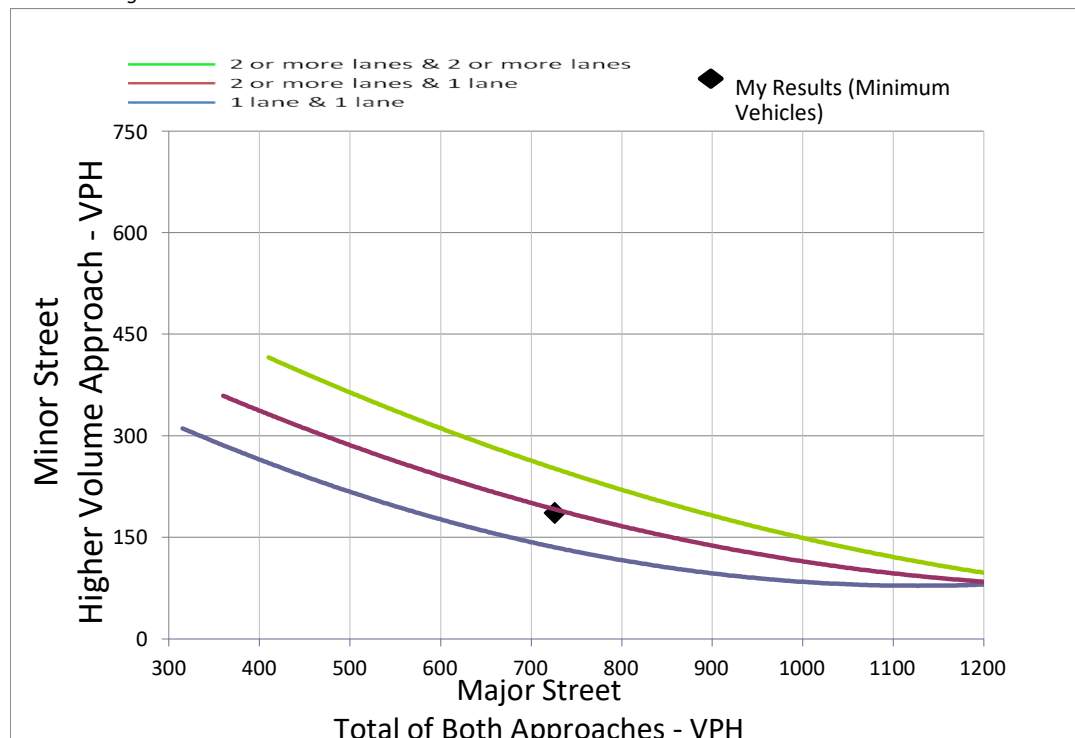
Part B

APPROACH LANES	One	Two or More	
Both Approaches - Major Street	☒	☐	726 ← ENTER CORRECT HOURS
Higher Approach - Minor Street	☒	☐	186

↑ ENTER PEAK HOUR VOL.

The plotted point falls above the applicable curve in Figure 4C-3 (Urban Areas)	☒ YES ☐ NO
<u>OR</u> The plotted point falls above the applicable curve in Figure 4C-4 (Rural Areas)	☐ YES ☐ NO

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



WARRANT 3 - PEAK HOUR

(Part A or Part B must be satisfied)

SATISFIED

☒ YES ☐ NO

Part A

SATISFIED

☐ YES ☐ NO

(All parts 1, 2, and 3 below must be satisfied for the same

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u>	☐ YES ☐ NO
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane or traffic or 150 vph for two moving lanes; <u>AND</u>	☐ YES ☐ NO
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches	☐ YES ☐ NO

SATISFIED

☒ YES ☐ NO

Part B

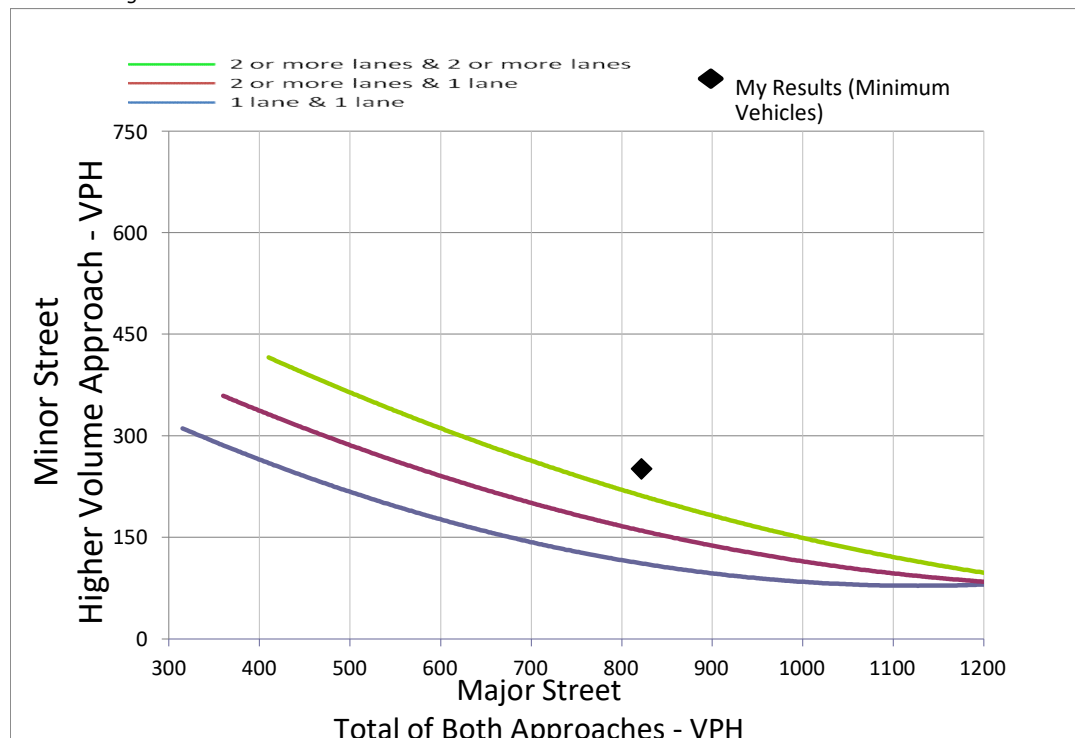
APPROACH LANES	One	Two or More	
Both Approaches - Major Street	☒	☐	822
Higher Approach - Minor Street	☒	☐	251

← ENTER CORRECT HOURS

↑ ENTER PEAK HOUR VOL.

The plotted point falls above the applicable curve in Figure 4C-3 (Urban Areas)	☒ YES ☐ NO
<u>OR</u> The plotted point falls above the applicable curve in Figure 4C-4 (Rural Areas)	☐ YES ☐ NO

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



WARRANT 3 - PEAK HOUR

(Part A or Part B must be satisfied)

SATISFIED

☐ YES ☐ NO

Part A

SATISFIED

☐ YES ☐ NO

(All parts 1, 2, and 3 below must be satisfied for the same

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u>	☐ YES ☐ NO
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane or traffic or 150 vph for two moving lanes; <u>AND</u>	☐ YES ☐ NO
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches	☐ YES ☐ NO

SATISFIED

☐ YES ☐ NO

Part B

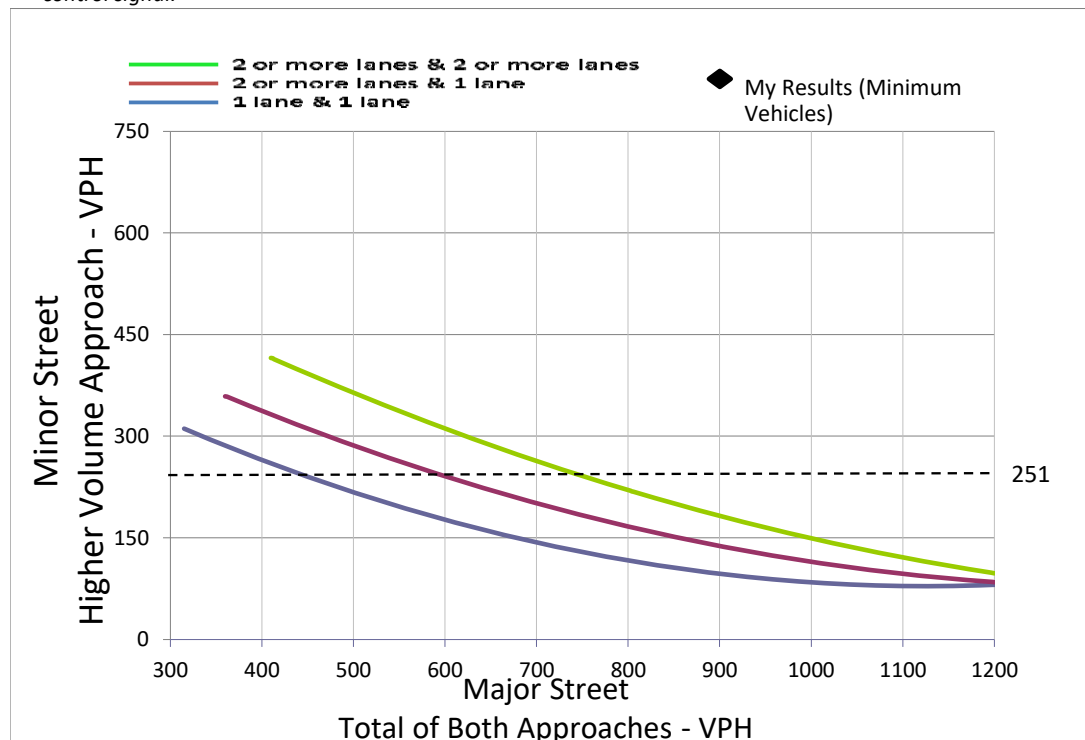
APPROACH LANES	Two			
	One	or More		
Both Approaches - Major Street	☐	☐	2178	← ENTER CORRECT HOURS
Higher Approach - Minor Street	☐	☐	251	



ENTER PEAK HOUR VOL.

The plotted point falls above the applicable curve in Figure 4C-3 (Urban Areas)	☐ YES ☐ NO
<u>OR</u> The plotted point falls above the applicable curve in Figure 4C-4 (Rural Areas)	☐ YES ☐ NO

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



APPENDIX M -
VEHICLE MILES TRAVELED



DRAFT MEMORANDUM

Date: August 17, 2020
To: George Ghossain, MPA, MS, P.E.
From: Paul Herrmann, P.E.
Biling Liu
Subject: **Coachella Airport Business Park VMT Assessment Memo**

OC20-0738

Fehr & Peers has completed quantifying Vehicle Miles Traveled (VMT) for the Business Park Project (Project) in the City of Coachella, California. This VMT analysis is consistent with requirements of Senate Bill 743 (SB 743) and the Office of Planning and Research's (OPR's) Technical Advisory. Our work to quantify VMT for the Project included use of the most recent versions of the Riverside Transportation Analysis Model (RIVTAM).

The remainder of this memorandum is divided into seven sections: Regulatory Setting, Project Description, Modeling Methodology, Analysis Methodology, Model Inputs, VMT Analysis, and Conclusions.

Regulatory Setting

SB 743, passed in 2013, requires that, VMT be the primary metric used to identify transportation impacts under the California Environmental Quality Act (CEQA). At the time of this assessment, the City of Coachella has not defined a VMT methodology or adopted thresholds of significance related to VMT. This assessment was completed based on compliance with recommendations in OPR's Technical Advisory, which provides recommendations related to VMT analysis and reduction targets. The OPR Technical Advisory does not provide specific guidance on industrial land uses, of which is the majority use of the mixed-use project site. For purposes of this assessment, a net increase in regional VMT per service population¹ is assumed to result in a significant transportation impact.

¹ The sum of the population and employment within an area is known as the service population.



Project Description

Located at the northwest corner of the State Route 86 (SR-86) interchange with Airport Boulevard, the Project includes the new construction of the following uses:

- 250 KSF large warehouse
- 96 KSF small warehouse
- 138 KSF self-storage
- 77 KSF brick yard
- 81 KSF small business/office
- 9 KSF retail

The proposed project will be accessed via a signalized driveway on Airport Boulevard. The Project estimates that 788 employees will work on-site each weekday. **Table 1** summarizes the land use assumptions by land use categories consistent with the RIVTAM model input employment categories.

Table 1: Project Land Use Inputs

Type	Size	Employment
Retail	9 KSF	21
Office	81 KSF	325
Warehouse	561 KSF	442
Total	651 KSF	788

Source: Project Team, 2020

Modeling Methodology

RIVTAM was run for the “with project” and “without project” scenarios using the latest version of the model. The following modeling parameters, consistent with the model documentation were used in the assessment:

- The RIVTAM roadway network and land use data sets were updated to be consistent with the 2016 Southern California Association of Governments (SCAG) Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) with a base year of 2012 and future year of 2040²
 - This includes the coding of the recently constructed Airport Boulevard interchange at SR-86.
- RIVTAM assignment parameters were set to run up-to five loops with a minimum convergence

² Please note that SCAG is currently in the process of adopting the 2020 RTP/SCS; however, since it has not yet been adopted, that data is not available for use in this assessment.



criteria³ of 0.01

- The population and employment inputs were updated in the Socio-Economic Data (SED), truck and Coachella Valley Association of Governments (CVAG) module input files to represent the project
- RIVTAM model runs included the CVAG module enabled

Analysis Methodology

The methodology used to estimate a net change in regional VMT is referred to as the Boundary Method. This methodology aggregates all model link distances within the specified boundary and multiplies those distances by their forecasted daily traffic volume on the links.

When reviewing boundary method results, two key considerations need to be addressed:

- Boundary size – if the boundary size is too small, then the analysis may not be accounting for the full effects of the project on VMT. Conversely, if the boundary is too big, then model noise⁴ is captured in the VMT estimates and may cloud the effect of the project on VMT. Additionally, if the boundary is too big, then it is difficult to identify the change in VMT since individual projects change total VMT in the model very slightly. It has been our experience that using the City Boundary or the sub-regional boundary provides the appropriate combination of boundary size that is large enough to capture the project effect on VMT while not being so large that model noise occurring long distances from the site cloud the VMT effects of the project.
- Population and employment control totals – If the project is incorporated into the model by adding the land use on top of the SED data already included in the model, then total VMT must be divided by the population and employment to “normalize” the effect of the project when doing “no project” to “with project” comparisons.

For purposes of this assessment, an appropriate regional boundary for identifying significant impacts would be the City boundary or sub-regional (CVAG) boundary. Since the Project is on the edge of the City limits,

³ Convergence criteria refers to the acceptable difference in the traffic volumes produced by different loops of the vehicle assignment. A convergence criteria of 0.01 indicates that the model is producing similar outputs with an allowance of 1% difference between each loop. This criteria is outlined in the model documentation as the recommended convergence criteria for the model.

⁴ The RIVTAM model can result in traffic assignment variations between model runs in areas far from the applied model modifications due to the iterations of traffic distribution during model assignment loops. This is referred to as “model noise.” An example of model noise would be adding ten homes to the City of Rancho Mirage and seeing traffic volumes change on numerous roadways in Imperial County, Los Angeles County, and Orange County.



a five- and ten-mile radius boundary around the City were also utilized to draw conclusions.

Estimates were performed for base and future year and linearly interpolated to estimate the baseline 2020 scenario. Consistent with the Office of Planning and Research's (OPR's) Technical Advisory, total VMT and VMT per service population is shown for comparative purposes.

Model Inputs

The RIVTAM model inputs are based on population and employment totals. The approximate daily employment for the project was input into the Traffic Analysis Zone (TAZ) that represents the project location in the model. The Project estimates approximately 788 employees each weekday will work on-site. The SED for the project TAZ and surrounding regions used in the analysis is shown in **Table 2**.

Table 2: RIVTAM Model Input Assumptions

Model Scenario	Project TAZ ¹		Coachella		CVAG		Riverside County	
	Pop	Emp	Pop	Emp	Pop	Emp	Pop	Emp
Base Year No Project	0	248	41,971	8,602	454,979	152,973	2,244,929	616,687
Base Year With Project	0	1,036	41,971	9,390	454,979	153,761	2,244,929	617,475
Future Year No Project	0	374	95,858	14,994	722,044	306,954	3,183,378	1,174,500
Future Year With Project	0	1,162	95,858	15,782	722,044	307,742	3,183,378	1,175,288

Notes:

1. The project is located in TAZ 4844

Source: Riverside Transportation Analysis Model (RIVTAM).

VMT Analysis

VMT for the comparable regions is summarized in **Table 3**. As shown, VMT slightly increases throughout each region in the base year and future year model runs with the increased employment included in the model. This increase is expected with any increase in population or employment in a region which is why it is recommended to normalize VMT by the service population. When comparing the VMT per service population across the various regions, there are decreases across all regions.

Conclusions

The VMT per service population is expected to decrease within the City of Coachella boundary, a 5-mile buffer of the City of Coachella, a 10-mile buffer of the City of Coachella, and the CVAG boundary. Therefore, the project is anticipated to result in a less-than-significant transportation impact related to VMT.



Table 3: Regional VMT Estimates

Year	Coachella			5-Mile Buffer of Coachella			10-Mile Buffer of Coachella			CVAG		
	VMT	SP	VMT/SP	VMT	SP	VMT/SP	VMT	SP	VMT/SP	VMT	SP	VMT/SP
2012 No Project	539,185	50,573	10.66	2,733,799	159,987	17.09	5,097,400	285,640	17.85	12,264,233	607,952	20.17
2012 With Project	545,381	51,361	10.62	2,741,885	160,775	17.05	5,105,122	286,428	17.82	12,275,343	608,740	20.17
Change			-0.04			-0.03			-0.02			-0.01
2020 No Project	718,774	67,796	10.60	3,492,724	193,971	18.01	6,200,457	338,255	18.33	14,881,615	728,251	20.43
2020 With Project	725,215	68,584	10.57	3,499,630	194,759	17.97	6,207,277	339,043	18.31	14,890,746	729,039	20.43
Change			-0.03			-0.04			-0.02			-0.01
2040 No Project	1,167,746	110,852	10.53	5,390,034	278,930	19.32	8,958,101	469,794	19.07	21,425,068	1,028,998	20.82
2040 With Project	1,174,800	111,640	10.52	5,393,992	279,718	19.28	8,962,665	470,582	19.05	21,429,255	1,029,786	20.81
Change			-0.01			-0.04			-0.02			-0.01

Notes:

1. SP = Service Population (sum of population and employment within the region).
2. VMT/SP = VMT per Service Population.

Source: Fehr & Peers, 2020.