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February 16, 2000

Mr. Ed Alderson / Mr. Rick Wilkerson
Madison Development, LLC
938 N. Mountain Ave.
Ontario, CA 91762

SUBJECT: HIGHWAY 111 & WASHINGTON RETAIL CENTER

Dear Mr. Alderson / Mr. Wilkerson:

This study presents a summary of traffic factors related to the proposed retail development to be located on the northwest corner of Washington Street and Highway 111 in the City of La Quinta. The analyses contained in this study are based upon information provided by you, your representatives and City Staff, field studies conducted by our staff, and standard reference materials.

PROJECT DESCRIPTION

The proposed project would include 18,000 square feet (SF) of office use in two buildings; two fast food restaurants with drive-through facilities totaling 4,800 SF; retail use including a bank totaling 17,500 SF; a high turnover restaurant of 3,450 SF; quality restaurants totaling 14,000 SF; and a gasoline service station with 12 fueling positions, a mini mart and car wash.

A total of 461 parking spaces are being provided and a total of 459 parking spaces are required based upon City code.

Access to the site will be provided via three driveways; two located on Highway 111 and one located on Washington Street. The project access located on Washington Street will provide a fourth leg to an existing signalized intersection, which is located directly north of the intersection of Washington/Highway 111. The project driveway located on Highway 111 directly west of the intersection of Washington/Highway 111 will be restricted to right turns in and out only. The westerly most driveway located on Highway 111 will provide the fourth (northern) leg of an existing signalized intersection.

Figure 1 illustrates the location of the project in relationship to the surrounding street system. The proposed site plan is illustrated on ***Figure 2***.

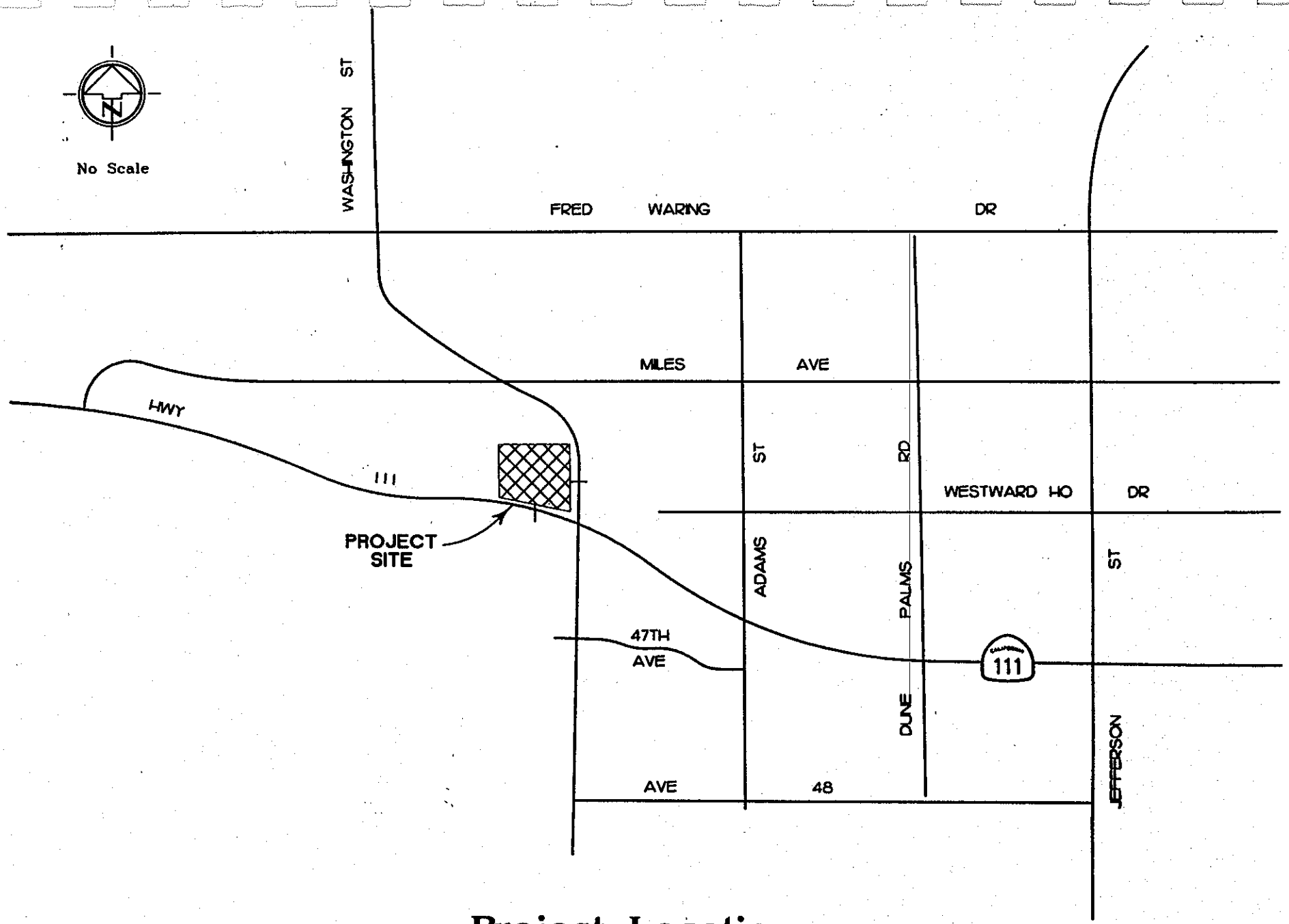
EXISTING CONDITIONS

Highway 111 runs in an east-west direction within the City of La Quinta and provides four lanes of travel west of Washington Street and varies between four and six lanes east of Washington Street. Left turn channelization is provided at all intersections.

Washington Street is a major north-south roadway which runs between 52 Avenue to the south and Ramon Road to the north and provides direct access to the I-10 Freeway. Within the project vicinity, Washington Street provides four lanes of travel. The posted speed limit along Washington varies between 45 and 50 MPH.

Miles Avenue is an east-west roadway which runs between Highway 111 to the west and Indio Boulevard to the east. This roadway varies between a two and four lanes and travels through the Cities of Indian Wells, La Quinta and Indio.

Adams Street is a two lane undivided roadway which runs in a north-south alignment between Descanso Lane to the south and Darby Road to the north.



Project Location

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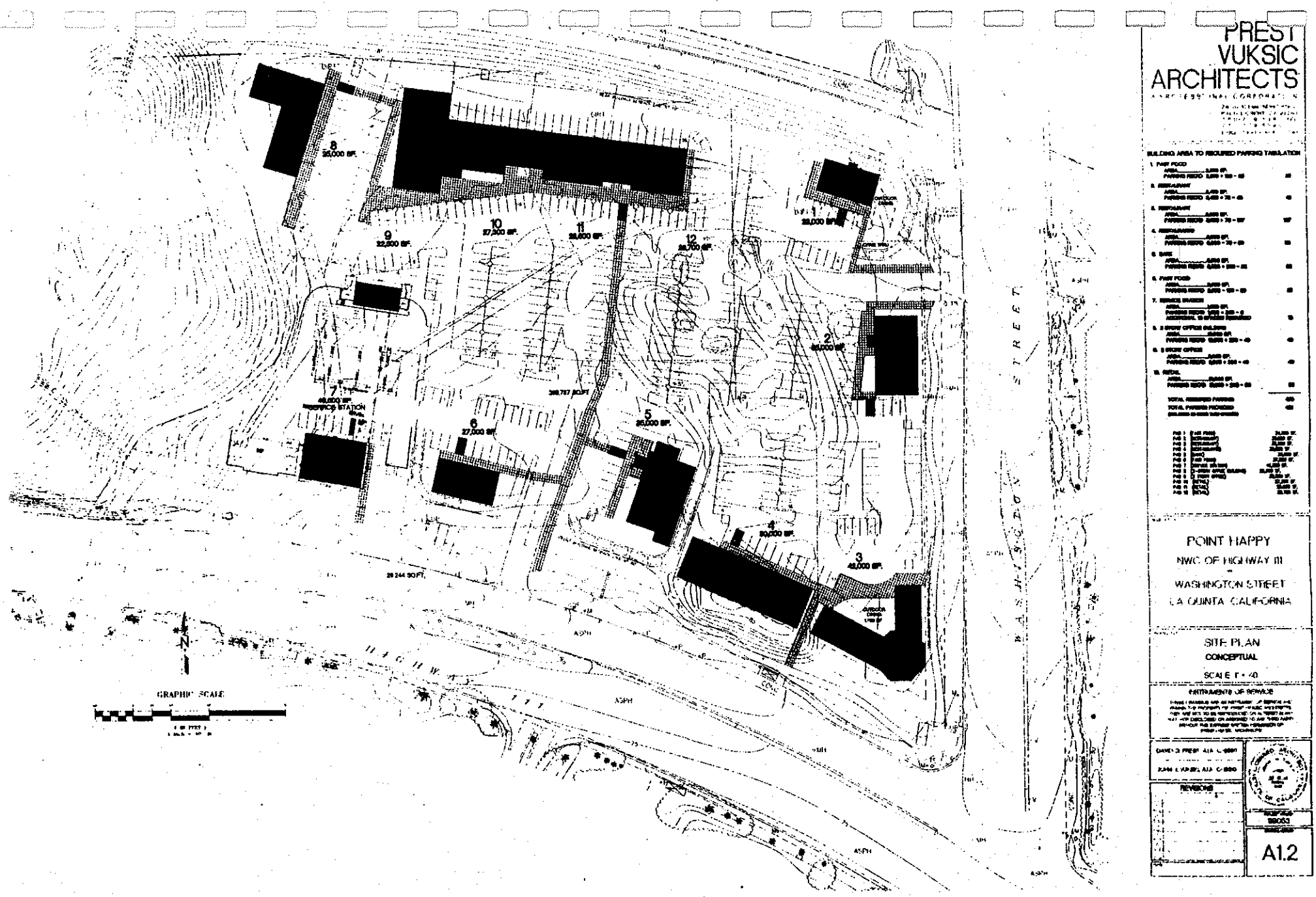
FIGURE 1



SITE PLAN

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FIGURE 2

47th Avenue is a two lane undivided roadway, which runs in an east-west alignment between Adams Street to the east and Washington Street to the west.

Plaza La Quinta provides direct access to the shopping center south of Highway 111, and south of the proposed project. The proposed project will provide the fourth (north) leg to the intersection of Plaza La Quinta/Highway 111.

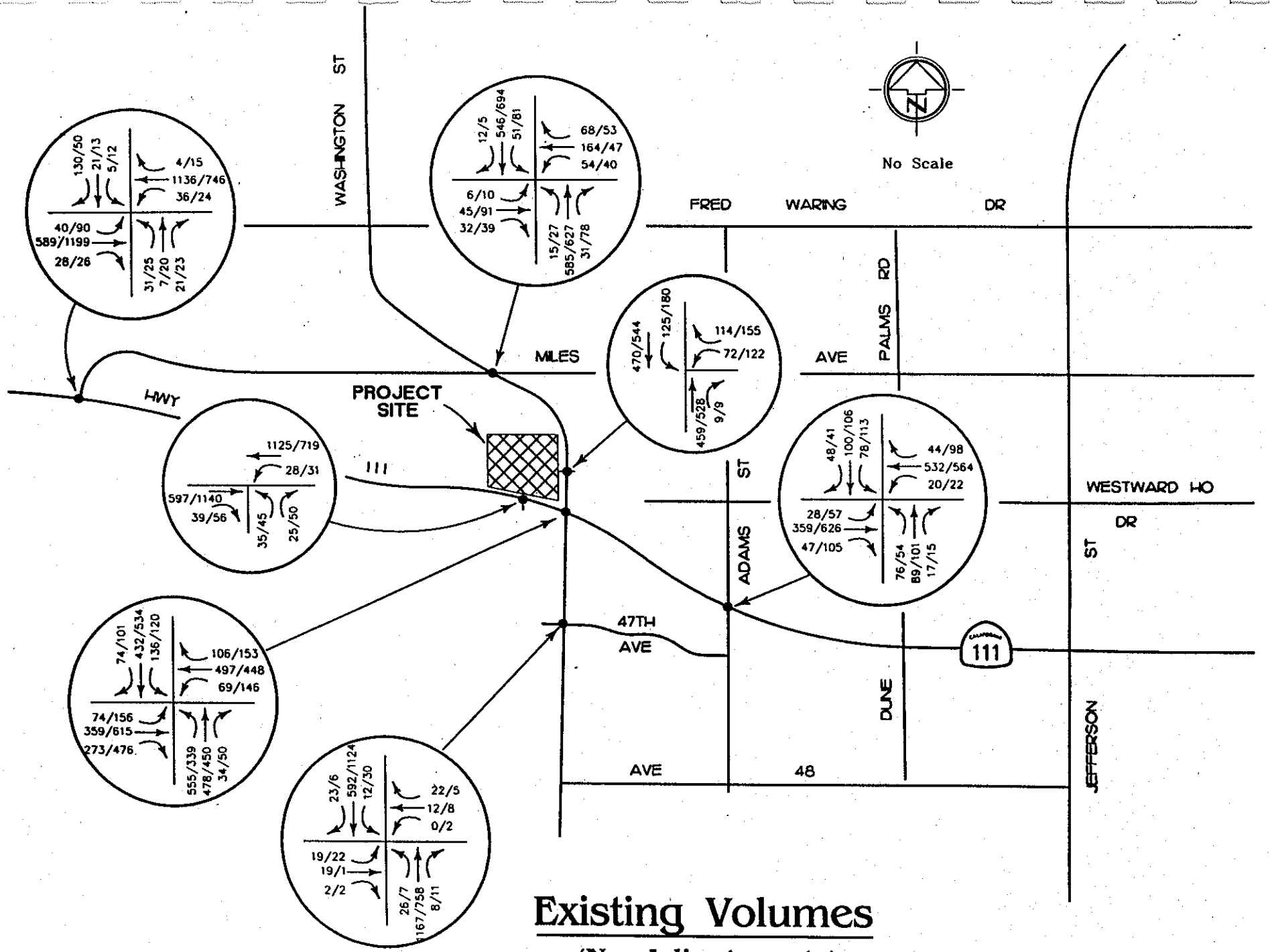
Channel Drive provides direct access to the shopping center east of Washington Street, directly east of the proposed project. The proposed project will provide the fourth (west) leg to the intersection of Channel Drive/Washington St.

A total of seven study intersections were analyzed in this study. They include:

1. Highway 111/Washington
2. Highway 111/Plaza La Quinta
3. Highway 111/Miles
4. Highway 111/Adams
5. Washington/Channel Drive
6. Washington/47th Street
7. Washington/Miles

Existing AM and PM peak hour traffic counts were completed at all of the study intersections. Field data were also collected for use in the overall analyses. ***Figure 3*** illustrates the existing count data at each of the study intersections. Appendix C contains the count data. Due to the fact that the counts were conducted in the "off-season" (August), previous studies completed in the area indicated a 10 percent decrease during the "off-season". Therefore, in order to properly represent the "peak season" the existing counts were increased by 10 percent. The existing adjusted intersection volumes can be found in the intersection analyses worksheets contained in Appendix B.

All of the study intersections are signalized and were analyzed utilizing the 1998 Highway Capacity Software (HCS), which is based upon the updated 1997 Highway Capacity Manual (HCM). Within the HCS, the operating conditions are defined in terms of Level of Service (LOS) which is associated



Existing Volumes

(No Adjustments)

#991160

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FIGURE 3

with delay times where "A" is considered the best and "F" is over capacity. A more detailed explanation of Level of Service is contained in Appendix A.

Table 1 summarizes the results of the intersection analyses during the AM and PM peak hours. As shown in ***Table 1*** under existing conditions, all of the study intersections are operating at acceptable Levels of Service during both the AM and PM peak hours. It should be remembered that these analyses are based upon existing counts which were adjusted for "peak season" conditions.

OTHER CONDITIONS

"Other Area Projects"

The Cities of La Quinta and Indian Wells were contacted to determine if there were any approved, but not yet constructed, projects in the area of the proposed project which should be included in these analyses. La Quinta Traffic Engineering Department indicated that there were no "other area" projects to be included; however the City of Indian Wells had one "other area" project to include. This other area project is a 50 single family dwelling unit development located on Highway 111 just west of Miles Avenue.

A trip generation analyses were performed so the impacts of the "other area" project on the study intersections could be evaluated. Trip generation rates applicable to the "other area" project were referenced from *Trip Generation*[1]. These rates are shown on ***Table 2***. ***Table 2*** also indicates that the "other area" project is estimated to generate a total of 480 daily trip ends of which 40 (10 In, 30 Out) would occur during the AM peak hour and 55 (35 In, 20 Out) would occur during the PM peak hour.

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1 *Trip Generation, 6th Edition*; Institute of Transportation Engineers (ITE); 1997.

TABLE 1

INTERSECTION ANALYSES SUMMARY

Highway 111/Washington Retail Center, La Quinta

INTERSECTION	*LEVEL OF SERVICE / INTERSECTION DELAY (sec/veh)*					
	EXISTING CONDITIONS		*EXISTING+OTHER CONDITIONS*		*EXISTING+OTHER +PROJECT CONDITIONS*	
	AM PK HR	*PM PK HR*	*AM PK HR*	*PM PK HR*	*AM PK HR*	*PM PK HR*
Highway 111/Washington	C / 24.2	C / 23.6	C / 24.5	C / 23.7	D / 26.3	D / 25.3
Highway 111/ Plaza La Quinta (W/o Washington)	B / 9.8	B / 12.9	B / 9.9	B / 13.1	C / 17.4	C / 15.6
Highway 111/Miles	C / 16.1	C / 21.6	C / 20.0	C / 22.2	C / 20.7	D / 25.2
Highway 111/Adams	B / 10.7	B / 11.6	B / 10.7	B / 11.7	B / 10.8	B / 12.0
Washington/ Channel Drive (N/o Highway 111)	B / 9.9	B / 11.9	B / 9.9	B / 12.5	B / 12.5	B / 14.4
Washington/47th Avenue	C / 23.9	C / 21.4	C / 20.2	C / 19.0	C / 22.4	C / 23.0
Washington/Miles	C / 22.4	D / 29.5	C / 23.2	D / 30.6	C / 24.3	D / 30.6

TABLE 2

TRIP GENERATION
OTHER AREA PROJECT

Highway 111/Washington Retail Center, La Quinta

LAND USE	*DESCRIPTOR/ SIZE*	*TRIP GENERATION*				
		DAILY	*AM PEAK HOUR*		*PM PEAK HOUR*	
			IN	*OUT*	*IN*	*OUT*
Rates[1]						
Single Family Residential	Per Dwelling Unit	9.57	0.19	0.56	0.65	0.36
Trip Ends						
Single Family Residential	50 DU	480	10	30	35	20

(1) *Trip Generation, 6th Edition*; Institute of Transportation Engineers (ITE); 1997.

Ambient Growth

In order to obtain conditions at project opening day (Year 2000) without the project or "pre-project" traffic conditions, an ambient growth rate was utilized. This growth factor would account for any growth outside the City of La Quinta which would put traffic on the street system within the city limits. In order to obtain a growth rate for the project area street system, the City of La Quinta was contacted to obtain past and present daily traffic volumes. This data was utilized to obtain growth factors for the surrounding street system, which are illustrated on ***Figure 4***.

Existing Plus "Other Area" Project plus Ambient Growth Analysis

The peak hour trips for the "other area" project were assigned to the surrounding street system. These volumes along with the ambient growth for each movement at the study intersections were added to the existing volumes. As shown in ***Table 1***, under existing plus other conditions all of the study intersections would continue to operate at acceptable Levels of Service during both the AM and PM peak hours. The HCS worksheets can be found in Appendix B.

PROJECT CONDITIONS

Trip Generation

In order to analyze the potential impacts of the project, it is necessary to evaluate the trip generation of the proposed project. Trip generation rates for the proposed project were also referenced from the ITE publication *Trip Generation*[2]. ***Table 3*** lists the trip generation rates utilized in this study for the proposed project. These rates were applied to the proposed land uses. As shown in ***Table 4***, the proposed project is estimated to generate a total of 8,495 daily trip ends of which 500 (280 In, 220 Out) would occur during the AM peak hour and 755 (360 In, 395 Out) would occur during the PM peak hour.

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[2] *Trip Generation, 6th Edition*; Ibid.

TABLE 3

TRIP GENERATION RATES

Highway 111/Washington Retail Center, La Quinta

LAND USE	DESCRIPTOR	TRIP GENERATION RATES PER DESCRIPTOR[1]				
		DAILY	AM PEAK HOUR		PM PEAK HOUR	
			IN	OUT	IN	OUT
Rates:						
Gas Station/Mini Mart/Car Wash	Fueling Position	152.84	5.43	5.21	6.39	6.60
Fast Food Restaurant w/ Drive-Thru	Per 1,000 SF	496.12	25.43	24.43	17.41	16.07
High Turnover Restaurant	Per 1,000 SF	130.34	4.82	4.45	6.52	4.34
Quality Restaurant	Per 1,000 SF	89.95	n/a	n/a	5.02	2.47
Passby Reduction for Gas Station[2]		56%	62%	62%	56%	56%
Passby Reduction for Fast Food Restaurant[2]		49%	49%	49%	50%	50%
Passby Reduction for High Turnover Restaurant[2]		43%	-	-	43%	43%
Equations:						
Shopping Center (Retail)	Per 1,000 SF	Daily: Ln(T) = 0.643 Ln(x) + 5.866 AM Peak Hour: Ln(T) = 0.596 Ln(x) + 2.329 (61% In, 39% Out) PM Peak Hour: Ln(T) = 0.660 Ln(x) + 3.403 (48% In, 52% Out)				
General Office Building	Per 1,000 SF	Daily: Ln(T) = 0.768 Ln(x) + 3.654 AM Peak Hour: Ln(T) = 0.797 Ln(x) + 1.558 (88% In, 12% Out) PM Peak Hour: T = 1.121 (x) + 79.295 (17% In, 83% Out)				

(1) *Trip Generation, 6th Edition;* Institute of Transportation Engineers (ITE); 1997.

(2) *Trip Generation Handbook;* Chapter 5; Institute of Transportation Engineers (ITE); October, 1998.

TABLE 4

TRIP GENERATION
PROPOSED PROJECT

Highway 111/Washington Retail Center, La Quinta

LAND USE	SIZE	TRIP ENDS				
		DAILY	AM PEAK HOUR		PM PEAK HOUR	
			IN	OUT	IN	OUT
Office Building	18,000 SF	355	45	5	15	85
Retail (Including Mall)	17,500 SF	2,200	35	20	95	205
Service Station/Mini Mart/ Car Wash	12 Fueling	1,830	65	65	75	80
(Passby Reduction)	Positions	(1,020)	(40)	(40)	(40)	(45)
Subtotal		810	25	25	35	35
Quality Restaurant	14,000 SF	1,260	-	-	70	35
High Turnover Restaurant	3,450 SF	450	15	15	20	15
(Passby Reduction)		(190)	(-)	(-)	(10)	(5)
Subtotal		260	15	15	10	10
Fast Food Restaurant	4,800 SF	2,400	120	115	85	75
(Passby Reduction)		(1,200)	(60)	(55)	(40)	(40)
Subtotal		1,200	60	60	45	35
TOTAL WITHOUT PASSBY REDUCTION		*8,495*	*280*	*220*	*360*	*395*
TOTAL WITH PASSBY REDUCTION		*6,085*	*180*	*125*	*270*	*305*

A review of the land uses within the study area indicates that a passby reduction may be taken. Based upon the ITE reference *Trip Generation Handbook*[3] passby reduction percentages, which are shown on ***Table 3*** for the gas station, fast food restaurant and high turnover restaurant land uses, were applied to the associated land uses. ***Table 4*** lists the estimated trips generated by the proposed project with a passby reduction. It can be seen in ***Table 4*** that with the passby reduction, the proposed project is estimated to generate a total of 6,085 daily trip ends of which 305 (180 In, 125 Out) would occur during the AM peak hour and 575 (270 In, 305 Out) would occur during the PM peak hour.

Trip Assignment

Project distribution percentages were developed based upon review of regional land uses, the type of land use proposed, the surrounding street system and the proximity of freeway accesses. ***Figure 5*** illustrates the distribution percentages for the shopping center. The project generated trip ends, identified in ***Table 4***, were then assigned to the surrounding street system based upon the distribution percentages. The resulting project trip assignment is shown on ***Figure 6***.

It should be noted that passby reduction cannot be taken at project access points for the proposed development or at adjacent intersections, which is this case would be the study intersection of Highway 111/Washington.

Analysis

The project generated trips were added to the existing plus other conditions so the intersection analyses could be updated. ***Table 1*** indicates that all of the study intersections would continue to operate at acceptable Levels of Service during both the AM and PM peak hours. The HCS worksheets can be found in Appendix B.

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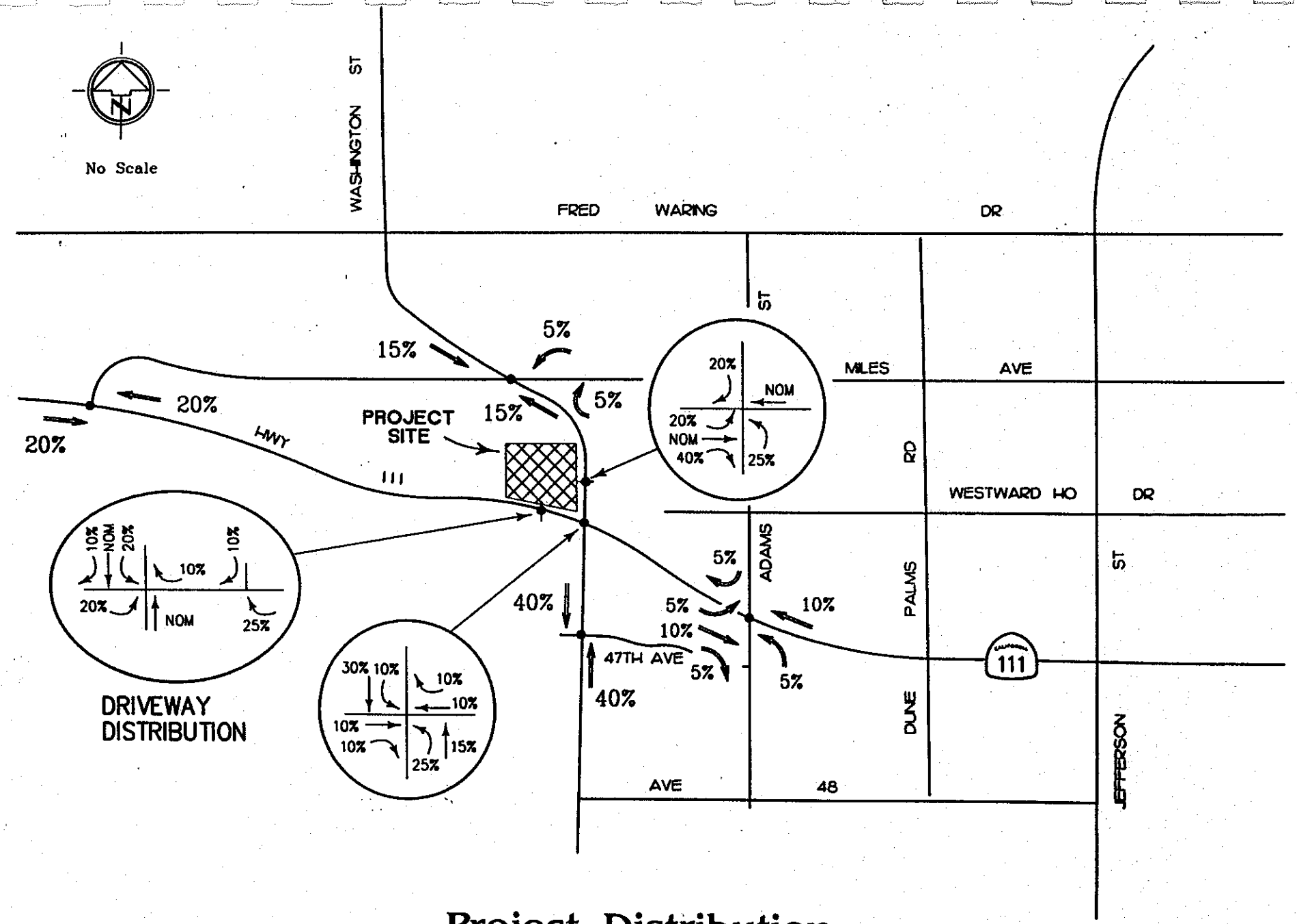
[3] *Trip Generation Handbook, Chapter 5*; Institute of Transportation Engineers (ITE); October 1998.



Project Distribution

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FIGURE 5

FUTURE CONDITIONS

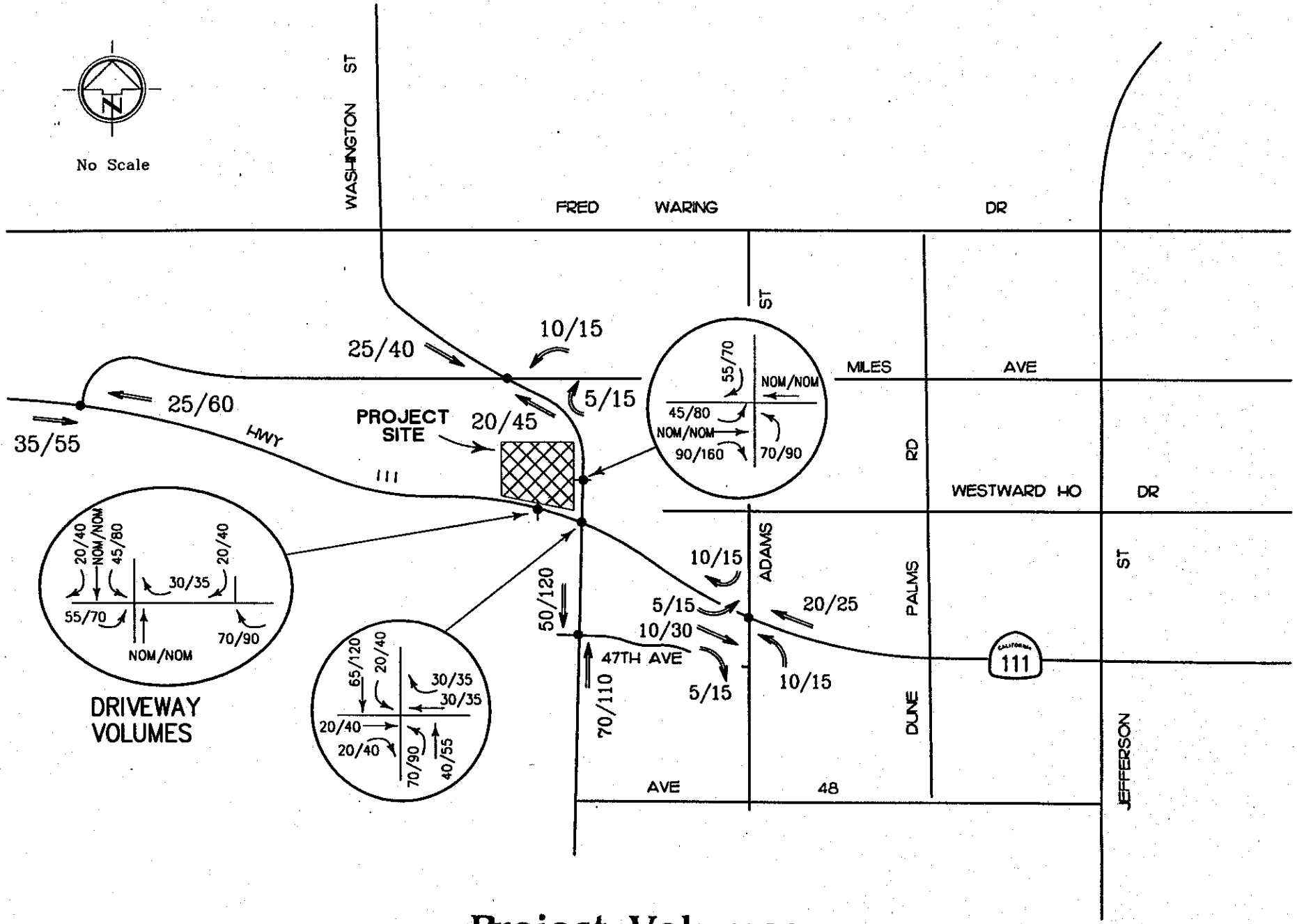
The City of La Quinta requested that the analyses be performed for conditions five years beyond project opening day. Again, the existing volumes were adjusted by 10 percent to reflect the "peak season". The same growth rates found on ***Figure 4*** were utilized to adjust the existing volumes for future conditions without the project. In addition, the "other area" project which is located in the City of Indian Wells was also included to obtain base conditions without the project.

Table 5 summarizes the results of the intersection analyses during the AM and PM peak hours under future conditions without the project. As shown in ***Table 5***, all of the study intersections would continue to operate at acceptable Levels of Service during both the AM and PM peak hours.

Project volumes, which are shown on ***Figure 6,*** were added to the future pre-project conditions to determine the project impact on the study intersections. ***Table 5*** indicates that all of the study intersections would continue to operate at acceptable Levels of Service during both the AM and PM peak hours under future conditions with the project.

VEHICULAR ACCESS AND ON-SITE CIRCULATION

As stated earlier in this study, there are three access points which will serve the site. The project driveway located on Washington Street will provide a fourth leg (west leg) to an existing signalized intersection which currently serves a shopping center located on the east side of Washington Street. Within this study this intersection is referred to as Washington/Channel. A northbound left turn lane on Washington Street at this project driveway will be provided. The northbound left turn pocket should be a minimum of 100 feet. The proposed project geometrics for egress at this driveway will be a westbound left turn lane and a combination through/right lane with a single ingress lane. As indicated in ***Table 1*** and ***Table 5*** the intersection of Washington/Channel, which has the project driveway as the fourth leg, would operate at acceptable Levels of Service during both the AM and PM peak hours under opening day conditions and future conditions.



Project Volumes

#991160
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FIGURE 6

TABLE 5

INTERSECTION ANALYSES SUMMARY
FUTURE CONDITIONS

Highway 111/Washington Retail Center, La Quinta

INTERSECTION	*LEVEL OF SERVICE / INTERSECTION DELAY (sec/veh)*			
	FUTURE CONDITIONS WITHOUT PROJECT		*FUTURE CONDITIONS WITH PROJECT*	
	AM PK HR	*PM PK HR*	*AM PK HR*	*PM PK HR*
Highway 111/Washington	D / 25.5	C / 24.4	D / 27.8	D / 26.6
Highway 111/ Plaza La Quinta (W/o Washington)	B / 10.1	B / 14.2	C / 18.1	C / 16.6
Highway 111/Miles	C / 21.6	D / 25.2	C / 22.7	D / 29.7
Highway 111/Adams	B / 10.8	B / 11.9	B / 10.9	B / 12.3
Washington/Channel Drive (N/o Highway 111)	B / 10.0	B / 12.3	B / 12.7	B / 15.0
Washington/47th Avenue	D / 28.2	C / 23.7	C / 23.4	C / 22.9
Washington/Miles	C / 24.5	D / 32.4	D / 25.3	D / 36.6

The project driveway located on Highway 111 directly west of the intersection of Washington/Highway 111 will be restricted to right turns in and out only.

The westerly most driveway located on Highway 111 will provide the fourth (northern) leg of an existing signalized intersection, Highway 111/Plaza La Quinta. Currently this intersection serves the Plaza La Quinta shopping center located direct south of the site. A westbound left turn lane will be provided on Highway 111, which should be 100 feet in length. The proposed project geometrics for egress at this driveway will be a southbound left turn lane and a combination through/right lane with a single ingress lane. ***Table 1*** and ***Table 5*** show that the intersection of Highway 111/Plaza La Quinta would operate at acceptable Levels of Service during both the AM and PM peak hours under opening day conditions and future conditions.

On-site circulation was reviewed for safety and trucks maneuverability and was found to be adequate.

SUMMARY

This study has examined traffic factors related to the proposed retail development located on the northwest corner of Washington Street and Highway 111 in the City of La Quinta. Existing conditions were reviewed and quantified. Pre-project conditions were established based upon "other area" projects and growth factors for the surrounding street system. Estimates were made of trips to be generated by the planned development. The estimated trips for the planned development were assigned to the street system and the study intersections were analyzed. Site access and on-site circulation were also reviewed and discussed.

The following are principal findings of the study.

1. The existing counts were taken during the "off-season" (August), therefore, the counts were adjusted by 10 percent in order to better represent the "peak season".

2. Under existing conditions, all of the study intersections would operate at acceptable Levels of Service during both the AM and PM peak hours.

3. One "other area" project was included in these analyses from the City of Indian Wells. In addition, a growth rate was utilized to project opening day to provide pre-project conditions.

   Under existing plus other project conditions, all of the study intersections continue to operate at acceptable Levels of Service.

4. The project is estimated to generate 8,495 daily trip ends of which 500 (280 In, 220 Out) would occur during the AM peak hour and 755 (360 In, 395 Out) would occur during the PM peak hour.

   With the applicable passby reduction, the project would generate a total of 6,085 daily trip ends of which 305 (180 In, 125 Out) would occur during the AM peak hour and 575 (270 In, 305 Out) would occur during the PM peak hour.

5. Under existing plus other plus project conditions, all of the study intersections continue to operate at acceptable Levels of Service during both the AM and PM peak hours.

6. Future conditions (five years beyond project opening day) were analyzed under pre-project and post-project conditions. Under both conditions, all of the study intersections continue to operate at acceptable Levels of Service.

7. Both the project access point located on Washington and Highway 111, which are signalized would operate at acceptable Levels of Service during the AM and PM peak hours.

   The proposed geometrics for egress at both signalized driveways would be a left turn lane and a combination through/right lane and a single ingress lane.

   The minimum length of the northbound left turn pocket on Washington at the proposed driveway and the eastbound left turn lane on Highway 111 at the project driveway would be 100 feet.

8. On-site circulation was reviewed for safety and trucks maneuverability and was found to be adequate.

* * * * * *

We trust that this study will be of assistance to you and the City of La Quinta. If you have any questions or require additional information, please contact us.

Respectfully submitted,
WPA TRAFFIC ENGINEERING, INC.
A DIVISION OF WILLDAN ASSOCIATES

Weston S. Pringle, P.E.
Registered Professional Engineer
State of California Numbers C16828 & TR565

WSP:HN
#12654

APPENDIX A

1994 HIGHWAY CAPACITY MANUAL (94HCM)

EXPLANATION OF LEVEL OF SERVICE

LEVEL OF SERVICE CRITERIA

SIGNALIZED INTERSECTION

LEVEL OF SERVICE	STOPPED DELAY PER VEHICLE (SEC)
A	≤ 5.0
B	5.1 TO 15.0
C	15.1 TO 25.0
D	25.1 TO 40.0
E	40.1 TO 60.0
F	> 60.0

UNSIGNALIZED INTERSECTION

LEVEL OF SERVICE	STOPPED DELAY PER VEHICLE (SEC)
A	≤ 5.0
B	5.1 TO 10.0
C	10.0 TO 20.0
D	20.0 TO 30.0
E	30.0 TO 45.0
F	> 45.0

APPENDIX A - 94HCM

LEVEL OF SERVICE DESCRIPTIONS FOR INTERSECTIONS

LEVEL OF SERVICE	*DESCRIPTION*
A	*Low volumes; high speeds; speed not restricted by other vehicles; all signal cycles clear with no vehicles; all signal cycles clear with no vehicles waiting through more than one signal cycle.*
B	*Operating speeds beginning to be affected by other traffic; between one and ten percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods.*
C	*Operating speeds and maneuverability closely controlled by other traffic; between 11 and 30 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods; recommended ideal design standard.*
D	*Tolerable operating speeds; 31 to 70 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during traffic periods; often used as design standard in urban areas.*
E	*Capacity; the maximum traffic volumes an intersection can accommodate; restricted speeds; 71 to 100 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods.*
F	*Long queues of traffic; unstable flow; stoppages of long duration; traffic volume and traffic speed can drop to zero; traffic volume will be less than the volume which occurs at Level of Service E.*

APPENDIX B

INTERSECTION ANALYSES WORKSHEETS

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) WASHINGTON STREET
Analyst: HN File Name: 111&WEA.HC9
Area Type: Other 9-8-99 AM PK
Comment: EXISTING CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	3	1	2	3	< 0	2	2	< 0	2	2	1
Volumes	81	395	300	76	547	117	611	526	37	150	475	81
Lane W (ft)	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*	*		
Thru		*			Thru		*	*	
Right		*			Right		*	*	
Peds					Peds				
WB Left	*				SB Left	*			
Thru		*			Thru			*	
Right		*			Right			*	
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	10.0P	20.0P			Green	12.0P	8.0P	25.0P	
Yellow/AR	3.0	3.0			Yellow/AR	3.0	3.0	3.0	

Cycle Length: 90 secs Phase combination order: #1 #2 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	393	3539	0.224	0.111	27.8	D	30.7	D
	T	1242	5588	0.369	0.222	22.6	C		
	R	352	1583	0.898	0.222	43.2	E		
WB	L	393	3539	0.209	0.111	27.7	D	25.2	D
	TR	1209	5441	0.636	0.222	24.9	C		
NB	L	904	3539	0.732	0.256	25.5	D	20.4	C
	TR	1476	3689	0.422	0.400	14.9	B		
SB	L	472	3539	0.345	0.133	27.1	D	22.1	C
	T	1035	3725	0.507	0.278	21.1	C		
	R	440	1583	0.193	0.278	18.9	C		

Intersection Delay = 24.2 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.637

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) WASHINGTON STREET
Analyst: HN File Name: 111&WEP.HC9
Area Type: Other 9-8-99 PM PK
Comment: EXISTING CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	3	1	2	3	< 0	2	2	< 0	2	2	1
Volumes	172	677	524	161	493	168	373	495	55	132	587	111
Lane W (ft)	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*	*		
Thru		*			Thru		*	*	
Right		*			Right		*	*	
Peds					Peds				
WB Left	*				SB Left	*			
Thru		*			Thru			*	
Right		*			Right			*	
Peds					Peds				
NB Right					EB Right	*			
SB Right					WB Right				
Green	10.0P	25.0P			Green	12.0P	8.0P	25.0P	
Yellow/AR	3.0	3.0			Yellow/AR	3.0	3.0	3.0	

Cycle Length: 95 secs Phase combination order: #1 #2 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	373	3539	0.499	0.105	31.4	D	24.6	C
	T	1471	5588	0.533	0.263	23.1	C		
	R	667	1583	0.828	0.421	24.6	C		
WB	L	373	3539	0.467	0.105	31.1	D	24.7	C
	TR	1414	5375	0.542	0.263	23.2	C		
NB	L	857	3539	0.473	0.242	23.7	C	19.6	C
	TR	1391	3670	0.437	0.379	16.8	C		
SB	L	447	3539	0.320	0.126	28.9	D	25.1	D
	T	980	3725	0.662	0.263	24.9	C		
	R	417	1583	0.281	0.263	21.3	C		

Intersection Delay = 23.6 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.626

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) WASHINGTON STREET
Analyst: HN File Name: 111&WOA.HC9
Area Type: Other 9-8-99 AM PK
Comment: EXISTING+OTHER CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	3	1	2	3	< 0	2	2	< 0	2	2	1
Volumes	81	410	305	76	552	117	626	536	37	155	485	81
Lane W (ft)	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*	*	
Thru		*			Thru		*	*
Right		*			Right		*	*
Peds					Peds			
WB Left	*				SB Left	*		
Thru		*			Thru			*
Right		*			Right			*
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	10.0P	20.0P			Green	12.0P	8.0P	25.0P
Yellow/AR	3.0	3.0			Yellow/AR	3.0	3.0	3.0

Cycle Length: 90 secs Phase combination order: #1 #2 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	393	3539	0.224	0.111	27.8	D	31.4	D
	T	1242	5588	0.383	0.222	22.7	C		
	R	352	1583	0.913	0.222	45.3	E		
WB	L	393	3539	0.209	0.111	27.7	D	25.2	D
	TR	1209	5442	0.640	0.222	24.9	C		
NB	L	904	3539	0.751	0.256	25.9	D	20.7	C
	TR	1476	3689	0.429	0.400	15.0	B		
SB	L	472	3539	0.356	0.133	27.2	D	22.2	C
	T	1035	3725	0.519	0.278	21.2	C		
	R	440	1583	0.193	0.278	18.9	C		

Intersection Delay = 24.5 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.650

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) WASHINGTON STREET
Analyst: HN File Name: 111&WOP.HC9
Area Type: Other 9-8-99 PM PK
Comment: EXISTING+OTHER CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	3	1	2	3	< 0	2	2	< 0	2	2	1
Volumes	172	687	529	161	508	168	383	505	55	137	602	116
Lane W (ft)	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*	*		
Thru		*			Thru		*	*	
Right		*			Right		*	*	
Peds					Peds				
WB Left	*				SB Left	*			
Thru		*			Thru			*	
Right		*			Right			*	
Peds					Peds				
NB Right					EB Right	*			
SB Right					WB Right				
Green	10.0P	25.0P			Green	12.0P	8.0P	25.0P	
Yellow/AR	3.0	3.0			Yellow/AR	3.0	3.0	3.0	

Cycle Length: 95 secs Phase combination order: #1 #2 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	373	3539	0.499	0.105	31.4	D	24.8	C
	T	1471	5588	0.541	0.263	23.2	C		
	R	667	1583	0.836	0.421	25.0	C		
WB	L	373	3539	0.467	0.105	31.1	D	24.7	C
	TR	1416	5380	0.553	0.263	23.3	C		
NB	L	857	3539	0.484	0.242	23.8	C	19.7	C
	TR	1391	3671	0.445	0.379	16.9	C		
SB	L	447	3539	0.331	0.126	28.9	D	25.3	D
	T	980	3725	0.679	0.263	25.2	D		
	R	417	1583	0.293	0.263	21.4	C		

Intersection Delay = 23.7 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.633

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-11-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) WASHINGTON STREET
Analyst: HN File Name: 111&WPA.HC9
Area Type: Other 9-8-99 AM PK
Comment: EXISTING+OTHER+PROJECT CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	3	1	2	3	< 0	2	2	< 0	2	2	1
Volumes	81	430	325	76	582	147	696	576	37	175	550	81
Lane W (ft)	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*	*		
Thru		*			Thru		*	*	
Right		*			Right		*	*	
Peds					Peds				
WB Left	*				SB Left	*			
Thru		*			Thru			*	
Right		*			Right			*	
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	10.0P	20.0P			Green	12.0P	8.0P	25.0P	
Yellow/AR	3.0	3.0			Yellow/AR	3.0	3.0	3.0	

Cycle Length: 90 secs Phase combination order: #1 #2 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	393	3539	0.224	0.111	27.8	D	35.7	D
	T	1242	5588	0.401	0.222	22.8	C		
	R	352	1583	0.972	0.222	56.5	E		
WB	L	393	3539	0.209	0.111	27.7	D	26.0	D
	TR	1204	5419	0.702	0.222	25.8	D		
NB	L	904	3539	0.835	0.256	28.9	D	22.4	C
	TR	1477	3692	0.458	0.400	15.2	C		
SB	L	472	3539	0.403	0.133	27.5	D	22.9	C
	T	1035	3725	0.588	0.278	22.0	C		
	R	440	1583	0.193	0.278	18.9	C		

Intersection Delay = 26.3 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.712

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-11-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) WASHINGTON STREET
Analyst: HN File Name: 111&WPP.HC9
Area Type: Other 9-8-99 PM PK
Comment: EXISTING+OTHER+PROJECT CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	3	1	2	3	< 0	2	2	< 0	2	2	1
Volumes	172	727	569	161	543	203	473	560	55	177	722	116
Lane W (ft)	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*	*		
Thru		*			Thru		*	*	
Right		*			Right		*	*	
Peds					Peds				
WB Left	*				SB Left	*			
Thru		*			Thru			*	
Right		*			Right			*	
Peds					Peds				
NB Right					EB Right	*			
SB Right					WB Right				
Green	10.0P	25.0P			Green	12.0P	8.0P	25.0P	
Yellow/AR	3.0	3.0			Yellow/AR	3.0	3.0	3.0	

Cycle Length: 95 secs Phase combination order: #1 #2 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	373	3539	0.499	0.105	31.4	D	26.9	D
	T	1471	5588	0.573	0.263	23.5	C		
	R	667	1583	0.898	0.421	30.2	D		
WB	L	373	3539	0.467	0.105	31.1	D	25.1	D
	TR	1411	5360	0.613	0.263	24.0	C		
NB	L	857	3539	0.599	0.242	25.1	D	20.7	C
	TR	1393	3675	0.488	0.379	17.3	C		
SB	L	447	3539	0.429	0.126	29.6	D	28.0	D
	T	980	3725	0.814	0.263	28.7	D		
	R	417	1583	0.293	0.263	21.4	C		

Intersection Delay = 25.3 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.680

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) PLAZA LA QUINTA
Analyst: HN File Name: 1&PLQEA.HC9
Area Type: Other 9-8-99 AM PK
Comment: EXISTING CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	1	1	2	0	1	0	1	0	0	0
Volumes		657	43	31	1238		39		28			
Lane W (ft)		12.0	12.0	12.0	12.0		12.0		12.0			
RTOR Vols			0			0			0			
Lost Time		3.00	3.00	3.00	3.00		3.00		3.00			

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left *			
Thru		*			Thru			
Right		*			Right *			
Peds					Peds			
WB Left	*				SB Left			
Thru	*	*			Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	15.0P	28.0P			Green 23.0P			
Yellow/AR	3.0	3.0			Yellow/AR 3.0			

Cycle Length: 75 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	T	1391	3725	0.523	0.373	14.2	B	14.0	B
	R	591	1583	0.076	0.373	11.5	B		
WB	L	354	1770	0.093	0.200	18.6	C	7.3	B
	T	2285	3725	0.599	0.613	7.1	B		
NB	L	543	1770	0.076	0.307	14.0	B	14.0	B
	R	485	1583	0.060	0.307	14.0	B		

Intersection Delay = 9.8 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.424

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) PLAZA LA QUINTA
Analyst: HN File Name: 1&PLQEP.HC9
Area Type: Other 9-8-99 PM PK
Comment: EXISTING CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	1	1	2	0	1	0	1	0	0	0
Volumes		1254	62	34	791		50		55			
Lane W (ft)		12.0	12.0	12.0	12.0		12.0		12.0			
RTOR Vols			0			0			0			
Lost Time		3.00	3.00	3.00	3.00		3.00		3.00			

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left *			
Thru		*			Thru			
Right		*			Right *			
Peds					Peds			
WB Left	*				SB Left			
Thru	*	*			Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	10.0P	33.0P			Green 23.0P			
Yellow/AR	3.0	3.0			Yellow/AR 3.0			

Cycle Length: 75 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	T	1639	3725	0.846	0.440	17.3	C	16.9	C
	R	697	1583	0.093	0.440	9.3	B		
WB	L	236	1770	0.153	0.133	21.9	C	6.3	B
	T	2285	3725	0.383	0.613	5.6	B		
NB	L	543	1770	0.098	0.307	14.1	B	14.2	B
	R	485	1583	0.119	0.307	14.2	B		

Intersection Delay = 12.9 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.488

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) PLAZA LA QUINTA
Analyst: HN File Name: 1&PLQOA.HC9
Area Type: Other 9-8-99 AM PK
Comment: EXISTING+OTHER CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	1	1	2	0	1	0	1	0	0	0
Volumes		672	43	31	1248		39		28			
Lane W (ft)		12.0	12.0	12.0	12.0		12.0		12.0			
RTOR Vols			0			0			0			
Lost Time		3.00	3.00	3.00	3.00		3.00		3.00			

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left *			
Thru		*			Thru			
Right		*			Right *			
Peds					Peds			
WB Left	*				SB Left			
Thru	*	*			Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	15.0P	28.0P			Green 23.0P			
Yellow/AR	3.0	3.0			Yellow/AR 3.0			

Cycle Length: 75 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	T	1391	3725	0.534	0.373	14.3	B	14.1	B
	R	591	1583	0.076	0.373	11.5	B		
WB	L	354	1770	0.093	0.200	18.6	C	7.4	B
	T	2285	3725	0.604	0.613	7.1	B		
NB	L	543	1770	0.076	0.307	14.0	B	14.0	B
	R	485	1583	0.060	0.307	14.0	B		

Intersection Delay = 9.9 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.428

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) PLAZA LA QUINTA
Analyst: HN File Name: 1&PLQOP.HC9
Area Type: Other 9-8-99 PM PK
Comment: EXISTING+OTHER CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	1	1	2	0	1	0	1	0	0	0
Volumes		1269	62	34	806		50		55			
Lane W (ft)		12.0	12.0	12.0	12.0		12.0		12.0			
RTOR Vols			0			0			0			
Lost Time		3.00	3.00	3.00	3.00		3.00		3.00			

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left	*			
Thru		*			Thru				
Right		*			Right	*			
Peds					Peds				
WB Left	*				SB Left				
Thru	*	*			Thru				
Right					Right				
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	10.0P	33.0P			Green	23.0P			
Yellow/AR	3.0	3.0			Yellow/AR	3.0			

Cycle Length: 75 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	T	1639	3725	0.856	0.440	17.7	C	17.3	C
	R	697	1583	0.093	0.440	9.3	B		
WB	L	236	1770	0.153	0.133	21.9	C	6.3	B
	T	2285	3725	0.390	0.613	5.7	B		
NB	L	543	1770	0.098	0.307	14.1	B	14.2	B
	R	485	1583	0.119	0.307	14.2	B		

Intersection Delay = 13.1 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.493

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-11-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) PLAZA LA QUINTA
Analyst: HN File Name: 1&PLQPA.HC9
Area Type: Other 9-8-99 AM PK
Comment: EXISTING+OTHER+PROJECT CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	< 0	1	1	< 0	1	1	< 0
Volumes	55	672	43	31	1268	30	39	10	28	45	10	20
Lane W (ft)	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru		*			Thru	*			
Right		*			Right	*			
Peds					Peds				
WB Left	*				SB Left	*			
Thru		*			Thru	*			
Right		*			Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	10.0P	41.0P			Green	30.0P			
Yellow/AR	3.0	3.0			Yellow/AR	3.0			

Cycle Length: 90 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	197	1770	0.295	0.111	28.2	D	13.7	B
	T	1697	3725	0.437	0.456	12.8	B		
	R	721	1583	0.062	0.456	10.4	B		
WB	L	197	1770	0.168	0.111	27.6	D	19.8	C
	TR	1691	3712	0.849	0.456	19.6	C		
NB	L	531	1592	0.077	0.333	15.6	C	15.6	C
	TR	553	1660	0.072	0.333	15.6	C		
SB	L	517	1552	0.091	0.333	15.7	C	15.6	C
	TR	560	1679	0.057	0.333	15.5	C		

Intersection Delay = 17.4 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.500

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-11-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) PLAZA LA QUINTA
Analyst: HN File Name: 1&PLQPP.HC9
Area Type: Other 9-8-99 PM PK
Comment: EXISTING+OTHER+PROJECT CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	< 0	1	1	< 0	1	1	< 0
Volumes	70	1269	62	34	846	35	50	10	55	80	10	40
Lane W (ft)	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru		*			Thru	*			
Right		*			Right	*			
Peds					Peds				
WB Left	*				SB Left	*			
Thru		*			Thru	*			
Right		*			Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	10.0P	33.0P			Green	23.0P			
Yellow/AR	3.0	3.0			Yellow/AR	3.0			

Cycle Length: 75 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	236	1770	0.314	0.133	22.6	C	17.6	C
	T	1639	3725	0.856	0.440	17.7	C		
	R	697	1583	0.093	0.440	9.3	B		
WB	L	236	1770	0.153	0.133	21.9	C	12.9	B
	TR	1629	3703	0.598	0.440	12.6	B		
NB	L	457	1492	0.116	0.307	14.2	B	14.3	B
	TR	499	1628	0.138	0.307	14.3	B		
SB	L	436	1423	0.192	0.307	14.6	B	14.4	B
	TR	503	1641	0.105	0.307	14.2	B		

Intersection Delay = 15.6 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.543

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) MILES AVENUE
Analyst: HN File Name: 111&MEA.HC9
Area Type: Other 9-8-99 AM PK
Comment: EXISTING CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	< 0	0	> 2	< 0	1	1	1
Volumes	44	648	31	40	1250	4	34	7	23	5	23	143
Lane W (ft)	12.0	12.0	12.0	12.0	12.0			12.0		12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru		*			Thru	*			
Right		*			Right	*			
Peds					Peds				
WB Left	*				SB Left	*			
Thru		*			Thru	*			
Right		*			Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	10.0P	42.0P			Green	29.0P			
Yellow/AR	3.0	3.0			Yellow/AR	3.0			

Cycle Length: 90 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	197	1770	0.234	0.111	27.9	D	13.0	B
	T	1738	3725	0.412	0.467	12.1	B		
	R	739	1583	0.045	0.467	9.9	B		
WB	L	197	1770	0.214	0.111	27.8	D	17.7	C
	TR	1738	3724	0.798	0.467	17.4	C		
NB	DfL	527	1634	0.068	0.322	16.1	C	16.0	C
	TR	530	1646	0.058	0.322	16.0	C		
SB	L	515	1597	0.010	0.322	15.8	C	17.2	C
	T	600	1863	0.040	0.322	15.9	C		
	R	510	1583	0.296	0.322	17.5	C		

Intersection Delay = 16.1 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.548

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) MILES AVENUE
Analyst: HN File Name: 111&MEP.HC9
Area Type: Other 9-8-99 PM PK
Comment: EXISTING CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	< 0	0	> 2	< 0	1	1	1
Volumes	99	1319	29	27	821	17	28	22	25	13	14	55
Lane W (ft)	12.0	12.0	12.0	12.0	12.0			12.0		12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru		*			Thru	*			
Right		*			Right	*			
Peds					Peds				
WB Left	*				SB Left	*			
Thru		*			Thru	*			
Right		*			Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	18.0P	38.0P			Green	25.0P			
Yellow/AR	3.0	3.0			Yellow/AR	3.0			

Cycle Length: 90 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	354	1770	0.294	0.200	23.4	C	25.5	D
	T	1573	3725	0.926	0.422	25.9	D		
	R	668	1583	0.046	0.422	11.6	B		
WB	L	354	1770	0.079	0.200	22.2	C	15.8	C
	TR	1568	3714	0.591	0.422	15.6	C		
NB	LTR	906	3260	0.091	0.278	18.3	C	18.3	C
SB	L	393	1415	0.036	0.278	18.0	C	18.4	C
	T	518	1863	0.029	0.278	18.0	C		
	R	440	1583	0.132	0.278	18.5	C		

Intersection Delay = 21.6 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.541

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) MILES AVENUE
Analyst: HN File Name: 111&MOA.HC9
Area Type: Other 9-8-99 AM PK
Comment: EXISTING+OTHER CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	< 0	0	> 2	< 0	1	1	1
Volumes	54	663	31	40	1260	4	34	7	23	5	23	153
Lane W (ft)	12.0	12.0	12.0	12.0	12.0			12.0		12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru		*			Thru	*			
Right		*			Right	*			
Peds					Peds				
WB Left	*				SB Left	*			
Thru		*			Thru	*			
Right		*			Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	18.0P	38.0P			Green	25.0P			
Yellow/AR	3.0	3.0			Yellow/AR	3.0			

Cycle Length: 90 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Group: Mvmts	Adj Sat Flow Cap	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	354	1770	0.161	0.200	22.6	C	14.8	B
	T	1573	3725	0.466	0.422	14.4	B		
	R	668	1583	0.049	0.422	11.7	B		
WB	L	354	1770	0.119	0.200	22.4	C	23.0	C
	TR	1572	3724	0.888	0.422	23.0	C		
NB	DfL	454	1634	0.079	0.278	18.2	C	18.2	C
	TR	457	1646	0.068	0.278	18.2	C		
SB	L	444	1597	0.011	0.278	17.9	C	19.8	C
	T	518	1863	0.046	0.278	18.1	C		
	R	440	1583	0.366	0.278	20.1	C		

Intersection Delay = 20.0 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.565

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) MILES AVENUE
Analyst: HN File Name: 111&MOP.HC9
Area Type: Other 9-8-99 PM PK
Comment: EXISTING+OTHER CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	< 0	0	> 2	< 0	1	1	1
Volumes	104	1334	29	26	836	17	28	22	25	13	14	70
Lane W (ft)	12.0	12.0	12.0	12.0	12.0			12.0		12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru		*			Thru	*			
Right		*			Right	*			
Peds					Peds				
WB Left	*				SB Left	*			
Thru		*			Thru	*			
Right		*			Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	18.0P	38.0P			Green	25.0P			
Yellow/AR	3.0	3.0			Yellow/AR	3.0			

Cycle Length: 90 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	354	1770	0.308	0.200	23.5	C	26.5	D
	T	1573	3725	0.937	0.422	27.0	D		
	R	668	1583	0.046	0.422	11.6	B		
WB	L	354	1770	0.076	0.200	22.2	C	16.0	C
	TR	1568	3714	0.601	0.422	15.8	C		
NB	LTR	906	3260	0.091	0.278	18.3	C	18.3	C
SB	L	393	1415	0.036	0.278	18.0	C	18.5	C
	T	518	1863	0.029	0.278	18.0	C		
	R	440	1583	0.168	0.278	18.7	C		

Intersection Delay = 22.2 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.560

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-11-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) MILES AVENUE
Analyst: HN File Name: 111&MPA.HC9
Area Type: Other 9-8-99 AM PK
Comment: EXISTING+OTHER+PROJECT CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	< 0	0	> 2	< 0	1	1	1
Volumes	54	698	31	40	1285	4	34	7	23	5	23	153
Lane W (ft)	12.0	12.0	12.0	12.0	12.0			12.0		12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru		*			Thru	*			
Right		*			Right	*			
Peds					Peds				
WB Left	*				SB Left	*			
Thru		*			Thru	*			
Right		*			Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	18.0P	38.0P			Green	25.0P			
Yellow/AR	3.0	3.0			Yellow/AR	3.0			

Cycle Length: 90 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	354	1770	0.161	0.200	22.6	C	15.0	B
	T	1573	3725	0.491	0.422	14.6	B		
	R	669	1583	0.049	0.422	11.7	B		
WB	L	354	1770	0.119	0.200	22.4	C	24.2	C
	TR	1572	3724	0.906	0.422	24.2	C		
NB	DfL	454	1634	0.079	0.278	18.2	C	18.2	C
	TR	457	1646	0.068	0.278	18.2	C		
SB	L	444	1597	0.011	0.278	17.9	C	19.8	C
	T	517	1863	0.046	0.278	18.1	C		
	R	440	1583	0.366	0.278	20.1	C		

Intersection Delay = 20.7 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.574

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-11-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) MILES AVENUE
Analyst: HN File Name: 111&MPP.HC9
Area Type: Other 9-8-99 PM PK
Comment: EXISTING+OTHER+PROJECT CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	< 0	0	> 2	< 0	1	1	1
Volumes	104	1389	29	26	896	17	28	22	25	13	14	70
Lane W (ft)	12.0	12.0	12.0	12.0	12.0			12.0		12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
WB Left	*				SB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	18.0P	38.0P			Green	25.0P		
Yellow/AR	3.0	3.0			Yellow/AR	3.0		

Cycle Length: 90 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	354	1770	0.308	0.200	23.5	C	31.4	D
	T	1573	3725	0.976	0.422	32.3	D		
	R	669	1583	0.046	0.422	11.6	B		
WB	L	354	1770	0.076	0.200	22.2	C	16.5	C
	TR	1569	3715	0.643	0.422	16.3	C		
NB	LTR	906	3260	0.091	0.278	18.3	C	18.3	C
SB	L	393	1415	0.036	0.278	18.0	C	18.5	C
	T	517	1863	0.029	0.278	18.0	C		
	R	440	1583	0.168	0.278	18.7	C		

Intersection Delay = 25.2 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.578

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) ADAMS STREET
Analyst: HN File Name: 111&AEA.HC9
Area Type: Other 9-8-99 AM PK
Comment: EXISTING CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	< 0	1	2	< 0	1	1	< 0	1	1	1
Volumes	31	395	52	22	585	48	84	98	19	86	110	53
Lane W (ft)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left *			
Thru	*				Thru *			
Right	*				Right *			
Peds					Peds			
WB Left	*				SB Left *			
Thru	*				Thru *			
Right	*				Right *			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	40.0P				Green 39.0P			
Yellow/AR	3.0				Yellow/AR 3.0			

Cycle Length: 85 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	201	428	0.164	0.471	9.8	B	10.5	B
	TR	1722	3660	0.287	0.471	10.5	B		
WB	L	310	659	0.074	0.471	9.4	B	11.2	B
	TR	1733	3683	0.404	0.471	11.3	B		
NB	L	596	1300	0.148	0.459	10.2	B	10.2	B
	TR	834	1817	0.148	0.459	10.2	B		
SB	L	584	1273	0.156	0.459	10.2	B	10.1	B
	T	855	1863	0.136	0.459	10.1	B		
	R	726	1583	0.077	0.459	9.8	B		

Intersection Delay = 10.7 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.281

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) ADAMS STREET
Analyst: HN File Name: 111&AEP.HC9
Area Type: Other 9-8-99 PM PK
Comment: EXISTING CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	< 0	1	2	< 0	1	1	< 0	1	1	1
Volumes	63	689	116	24	620	107	59	111	17	124	117	45
Lane W (ft)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left *			
Thru	*				Thru *			
Right	*				Right *			
Peds					Peds			
WB Left	*				SB Left *			
Thru	*				Thru *			
Right	*				Right *			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	40.0P				Green 39.0P			
Yellow/AR	3.0				Yellow/AR 3.0			

Cycle Length: 85 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	159	338	0.415	0.471	12.3	B	12.2	B
	TR	1715	3645	0.518	0.471	12.2	B		
WB	L	123	261	0.204	0.471	10.1	B	11.7	B
	TR	1714	3643	0.469	0.471	11.8	B		
NB	L	584	1273	0.106	0.459	9.9	B	10.1	B
	TR	837	1825	0.161	0.459	10.2	B		
SB	L	563	1228	0.233	0.459	10.6	B	10.3	B
	T	855	1863	0.144	0.459	10.1	B		
	R	726	1583	0.065	0.459	9.7	B		

Intersection Delay = 11.6 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.377

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) ADAMS STREET
Analyst: HN File Name: 111&AOA.HC9
Area Type: Other 9-8-99 AM PK
Comment: EXISTING+OTHER CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2 < 0		1	2 < 0		1	1 < 0		1	1	1
Volumes	31	410	52	22	590	48	89	103	19	91	115	53
Lane W (ft)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
WB Left	*				SB Left	*			
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	40.0P				Green	39.0P			
Yellow/AR	3.0				Yellow/AR	3.0			

Cycle Length: 85 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	199	422	0.166	0.471	9.9	B	10.5	B
	TR	1723	3662	0.297	0.471	10.6	B		
WB	L	301	640	0.076	0.471	9.4	B	11.2	B
	TR	1733	3683	0.407	0.471	11.3	B		
NB	L	587	1280	0.160	0.459	10.2	B	10.2	B
	TR	835	1819	0.153	0.459	10.2	B		
SB	L	575	1254	0.167	0.459	10.3	B	10.1	B
	T	855	1863	0.142	0.459	10.1	B		
	R	726	1583	0.077	0.459	9.8	B		

Intersection Delay = 10.7 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.289

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) ADAMS STREET
Analyst: HN File Name: 111&AOP.HC9
Area Type: Other 9-8-99 PM PK
Comment: EXISTING+OTHER CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	< 0	1	2	< 0	1	1	< 0	1	1	1
Volumes	63	699	116	24	635	108	64	116	17	129	122	45
Lane W (ft)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
WB Left	*				SB Left	*			
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	40.0P				Green	39.0P			
Yellow/AR	3.0				Yellow/AR	3.0			

Cycle Length: 85 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Group: Mvmts	Adj Sat Flow Cap	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	151	320	0.438	0.471	12.7	B	12.3	B
	TR	1716	3646	0.525	0.471	12.3	B		
WB	L	119	252	0.211	0.471	10.2	B	11.8	B
	TR	1715	3644	0.479	0.471	11.9	B		
NB	L	575	1254	0.116	0.459	10.0	B	10.2	B
	TR	838	1827	0.167	0.459	10.3	B		
SB	L	555	1210	0.245	0.459	10.7	B	10.3	B
	T	855	1863	0.150	0.459	10.2	B		
	R	726	1583	0.065	0.459	9.7	B		

Intersection Delay = 11.7 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.387

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-11-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) ADAMS STREET
Analyst: HN File Name: 111&APA.HC9
Area Type: Other 9-8-99 AM PK
Comment: EXISTING+OTHER+PROJECT CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2 <	0	1	2 <	0	1	1 <	0	1	1	1
Volumes	36	420	57	22	610	48	99	103	19	91	115	63
Lane W (ft)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
WB Left	*				SB Left	*			
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	40.0P				Green	39.0P			
Yellow/AR	3.0				Yellow/AR	3.0			

Cycle Length: 85 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	189	401	0.201	0.471	10.1	B	10.6	B
	TR	1722	3659	0.306	0.471	10.6	B		
WB	L	292	621	0.079	0.471	9.4	B	11.3	B
	TR	1734	3684	0.420	0.471	11.4	B		
NB	L	587	1280	0.177	0.459	10.3	B	10.2	B
	TR	835	1819	0.153	0.459	10.2	B		
SB	L	575	1254	0.167	0.459	10.3	B	10.1	B
	T	855	1863	0.142	0.459	10.1	B		
	R	726	1583	0.091	0.459	9.9	B		

Intersection Delay = 10.8 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.300

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-11-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) ADAMS STREET
Analyst: HN File Name: 111&APP.HC9
Area Type: Other 9-8-99 PM PK
Comment: EXISTING+OTHER+PROJECT CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	< 0	1	2	< 0	1	1	< 0	1	1	1
Volumes	78	734	131	24	660	108	79	116	17	129	122	60
Lane W (ft)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru	*					Thru	*			
	Right	*					Right	*			
	Peds						Peds				
WB	Left	*				SB	Left	*			
	Thru	*					Thru	*			
	Right	*					Right	*			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		40.0P				Green		39.0P			
Yellow/AR		3.0				Yellow/AR		3.0			

Cycle Length: 85 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	138	294	0.593	0.471	17.2	C	13.0	B
	TR	1713	3641	0.559	0.471	12.6	B		
WB	L	102	216	0.246	0.471	10.5	B	11.9	B
	TR	1716	3647	0.495	0.471	12.0	B		
NB	L	575	1254	0.144	0.459	10.1	B	10.2	B
	TR	838	1827	0.167	0.459	10.3	B		
SB	L	555	1210	0.245	0.459	10.7	B	10.3	B
	T	855	1863	0.150	0.459	10.2	B		
	R	726	1583	0.087	0.459	9.9	B		

Intersection Delay = 12.0 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.421

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) CHANNEL DRIVE (N-S) WASHINGTON STREET
Analyst: HN File Name: W&CEA.HC9
Area Type: Other 9-8-99 AM PK
Comment: EXISTING CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	0	2	1	1	2	0
Volumes				79		125		505	9	138	517	
Lane W (ft)				12.0		12.0		12.0	12.0	12.0	12.0	
RTOR Vols						0			0			0
Lost Time				3.00		3.00		3.00	3.00	3.00	3.00	

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	*		
Right					Right	*		
Peds					Peds			
WB Left		*			SB Left	*		
Thru					Thru	*	*	
Right		*			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	20.0P				Green	12.0P	29.0P	
Yellow/AR	3.0				Yellow/AR	3.0	3.0	

Cycle Length: 70 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
WB	L	506	1770	0.164	0.286	14.3	B	14.7	B
	R	452	1583	0.292	0.286	14.9	B		
NB	T	1543	3725	0.362	0.414	10.8	B	10.8	B
	R	656	1583	0.014	0.414	9.2	B		
SB	L	303	1770	0.478	0.171	20.8	C	7.7	B
	T	2341	3725	0.244	0.629	4.3	A		

Intersection Delay = 9.9 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.362

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) CHANNEL DRIVE (N-S) WASHINGTON STREET
Analyst: HN File Name: W&CEP.HC9
Area Type: Other 9-8-99 PM PK
Comment: EXISTING CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	0	2	1	1	2	0
Volumes				134		171		581	9	198	598	
Lane W (ft)				12.0		12.0		12.0	12.0	12.0	12.0	
RTOR Vols						0			0			0
Lost Time				3.00		3.00		3.00	3.00	3.00	3.00	

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	*		
Right					Right	*		
Peds					Peds			
WB Left		*			SB Left	*		
Thru					Thru	*	*	
Right		*			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		23.0P			Green	15.0P	28.0P	
Yellow/AR		3.0			Yellow/AR	3.0	3.0	

Cycle Length: 75 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
WB	L	543	1770	0.260	0.307	14.9	B	15.4	C
	R	485	1583	0.371	0.307	15.7	C		
NB	T	1391	3725	0.462	0.373	13.7	B	13.7	B
	R	591	1583	0.015	0.373	11.3	B		
SB	L	354	1770	0.588	0.200	22.5	C	9.4	B
	T	2285	3725	0.289	0.613	5.2	B		

Intersection Delay = 11.9 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.459

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) CHANNEL DRIVE (N-S) WASHINGTON STREET
Analyst: HN File Name: W&COA.HC9
Area Type: Other 9-8-99 AM PK
Comment: EXISTING+OTHER CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	0	2	1	1	2	0
Volumes				79		125		515	9	143	527	
Lane W (ft)				12.0		12.0		12.0	12.0	12.0	12.0	
RTOR Vols						0			0			0
Lost Time				3.00		3.00		3.00	3.00	3.00	3.00	

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	*		
Right					Right	*		
Peds					Peds			
WB Left		*			SB Left	*		
Thru					Thru	*	*	
Right		*			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	20.0P				Green	12.0P	29.0P	
Yellow/AR	3.0				Yellow/AR	3.0	3.0	

Cycle Length: 70 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
WB	L	506	1770	0.164	0.286	14.3	B	14.7	B
	R	452	1583	0.292	0.286	14.9	B		
NB	T	1543	3725	0.369	0.414	10.8	B	10.8	B
	R	656	1583	0.014	0.414	9.2	B		
SB	L	303	1770	0.498	0.171	21.1	C	7.8	B
	T	2341	3725	0.249	0.629	4.4	A		

Intersection Delay = 9.9 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.369

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000

Center For Microcomputers In Transportation

Streets: (E-W) CHANNEL DRIVE (N-S) WASHINGTON STREET
Analyst: HN File Name: W&COP.HC9
Area Type: Other 9-8-99 PM PK
Comment: EXISTING+OTHER CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	0	2	1	1	2	0
Volumes				134		171		596	9	203	613	
Lane W (ft)				12.0		12.0		12.0	12.0	12.0	12.0	
RTOR Vols						0			0			0
Lost Time				3.00		3.00		3.00	3.00	3.00	3.00	

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	*		
Right					Right	*		
Peds					Peds			
WB Left		*			SB Left		*	
Thru					Thru		*	*
Right		*			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		23.0P			Green		15.0P	28.0P
Yellow/AR		3.0			Yellow/AR		3.0	3.0

Cycle Length: 75 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
WB	L	543	1770	0.260	0.307	14.9	B	15.4	C
	R	485	1583	0.371	0.307	15.7	C		
NB	T	1391	3725	0.473	0.373	13.8	B	13.8	B
	R	591	1583	0.015	0.373	11.3	B		
SB	L	354	1770	0.605	0.200	22.8	C	9.5	B
	T	2285	3725	0.296	0.613	5.2	B		

Intersection Delay = 12.0 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.467

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-11-2000
Center For Microcomputers In Transportation

Streets: (E-W) CHANNEL DRIVE (N-S) WASHINGTON STREET
Analyst: HN File Name: W&CPA.HC9
Area Type: Other 9-8-99 AM PK
Comment: EXISTING+OTHER+PROJECT CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	< 0	1	1	< 0	1	2	1	1	2	< 0
Volumes	45	10	90	79	10	125	70	515	9	143	527	55
Lane W (ft)	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
WB	Left	*				SB	Left	*			
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		20.0P				Green		10.0P	31.0P		
Yellow/AR		3.0				Yellow/AR		3.0	3.0		

Cycle Length: 70 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	313	1097	0.150	0.286	14.2	B	14.5	B
	TR	461	1612	0.230	0.286	14.6	B		
WB	L	365	1279	0.227	0.286	14.6	B	14.9	B
	TR	459	1605	0.312	0.286	15.0	B		
NB	L	253	1770	0.293	0.143	20.6	C	11.0	B
	T	1650	3725	0.345	0.443	9.8	B		
	R	701	1583	0.013	0.443	8.3	B		
SB	L	253	1770	0.597	0.143	24.1	C	12.8	B
	TR	1626	3673	0.396	0.443	10.1	B		

Intersection Delay = 12.5 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.401

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-11-2000
Center For Microcomputers In Transportation

Streets: (E-W) CHANNEL DRIVE (N-S) WASHINGTON STREET
Analyst: HN File Name: W&CPP.HC9
Area Type: Other 9-8-99 PM PK
Comment: EXISTING+OTHER+PROJECT CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1 <	0	1	1 <	0	1	2	1	1	2 <	0
Volumes	80	10	160	134	10	171	90	596	9	203	613	70
Lane W (ft)	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
WB Left	*				SB Left	*			
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	21.0P				Green	12.0P	28.0P		
Yellow/AR	3.0				Yellow/AR	3.0	3.0		

Cycle Length: 70 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	274	913	0.307	0.300	14.6	B	14.8	B
	TR	480	1601	0.373	0.300	14.9	B		
WB	L	287	958	0.491	0.300	16.4	C	15.6	C
	TR	480	1599	0.398	0.300	15.1	C		
NB	L	303	1770	0.313	0.171	19.5	C	12.7	B
	T	1490	3725	0.442	0.400	11.8	B		
	R	633	1583	0.014	0.400	9.6	B		
SB	L	303	1770	0.705	0.171	25.7	D	15.3	C
	TR	1467	3668	0.515	0.400	12.3	B		

Intersection Delay = 14.4 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.544

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000

Center For Microcomputers In Transportation

Streets: (E-W) 47TH AVENUE (N-S) WASHINGTON STREET
Analyst: HN File Name: 47&WEA.HC9
Area Type: Other 9-8-99 AM PK
Comment: EXISTING CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1 < 0		0	> 1	1	1	2	1	1	2	1
Volumes	21	21	2	1	13	24	29	1284	8	13	651	25
Lane W (ft)		12.0			12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left *			
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left		*			SB Left *			
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	12.0P	12.0P			Green	15.0P	34.0P	
Yellow/AR	3.0	3.0			Yellow/AR	3.0	3.0	

Cycle Length: 85 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	230	1627	0.200	0.141	24.6	C	24.6	C
WB	LT	262	1857	0.057	0.141	24.0	C	24.1	C
	R	223	1583	0.112	0.141	24.2	C		
NB	L	312	1770	0.099	0.176	22.3	C	28.7	D
	T	1490	3725	0.953	0.400	28.9	D		
	R	633	1583	0.013	0.400	11.7	B		
SB	L	312	1770	0.045	0.176	22.1	C	14.7	B
	T	1490	3725	0.483	0.400	14.6	B		
	R	633	1583	0.041	0.400	11.8	B		

Intersection Delay = 23.9 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.516

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) 47TH AVENUE (N-S) WASHINGTON STREET
Analyst: HN File Name: 47&WEP.HC9
Area Type: Other 9-8-99 PM PK
Comment: EXISTING CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	1	1	2	1	1	2	1
Volumes	24	1	2	2	8	5	7	834	12	33	1236	6
Lane W (ft)		12.0			12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru		*	
Right	*				Right		*	
Peds					Peds			
WB Left		*			SB Left	*		
Thru		*			Thru		*	
Right		*			Right		*	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	12.0P	12.0P			Green	15.0P	34.0P	
Yellow/AR	3.0	3.0			Yellow/AR	3.0	3.0	

Cycle Length: 85 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	224	1588	0.125	0.141	24.3	C	24.3	C
WB	LT	260	1844	0.038	0.141	24.0	C	23.9	C
	R	223	1583	0.022	0.141	23.9	C		
NB	L	312	1770	0.022	0.176	22.0	C	16.0	C
	T	1490	3725	0.619	0.400	16.0	C		
	R	633	1583	0.021	0.400	11.7	B		
SB	L	312	1770	0.112	0.176	22.4	C	25.0	C
	T	1490	3725	0.917	0.400	25.1	D		
	R	633	1583	0.009	0.400	11.7	B		

Intersection Delay = 21.4 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.477

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) 47TH AVENUE (N-S) WASHINGTON STREET
Analyst: HN File Name: 47&WOA.HC9
Area Type: Other 9-8-99 AM PK
Comment: EXISTING+OTHER CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	1	1	2	1	1	2	1
Volumes	21	21	2	1	13	24	29	1314	8	13	666	25
Lane W (ft)		12.0			12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
WB Left		*			SB Left	*			
Thru		*			Thru		*		
Right		*			Right		*		
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	12.0P	12.0P			Green	15.0P	39.0P		
Yellow/AR	3.0	3.0			Yellow/AR	3.0	3.0		

Cycle Length: 90 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	217	1627	0.212	0.133	26.5	D	26.5	D
WB	LT	248	1857	0.061	0.133	25.9	D	26.0	D
	R	211	1583	0.118	0.133	26.1	D		
NB	L	295	1770	0.105	0.167	24.2	C	23.2	C
	T	1614	3725	0.900	0.433	23.2	C		
	R	686	1583	0.012	0.433	11.0	B		
SB	L	295	1770	0.047	0.167	23.9	C	13.9	B
	T	1614	3725	0.456	0.433	13.8	B		
	R	686	1583	0.038	0.433	11.2	B		

Intersection Delay = 20.2 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.521

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) 47TH AVENUE (N-S) WASHINGTON STREET
Analyst: HN File Name: 47&WOP.HC9
Area Type: Other 9-8-99 PM PK
Comment: EXISTING+OTHER CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	1	1	2	1	1	2	1
Volumes	24	1	2	2	8	5	7	854	12	33	1266	6
Lane W (ft)		12.0			12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
WB	Left		*			SB	Left	*			
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		12.0P	12.0P			Green		15.0P	39.0P		
Yellow/AR		3.0	3.0			Yellow/AR		3.0	3.0		

Cycle Length: 90 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	212	1588	0.132	0.133	26.2	D	26.2	D
WB	LT	246	1844	0.041	0.133	25.8	D	25.8	D
	R	211	1583	0.024	0.133	25.8	D		
NB	L	295	1770	0.024	0.167	23.8	C	15.1	C
	T	1614	3725	0.585	0.433	15.1	C		
	R	686	1583	0.019	0.433	11.1	B		
SB	L	295	1770	0.119	0.167	24.2	C	21.4	C
	T	1614	3725	0.867	0.433	21.4	C		
	R	686	1583	0.009	0.433	11.0	B		

Intersection Delay = 19.0 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.483

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-11-2000
Center For Microcomputers In Transportation

Streets: (E-W) 47TH AVENUE (N-S) WASHINGTON STREET
Analyst: HN File Name: 47&WPA.HC9
Area Type: Other 9-8-99 AM PK
Comment: EXISTING+OTHER+PROJECT CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	1	1	2	1	1	2	1
Volumes	21	21	2	1	13	24	29	1374	8	13	716	25
Lane W (ft)		12.0			12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left *			
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left		*			SB Left *			
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	12.0P	12.0P			Green	15.0P	39.0P	
Yellow/AR	3.0	3.0			Yellow/AR	3.0	3.0	

Cycle Length: 90 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	217	1627	0.212	0.133	26.5	D	26.5	D
WB	LT	248	1857	0.061	0.133	25.9	D	26.0	D
	R	211	1583	0.118	0.133	26.1	D		
NB	L	295	1770	0.105	0.167	24.2	C	26.6	D
	T	1614	3725	0.940	0.433	26.8	D		
	R	686	1583	0.012	0.433	11.0	B		
SB	L	295	1770	0.047	0.167	23.9	C	14.2	B
	T	1614	3725	0.491	0.433	14.1	B		
	R	686	1583	0.038	0.433	11.2	B		

Intersection Delay = 22.4 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.541

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-11-2000
Center For Microcomputers In Transportation

Streets: (E-W) 47TH AVENUE (N-S) WASHINGTON STREET
Analyst: HN File Name: 47&WPP.HC9
Area Type: Other 9-8-99 PM PK
Comment: EXISTING+OTHER+PROJECT CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	1	1	2	1	1	2	1
Volumes	24	1	2	2	8	5	7	974	12	33	1386	6
Lane W (ft)		12.0			12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
WB	Left		*			SB	Left	*			
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		12.0P	12.0P			Green		15.0P	39.0P		
Yellow/AR		3.0	3.0			Yellow/AR		3.0	3.0		

Cycle Length: 90 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	212	1588	0.132	0.133	26.2	D	26.2	D
WB	LT	246	1844	0.041	0.133	25.8	D	25.8	D
	R	211	1583	0.024	0.133	25.8	D		
NB	L	295	1770	0.024	0.167	23.8	C	16.2	C
	T	1614	3725	0.667	0.433	16.2	C		
	R	686	1583	0.019	0.433	11.1	B		
SB	L	295	1770	0.119	0.167	24.2	C	27.6	D
	T	1614	3725	0.949	0.433	27.8	D		
	R	686	1583	0.009	0.433	11.0	B		

Intersection Delay = 23.0 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.524

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) MILES AVENUE (N-S) WASHINGTON STREET
Analyst: HN File Name: W&MEA.HC9
Area Type: Other 9-8-99 AM PK
Comment: EXISTING CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	< 0	2	1	1	1	3	1	1	1	< 0
Volumes	6	50	35	59	180	75	17	644	34	56	601	13
Lane W (ft)	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru			*		Thru			*	
Right			*		Right			*	
Peds					Peds				
WB Left	*	*			SB Left	*	*		
Thru		*	*		Thru		*	*	
Right		*	*		Right		*	*	
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	8.0P	7.0P	20.0P		Green	8.0P	6.0P	33.0P	
Yellow/AR	3.0	3.0	3.0		Yellow/AR	3.0	3.0	3.0	

Cycle Length: 100 secs Phase combination order: #1 #2 #3 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	142	1770	0.042	0.080	32.3	D	26.1	D
	TR	350	1748	0.257	0.200	25.7	D		
WB	L	637	3539	0.100	0.180	26.0	D	21.6	C
	T	559	1863	0.338	0.300	20.9	C		
	R	475	1583	0.166	0.300	19.6	C		
NB	L	142	1770	0.127	0.080	32.5	D	20.0	C
	T	1844	5588	0.405	0.330	19.8	C		
	R	522	1583	0.069	0.330	17.5	C		
SB	L	301	1770	0.196	0.170	27.1	D	25.1	D
	TR	780	1857	0.830	0.420	24.9	C		

Intersection Delay = 22.4 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.527

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) MILES AVENUE (N-S) WASHINGTON STREET
Analyst: HN File Name: W&MEP.HC9
Area Type: Other 9-8-99 PM PK
Comment: EXISTING CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	< 0	2	1	1	1	3	1	1	1	< 0
Volumes	11	100	43	44	52	58	30	690	86	89	763	5
Lane W (ft)	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru			*		Thru			*	
Right			*		Right			*	
Peds					Peds				
WB Left	*	*			SB Left	*	*		
Thru		*	*		Thru		*	*	
Right		*	*		Right		*	*	
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	8.0P	6.0P	19.0P		Green	15.0P	6.0P	43.0P	
Yellow/AR	3.0	3.0	3.0		Yellow/AR	3.0	3.0	3.0	

Cycle Length: 115 secs Phase combination order: #1 #2 #3 #5 #6 #7

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	123	1770	0.097	0.070	38.1	D	34.8	D
	TR	294	1779	0.510	0.165	34.5	D		
WB	L	523	3539	0.090	0.148	32.2	D	27.7	D
	T	454	1863	0.121	0.243	25.8	D		
	R	385	1583	0.158	0.243	26.0	D		
NB	L	231	1770	0.139	0.130	33.7	D	20.3	C
	T	2089	5588	0.382	0.374	20.0	C		
	R	592	1583	0.154	0.374	18.2	C		
SB	L	369	1770	0.254	0.209	29.0	D	38.2	D
	TR	841	1861	0.960	0.452	39.3	D		

Intersection Delay = 29.5 sec/veh Intersection LOS = D
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.614

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) MILES AVENUE (N-S) WASHINGTON STREET
Analyst: HN File Name: W&MOA.HC9
Area Type: Other 9-8-99 AM PK
Comment: EXISTING+OTHER CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	< 0	2	1	1	1	3	1	1	1	< 0
Volumes	16	50	35	64	190	80	17	659	34	56	616	23
Lane W (ft)	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru			*		Thru			*	
Right			*		Right			*	
Peds					Peds				
WB Left	*	*			SB Left	*	*		
Thru		*	*		Thru		*	*	
Right		*	*		Right		*	*	
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	8.0P	7.0P	20.0P		Green	8.0P	6.0P	33.0P	
Yellow/AR	3.0	3.0	3.0		Yellow/AR	3.0	3.0	3.0	

Cycle Length: 100 secs Phase combination order: #1 #2 #3 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	142	1770	0.120	0.080	32.5	D	26.8	D
	TR	350	1748	0.257	0.200	25.7	D		
WB	L	637	3539	0.108	0.180	26.1	D	21.7	C
	T	559	1863	0.358	0.300	21.0	C		
	R	475	1583	0.177	0.300	19.7	C		
NB	L	142	1770	0.127	0.080	32.5	D	20.0	C
	T	1844	5588	0.414	0.330	19.8	C		
	R	522	1583	0.069	0.330	17.5	C		
SB	L	301	1770	0.196	0.170	27.1	D	27.1	D
	TR	778	1853	0.863	0.420	27.1	D		

Intersection Delay = 23.2 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.557

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) MILES AVENUE (N-S) WASHINGTON STREET
Analyst: HN File Name: W&MOP.HC9
Area Type: Other 9-8-99 PM PK
Comment: EXISTING+OTHER CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	< 0	2	1	1	1	3	1	1	1	< 0
Volumes	16	105	43	44	52	63	30	705	86	89	778	15
Lane W (ft)	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru			*		Thru			*	
Right			*		Right			*	
Peds					Peds				
WB Left	*	*			SB Left	*	*		
Thru		*	*		Thru		*	*	
Right		*	*		Right		*	*	
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	8.0P	6.0P	19.0P		Green	15.0P	6.0P	45.0P	
Yellow/AR	3.0	3.0	3.0		Yellow/AR	3.0	3.0	3.0	

Cycle Length: 117 secs Phase combination order: #1 #2 #3 #5 #6 #7

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	121	1770	0.140	0.068	39.0	D	36.1	D
	TR	289	1782	0.539	0.162	35.8	D		
WB	L	514	3539	0.091	0.145	32.9	D	28.4	D
	T	446	1863	0.123	0.239	26.5	D		
	R	379	1583	0.174	0.239	26.9	D		
NB	L	227	1770	0.141	0.128	34.4	D	20.1	C
	T	2149	5588	0.380	0.385	19.8	C		
	R	609	1583	0.149	0.385	17.9	C		
SB	L	363	1770	0.259	0.205	29.8	D	40.5	E
	TR	857	1857	0.974	0.462	41.7	E		

Intersection Delay = 30.6 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.634

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-11-2000
Center For Microcomputers In Transportation

Streets: (E-W) MILES AVENUE (N-S) WASHINGTON STREET
Analyst: HN File Name: W&MPA.HC9
Area Type: Other 9-8-99 AM PK
Comment: EXISTING+OTHER+PROJECT CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	< 0	2	1	1	1	3	1	1	1	< 0
Volumes	16	50	35	74	190	80	16	679	39	56	641	23
Lane W (ft)	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru			*			Thru			*	
	Right			*			Right			*	
	Peds						Peds				
WB	Left	*	*			SB	Left	*	*		
	Thru		*	*			Thru		*	*	
	Right		*	*			Right		*	*	
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		8.0P	7.0P	20.0P		Green		8.0P	6.0P	33.0P	
Yellow/AR		3.0	3.0	3.0		Yellow/AR		3.0	3.0	3.0	

Cycle Length: 100 secs Phase combination order: #1 #2 #3 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	142	1770	0.120	0.080	32.5	D	26.8	D
	TR	350	1748	0.257	0.200	25.7	D		
WB	L	637	3539	0.126	0.180	26.1	D	21.8	C
	T	559	1863	0.358	0.300	21.0	C		
	R	475	1583	0.177	0.300	19.7	C		
NB	L	142	1770	0.120	0.080	32.5	D	20.1	C
	T	1844	5588	0.427	0.330	20.0	C		
	R	523	1583	0.078	0.330	17.5	C		
SB	L	301	1770	0.196	0.170	27.1	D	29.8	D
	TR	778	1853	0.898	0.420	30.0	D		

Intersection Delay = 24.3 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.572

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-11-2000
Center For Microcomputers In Transportation

Streets: (E-W) MILES AVENUE (N-S) WASHINGTON STREET
Analyst: HN File Name: W&MPP.HC9
Area Type: Other 9-8-99 PM PK
Comment: EXISTING+OTHER+PROJECT CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	< 0	2	1	1	1	3	1	1	1	< 0
Volumes	16	105	43	59	52	63	30	755	101	89	818	15
Lane W (ft)	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru			*		Thru			*	
Right			*		Right			*	
Peds					Peds				
WB Left	*	*			SB Left	*	*		
Thru		*	*		Thru		*	*	
Right		*	*		Right		*	*	
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	8.0P	6.0P	19.0P		Green	15.0P	6.0P	50.0P	
Yellow/AR	3.0	3.0	3.0		Yellow/AR	3.0	3.0	3.0	

Cycle Length: 122 secs Phase combination order: #1 #2 #3 #5 #6 #7

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	116	1770	0.147	0.066	40.9	E	38.4	D
	TR	278	1782	0.562	0.156	38.2	D		
WB	L	493	3539	0.130	0.139	35.0	D	30.8	D
	T	428	1863	0.129	0.230	28.4	D		
	R	363	1583	0.182	0.230	28.7	D		
NB	L	218	1770	0.147	0.123	36.3	D	19.5	C
	T	2290	5588	0.382	0.410	19.2	C		
	R	649	1583	0.163	0.410	17.3	C		
SB	L	348	1770	0.270	0.197	31.7	D	40.6	E
	TR	898	1858	0.976	0.484	41.6	E		

Intersection Delay = 30.6 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.661

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) WASHINGTON STREET
Analyst: HN File Name: F4A.HC9
Area Type: Other 9-8-99 AM PK
Comment: FUTURE CONDITIONS WITHOUT PROJECT

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	3	1	2	3	< 0	2	2	< 0	2	2	1
Volumes	85	425	315	80	575	125	690	595	40	170	535	90
Lane W (ft)	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*	*		
Thru		*			Thru		*	*	
Right		*			Right		*	*	
Peds					Peds				
WB Left	*				SB Left	*			
Thru		*			Thru			*	
Right		*			Right			*	
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	10.0P	20.0P			Green	12.0P	8.0P	25.0P	
Yellow/AR	3.0	3.0			Yellow/AR	3.0	3.0	3.0	

Cycle Length: 90 secs Phase combination order: #1 #2 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	393	3539	0.234	0.111	27.8	D	33.4	D
	T	1242	5588	0.396	0.222	22.8	C		
	R	352	1583	0.944	0.222	50.6	E		
WB	L	393	3539	0.221	0.111	27.8	D	25.6	D
	TR	1208	5438	0.671	0.222	25.3	D		
NB	L	904	3539	0.827	0.256	28.5	D	22.2	C
	TR	1476	3690	0.475	0.400	15.4	C		
SB	L	472	3539	0.390	0.133	27.4	D	22.7	C
	T	1035	3725	0.571	0.278	21.8	C		
	R	440	1583	0.216	0.278	19.0	C		

Intersection Delay = 25.5 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.699

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) WASHINGTON STREET
Analyst: HN File Name: F4P.HC9
Area Type: Other 9-8-99 PM PK
Comment: FUTURE CONDITIONS WITHOUT PROJECT

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	3	1	2	3	< 0	2	2	< 0	2	2	1
Volumes	180	715	550	170	530	175	420	560	60	150	665	125
Lane W (ft)	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*	*		
Thru		*			Thru		*	*	
Right		*			Right		*	*	
Peds					Peds				
WB Left	*				SB Left	*			
Thru		*			Thru			*	
Right		*			Right			*	
Peds					Peds				
NB Right					EB Right	*			
SB Right					WB Right				
Green	10.0P	25.0P			Green	12.0P	8.0P	25.0P	
Yellow/AR	3.0	3.0			Yellow/AR	3.0	3.0	3.0	

Cycle Length: 95 secs Phase combination order: #1 #2 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	373	3539	0.523	0.105	31.7	D	25.9	D
	T	1471	5588	0.563	0.263	23.4	C		
	R	667	1583	0.869	0.421	27.4	D		
WB	L	373	3539	0.494	0.105	31.4	D	25.0	C
	TR	1416	5380	0.576	0.263	23.5	C		
NB	L	857	3539	0.531	0.242	24.3	C	20.1	C
	TR	1391	3671	0.492	0.379	17.4	C		
SB	L	447	3539	0.365	0.126	29.1	D	26.4	D
	T	980	3725	0.750	0.263	26.7	D		
	R	417	1583	0.317	0.263	21.5	C		

Intersection Delay = 24.4 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.671

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-11-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) WASHINGTON STREET
Analyst: HN File Name: F4PA.HC9
Area Type: Other 9-8-99 AM PK
Comment: FUTURE CONDITIONS WITH PROJECT

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	3	1	2	3	< 0	2	2	< 0	2	2	1
Volumes	85	445	335	80	605	155	760	635	40	190	600	90
Lane W (ft)	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*	*		
Thru		*			Thru		*	*	
Right		*			Right		*	*	
Peds					Peds				
WB Left	*				SB Left	*			
Thru		*			Thru			*	
Right		*			Right			*	
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	10.0P	25.0P			Green	12.0P	8.0P	25.0P	
Yellow/AR	3.0	3.0			Yellow/AR	3.0	3.0	3.0	

Cycle Length: 95 secs Phase combination order: #1 #2 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	373	3539	0.247	0.105	29.7	D	27.6	D
	T	1471	5588	0.350	0.263	21.7	C		
	R	417	1583	0.847	0.263	35.6	D		
WB	L	373	3539	0.234	0.105	29.7	D	24.5	C
	TR	1426	5417	0.617	0.263	24.0	C		
NB	L	857	3539	0.962	0.242	43.2	E	31.1	D
	TR	1399	3692	0.532	0.379	17.8	C		
SB	L	447	3539	0.461	0.126	29.8	D	25.7	D
	T	980	3725	0.677	0.263	25.2	D		
	R	417	1583	0.228	0.263	20.9	C		

Intersection Delay = 27.8 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.755

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-11-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) WASHINGTON STREET
Analyst: HN File Name: F4PP.HC9
Area Type: Other 9-8-99 PM PK
Comment: FUTURE CONDITIONS WITH PROJECT

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	3	1	2	3	< 0	2	2	< 0	2	2	1
Volumes	180	755	590	170	565	210	510	615	60	190	785	125
Lane W (ft)	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*	*	
Thru		*			Thru		*	*
Right		*			Right		*	*
Peds					Peds			
WB Left	*				SB Left	*		
Thru		*			Thru			*
Right		*			Right			*
Peds					Peds			
NB Right					EB Right	*		
SB Right					WB Right			
Green	10.0P	25.0P			Green	12.0P	8.0P	25.0P
Yellow/AR	3.0	3.0			Yellow/AR	3.0	3.0	3.0

Cycle Length: 95 secs Phase combination order: #1 #2 #5 #6 #7

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	373	3539	0.523	0.105	31.7	D	28.5	D
	T	1471	5588	0.595	0.263	23.7	C		
	R	667	1583	0.931	0.421	34.3	D		
WB	L	373	3539	0.494	0.105	31.4	D	25.4	D
	TR	1411	5361	0.636	0.263	24.2	C		
NB	L	857	3539	0.645	0.242	25.8	D	21.2	C
	TR	1393	3676	0.535	0.379	17.8	C		
SB	L	447	3539	0.461	0.126	29.8	D	30.8	D
	T	980	3725	0.884	0.263	32.5	D		
	R	417	1583	0.317	0.263	21.5	C		

Intersection Delay = 26.6 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.718

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) PLAZA LA QUINTA
Analyst: HN File Name: F3A.HC9
Area Type: Other 9-8-99 AM PK
Comment: FUTURE CONDITIONS WITHOUT PROJECT

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	1	1	2	0	1	0	1	0	0	0
Volumes		700	45	35	1300		40		30			
Lane W (ft)		12.0	12.0	12.0	12.0		12.0		12.0			
RTOR Vols			0			0			0			
Lost Time		3.00	3.00	3.00	3.00		3.00		3.00			

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left *			
Thru		*			Thru			
Right		*			Right *			
Peds					Peds			
WB Left	*				SB Left			
Thru	*	*			Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	15.0P	28.0P			Green 23.0P			
Yellow/AR	3.0	3.0			Yellow/AR 3.0			

Cycle Length: 75 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	T	1391	3725	0.557	0.373	14.5	B	14.3	B
	R	591	1583	0.080	0.373	11.5	B		
WB	L	354	1770	0.105	0.200	18.6	C	7.6	B
	T	2285	3725	0.629	0.613	7.3	B		
NB	L	543	1770	0.077	0.307	14.0	B	14.0	B
	R	485	1583	0.066	0.307	14.0	B		

Intersection Delay = 10.1 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.445

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) PLAZA LA QUINTA
Analyst: HN File Name: F3P.HC9
Area Type: Other 9-8-99 PM PK
Comment: FUTURE CONDITIONS WITHOUT PROJECT

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	1	1	2	0	1	0	1	0	0	0
Volumes		1325	65	35	840		50		55			
Lane W (ft)		12.0	12.0	12.0	12.0		12.0		12.0			
RTOR Vols			0			0			0			
Lost Time		3.00	3.00	3.00	3.00		3.00		3.00			

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left *			
Thru		*			Thru			
Right		*			Right *			
Peds					Peds			
WB Left	*				SB Left			
Thru	*	*			Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	10.0P	33.0P			Green 23.0P			
Yellow/AR	3.0	3.0			Yellow/AR 3.0			

Cycle Length: 75 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Group: Mvmts	Adj Sat Flow Cap	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	T	1639 3725	0.894	0.440	19.6	C	19.1	C
	R	697 1583	0.098	0.440	9.3	B		
WB	L	236 1770	0.157	0.133	21.9	C	6.4	B
	T	2285 3725	0.406	0.613	5.7	B		
NB	L	543 1770	0.098	0.307	14.1	B	14.2	B
	R	485 1583	0.119	0.307	14.2	B		

Intersection Delay = 14.2 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.512

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-11-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) PLAZA LA QUINTA
Analyst: HN File Name: F3PA.HC9
Area Type: Other 9-8-99 AM PK
Comment: FUTURE CONDITIONS WITH PROJECT

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	< 0	1	1	< 0	1	1	< 0
Volumes	55	700	45	35	1305	30	40	10	30	45	10	20
Lane W (ft)	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*			
Thru		*			Thru	*			
Right		*			Right	*			
Peds					Peds				
WB Left	*				SB Left	*			
Thru		*			Thru	*			
Right		*			Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	10.0P	41.0P			Green	30.0P			
Yellow/AR	3.0	3.0			Yellow/AR	3.0			

Cycle Length: 90 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	197	1770	0.295	0.111	28.2	D	13.8	B
	T	1697	3725	0.456	0.456	12.9	B		
	R	721	1583	0.065	0.456	10.4	B		
WB	L	197	1770	0.188	0.111	27.7	D	20.8	C
	TR	1691	3713	0.873	0.456	20.7	C		
NB	L	531	1592	0.079	0.333	15.6	C	15.6	C
	TR	552	1655	0.078	0.333	15.6	C		
SB	L	513	1538	0.092	0.333	15.7	C	15.6	C
	TR	560	1679	0.057	0.333	15.5	C		

Intersection Delay = 18.1 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.512

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-11-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) PLAZA LA QUINTA
Analyst: HN File Name: F3PP.HC9
Area Type: Other 9-8-99 PM PK
Comment: FUTURE CONDITIONS WITH PROJECT

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	< 0	1	1	< 0	1	1	< 0
Volumes	70	1325	65	35	840	35	50	10	55	80	10	40
Lane W (ft)	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru		*				Thru	*			
	Right		*				Right	*			
	Peds						Peds				
WB	Left	*				SB	Left	*			
	Thru		*				Thru	*			
	Right		*				Right	*			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		10.0P	33.0P			Green		23.0P			
Yellow/AR		3.0	3.0			Yellow/AR		3.0			

Cycle Length: 75 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	236	1770	0.314	0.133	22.6	C	19.3	C
	T	1639	3725	0.894	0.440	19.6	C		
	R	697	1583	0.098	0.440	9.3	B		
WB	L	236	1770	0.157	0.133	21.9	C	12.9	B
	TR	1629	3703	0.593	0.440	12.5	B		
NB	L	457	1492	0.116	0.307	14.2	B	14.3	B
	TR	499	1628	0.138	0.307	14.3	B		
SB	L	436	1423	0.192	0.307	14.6	B	14.4	B
	TR	503	1641	0.105	0.307	14.2	B		

Intersection Delay = 16.6 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.561

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) MILES AVENUE
Analyst: HN File Name: F1A.HC9
Area Type: Other 9-8-99 AM PK
Comment: FUTURE CONDITIONS WITHOUT PROJECT

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2 < 0		0	> 2 < 0		1	1	1
Volumes	55	690	35	45	1315	4	45	10	30	5	30	190
Lane W (ft)	12.0	12.0	12.0	12.0	12.0			12.0		12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru		*				Thru	*			
	Right		*				Right	*			
	Peds						Peds				
WB	Left	*				SB	Left	*			
	Thru		*				Thru	*			
	Right		*				Right	*			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		18.0P	38.0P			Green		25.0P			
Yellow/AR		3.0	3.0			Yellow/AR		3.0			

Cycle Length: 90 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	354	1770	0.164	0.200	22.7	C	15.0	B
	T	1573	3725	0.484	0.422	14.5	B		
	R	668	1583	0.055	0.422	11.7	B		
WB	L	354	1770	0.133	0.200	22.5	C	25.8	D
	TR	1572	3724	0.927	0.422	25.9	D		
NB	DfL	442	1592	0.106	0.278	18.4	C	18.4	C
	TR	460	1655	0.094	0.278	18.3	C		
SB	L	427	1538	0.012	0.278	17.9	C	20.5	C
	T	518	1863	0.062	0.278	18.2	C		
	R	440	1583	0.455	0.278	21.0	C		

Intersection Delay = 21.6 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.612

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) MILES AVENUE
Analyst: HN File Name: F1P.HC9
Area Type: Other 9-8-99 PM PK
Comment: FUTURE CONDITIONS WITHOUT PROJECT

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	< 0	0	> 2	< 0	1	1	1
Volumes	110	1390	30	30	875	20	35	30	30	15	20	80
Lane W (ft)	12.0	12.0	12.0	12.0	12.0			12.0		12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru		*			Thru	*			
Right		*			Right	*			
Peds					Peds				
WB Left	*				SB Left	*			
Thru		*			Thru	*			
Right		*			Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	18.0P	38.0P			Green	25.0P			
Yellow/AR	3.0	3.0			Yellow/AR	3.0			

Cycle Length: 90 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	354	1770	0.328	0.200	23.6	C	31.5	D
	T	1573	3725	0.977	0.422	32.5	D		
	R	668	1583	0.048	0.422	11.7	B		
WB	L	354	1770	0.090	0.200	22.3	C	16.3	C
	TR	1568	3713	0.631	0.422	16.2	C		
NB	LTR	898	3234	0.118	0.278	18.4	C	18.4	C
SB	L	371	1336	0.043	0.278	18.1	C	18.6	C
	T	518	1863	0.041	0.278	18.0	C		
	R	440	1583	0.191	0.278	18.9	C		

Intersection Delay = 25.2 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.590

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-11-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) MILES AVENUE
Analyst: HN File Name: F1PA.HC9
Area Type: Other 9-8-99 AM PK
Comment: FUTURE CONDITIONS WITH PROJECT

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	< 0	0	> 2	< 0	1	1	1
Volumes	55	725	35	45	1340	4	45	10	30	5	30	190
Lane W (ft)	12.0	12.0	12.0	12.0	12.0			12.0		12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru		*			Thru	*			
Right		*			Right	*			
Peds					Peds				
WB Left	*				SB Left	*			
Thru		*			Thru	*			
Right		*			Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	18.0P	38.0P			Green	25.0P			
Yellow/AR	3.0	3.0			Yellow/AR	3.0			

Cycle Length: 90 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	354	1770	0.164	0.200	22.7	C	15.2	C
	T	1573	3725	0.509	0.422	14.8	B		
	R	669	1583	0.055	0.422	11.7	B		
WB	L	354	1770	0.133	0.200	22.5	C	27.7	D
	TR	1572	3724	0.945	0.422	27.9	D		
NB	DfL	442	1592	0.106	0.278	18.4	C	18.4	C
	TR	460	1655	0.094	0.278	18.3	C		
SB	L	427	1538	0.012	0.278	17.9	C	20.5	C
	T	517	1863	0.062	0.278	18.2	C		
	R	440	1583	0.455	0.278	21.0	C		

Intersection Delay = 22.7 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.620

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-11-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) MILES AVENUE
Analyst: HN File Name: F1PP.HC9
Area Type: Other 9-8-99 PM PK
Comment: FUTURE CONDITIONS WITH PROJECT

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	< 0	0	> 2	< 0	1	1	1
Volumes	110	1445	30	30	935	20	35	30	30	15	20	80
Lane W (ft)	12.0	12.0	12.0	12.0	12.0			12.0		12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru		*				Thru	*			
	Right		*				Right	*			
	Peds						Peds				
WB	Left	*				SB	Left	*			
	Thru		*				Thru	*			
	Right		*				Right	*			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		18.0P	38.0P			Green		25.0P			
Yellow/AR		3.0	3.0			Yellow/AR		3.0			

Cycle Length: 90 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	354	1770	0.328	0.200	23.6	C	39.1	D
	T	1573	3725	1.015	0.422	40.8	E		
	R	669	1583	0.048	0.422	11.7	B		
WB	L	354	1770	0.090	0.200	22.3	C	16.9	C
	TR	1568	3714	0.673	0.422	16.8	C		
NB	LTR	898	3234	0.118	0.278	18.4	C	18.4	C
SB	L	371	1336	0.043	0.278	18.1	C	18.6	C
	T	517	1863	0.041	0.278	18.0	C		
	R	440	1583	0.191	0.278	18.9	C		

Intersection Delay = 29.7 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.608

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) ADAMS STREET
Analyst: HN File Name: F2A.HC9
Area Type: Other 9-8-99 AM PK
Comment: FUTURE CONDITIONS WITHOUT PROJECT

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	< 0	1	2	< 0	1	1	< 0	1	1	1
Volumes	35	425	55	25	615	50	105	125	25	110	140	70
Lane W (ft)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
WB Left	*				SB Left	*			
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	40.0P				Green	39.0P			
Yellow/AR	3.0				Yellow/AR	3.0			

Cycle Length: 85 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	186	395	0.199	0.471	10.1	B	10.6	B
	TR	1723	3661	0.308	0.471	10.6	B		
WB	L	291	618	0.089	0.471	9.5	B	11.3	B
	TR	1733	3683	0.424	0.471	11.4	B		
NB	L	544	1185	0.204	0.459	10.5	B	10.4	B
	TR	834	1817	0.190	0.459	10.4	B		
SB	L	527	1148	0.220	0.459	10.6	B	10.3	B
	T	855	1863	0.172	0.459	10.3	B		
	R	726	1583	0.102	0.459	9.9	B		

Intersection Delay = 10.8 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.323

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) ADAMS STREET
Analyst: HN File Name: F2P.HC9
Area Type: Other 9-8-99 PM PK
Comment: FUTURE CONDITIONS WITHOUT PROJECT

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2 <	0	1	2 <	0	1	1 <	0	1	1	1
Volumes	65	730	120	25	660	115	75	140	20	160	150	55
Lane W (ft)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
WB Left	*				SB Left	*			
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	40.0P				Green	39.0P			
Yellow/AR	3.0				Yellow/AR	3.0			

Cycle Length: 85 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	135	287	0.503	0.471	14.4	B	12.6	B
	TR	1716	3647	0.547	0.471	12.5	B		
WB	L	107	227	0.243	0.471	10.5	B	12.0	B
	TR	1714	3643	0.500	0.471	12.0	B		
NB	L	527	1148	0.150	0.459	10.2	B	10.3	B
	TR	839	1828	0.200	0.459	10.4	B		
SB	L	512	1115	0.328	0.459	11.3	B	10.7	B
	T	855	1863	0.185	0.459	10.3	B		
	R	726	1583	0.080	0.459	9.8	B		

Intersection Delay = 11.9 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.439

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-11-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) ADAMS STREET
Analyst: HN File Name: F2PA.HC9
Area Type: Other 9-8-99 AM PK
Comment: FUTURE CONDITIONS WITH PROJECT

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	< 0	1	2	< 0	1	1	< 0	1	1	1
Volumes	40	435	60	25	635	50	115	125	25	110	140	80
Lane W (ft)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
WB Left	*				SB Left	*			
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	40.0P				Green	39.0P			
Yellow/AR	3.0				Yellow/AR	3.0			

Cycle Length: 85 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	177	376	0.237	0.471	10.3	B	10.7	B
	TR	1721	3658	0.318	0.471	10.7	B		
WB	L	282	599	0.092	0.471	9.5	B	11.4	B
	TR	1734	3684	0.437	0.471	11.5	B		
NB	L	544	1185	0.223	0.459	10.6	B	10.5	B
	TR	834	1817	0.190	0.459	10.4	B		
SB	L	527	1148	0.220	0.459	10.6	B	10.3	B
	T	855	1863	0.172	0.459	10.3	B		
	R	726	1583	0.116	0.459	10.0	B		

Intersection Delay = 10.9 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.331

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-11-2000
Center For Microcomputers In Transportation

Streets: (E-W) HIGHWAY 111 (N-S) ADAMS STREET
Analyst: HN File Name: F2PP.HC9
Area Type: Other 9-8-99 PM PK
Comment: FUTURE CONDITIONS WITH PROJECT

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	< 0	1	2	< 0	1	1	< 0	1	1	1
Volumes	80	765	130	25	685	115	90	140	20	160	150	70
Lane W (ft)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
WB Left	*				SB Left	*			
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	40.0P				Green	39.0P			
Yellow/AR	3.0				Yellow/AR	3.0			

Cycle Length: 85 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	125	265	0.674	0.471	22.1	C	13.5	B
	TR	1715	3644	0.577	0.471	12.8	B		
WB	L	93	199	0.278	0.471	10.8	B	12.1	B
	TR	1715	3645	0.515	0.471	12.2	B		
NB	L	527	1148	0.180	0.459	10.3	B	10.4	B
	TR	839	1828	0.200	0.459	10.4	B		
SB	L	512	1115	0.328	0.459	11.3	B	10.7	B
	T	855	1863	0.185	0.459	10.3	B		
	R	726	1583	0.102	0.459	9.9	B		

Intersection Delay = 12.3 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.503

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) CHANNEL DRIVE (N-S) WASHINGTON STREET
Analyst: HN File Name: F7A.HC9
Area Type: Other 9-8-99 AM PK
Comment: FUTURE CONDITIONS WITHOUT PROJECT

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	0	2	1	1	2	0
Volumes				80		125		570	10	155	585	
Lane W (ft)				12.0		12.0		12.0	12.0	12.0	12.0	
RTOR Vols						0			0			0
Lost Time				3.00		3.00		3.00	3.00	3.00	3.00	

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	*		
Right					Right	*		
Peds					Peds			
WB Left	*				SB Left	*		
Thru					Thru	*	*	
Right	*				Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	20.0P				Green	12.0P	29.0P	
Yellow/AR	3.0				Yellow/AR	3.0	3.0	

Cycle Length: 70 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
WB	L	506	1770	0.166	0.286	14.3	B	14.7	B
	R	452	1583	0.292	0.286	14.9	B		
NB	T	1543	3725	0.408	0.414	11.1	B	11.1	B
	R	656	1583	0.017	0.414	9.2	B		
SB	L	303	1770	0.537	0.171	21.6	C	7.9	B
	T	2341	3725	0.276	0.629	4.5	A		

Intersection Delay = 10.0 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.395

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) CHANNEL DRIVE (N-S) WASHINGTON STREET
Analyst: HN File Name: F7P.HC9
Area Type: Other 9-8-99 PM PK
Comment: FUTURE CONDITIONS WITHOUT PROJECT

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	0	2	1	1	2	0
Volumes				135		175		655	10	225	675	
Lane W (ft)				12.0		12.0		12.0	12.0	12.0	12.0	
RTOR Vols						0			0			0
Lost Time				3.00		3.00		3.00	3.00	3.00	3.00	

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	*		
Right					Right	*		
Peds					Peds			
WB Left	*				SB Left	*		
Thru					Thru	*	*	
Right	*				Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	23.0P				Green	15.0P	28.0P	
Yellow/AR	3.0				Yellow/AR	3.0	3.0	

Cycle Length: 75 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
WB	L	543	1770	0.262	0.307	15.0	B	15.4	C
	R	485	1583	0.379	0.307	15.8	C		
NB	T	1391	3725	0.520	0.373	14.2	B	14.1	B
	R	591	1583	0.019	0.373	11.3	B		
SB	L	354	1770	0.669	0.200	24.4	C	9.9	B
	T	2285	3725	0.327	0.613	5.4	B		

Intersection Delay = 12.3 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.505

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-11-2000
Center For Microcomputers In Transportation

Streets: (E-W) CHANNEL DRIVE (N-S) WASHINGTON STREET
Analyst: HN File Name: F7PA.HC9
Area Type: Other 9-8-99 AM PK
Comment: FUTURE CONDITIONS WITH PROJECT

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	< 0	1	1	< 0	1	2	1	1	2	< 0
Volumes	45	10	90	80	10	125	70	570	10	155	585	55
Lane W (ft)	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left *			
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left	*				SB Left *			
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	20.0P				Green	10.0P	31.0P	
Yellow/AR	3.0				Yellow/AR	3.0	3.0	

Cycle Length: 70 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	313	1097	0.150	0.286	14.2	B	14.5	B
	TR	461	1612	0.230	0.286	14.6	B		
WB	L	365	1279	0.230	0.286	14.6	B	14.9	B
	TR	459	1605	0.312	0.286	15.0	B		
NB	L	253	1770	0.293	0.143	20.6	C	11.1	B
	T	1650	3725	0.382	0.443	10.0	B		
	R	701	1583	0.016	0.443	8.3	B		
SB	L	253	1770	0.645	0.143	25.4	D	13.2	B
	TR	1629	3677	0.435	0.443	10.3	B		

Intersection Delay = 12.7 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.429

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-11-2000
Center For Microcomputers In Transportation

Streets: (E-W) CHANNEL DRIVE (N-S) WASHINGTON STREET
Analyst: HN File Name: F7PP.HC9
Area Type: Other 9-8-99 PM PK
Comment: FUTURE CONDITIONS WITH PROJECT

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	< 0	1	1	< 0	1	2	1	1	2	< 0
Volumes	80	10	160	135	10	175	90	655	10	225	675	70
Lane W (ft)	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
WB Left	*				SB Left	*			
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	21.0P				Green	12.0P	28.0P		
Yellow/AR	3.0				Yellow/AR	3.0	3.0		

Cycle Length: 70 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	270	899	0.311	0.300	14.6	B	14.8	B
	TR	480	1601	0.373	0.300	14.9	B		
WB	L	287	958	0.494	0.300	16.4	C	15.7	C
	TR	480	1599	0.407	0.300	15.2	C		
NB	L	303	1770	0.313	0.171	19.5	C	12.9	B
	T	1490	3725	0.485	0.400	12.1	B		
	R	633	1583	0.017	0.400	9.6	B		
SB	L	303	1770	0.781	0.171	29.5	D	16.5	C
	TR	1469	3673	0.561	0.400	12.7	B		

Intersection Delay = 15.0 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.581

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) 47TH AVENUE (N-S) WASHINGTON STREET
Analyst: HN File Name: F5A.HC9
Area Type: Other 9-8-99 AM PK
Comment: FUTURE CONDITIONS WITHOUT PROJECT

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	1	1	2	1	1	2	1
Volumes	25	25	5	5	15	25	35	1455	10	15	735	30
Lane W (ft)		12.0			12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
WB Left		*			SB Left	*			
Thru		*			Thru		*		
Right		*			Right		*		
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	12.0P	12.0P			Green	15.0P	39.0P		
Yellow/AR	3.0	3.0			Yellow/AR	3.0	3.0		

Cycle Length: 90 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Adj Sat Flow Cap	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	216	1618	0.264	0.133	26.8	D	26.8	D
WB	LT	245	1841	0.086	0.133	26.0	D	26.1	D
	R	211	1583	0.123	0.133	26.1	D		
NB	L	295	1770	0.125	0.167	24.3	C	35.5	D
	T	1614	3725	0.997	0.433	35.9	D		
	R	686	1583	0.016	0.433	11.1	B		
SB	L	295	1770	0.054	0.167	24.0	C	14.3	B
	T	1614	3725	0.504	0.433	14.3	B		
	R	686	1583	0.047	0.433	11.2	B		

Intersection Delay = 28.2 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.582

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) 47TH AVENUE (N-S) WASHINGTON STREET
Analyst: HN File Name: F5P.HC9
Area Type: Other 9-8-99 PM PK
Comment: FUTURE CONDITIONS WITHOUT PROJECT

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	1	1	2	1	1	2	1
Volumes	25	5	5	5	10	5	10	945	15	35	1400	10
Lane W (ft)		12.0			12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
WB Left		*			SB Left	*			
Thru		*			Thru		*		
Right		*			Right		*		
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	12.0P	12.0P			Green	15.0P	39.0P		
Yellow/AR	3.0	3.0			Yellow/AR	3.0	3.0		

Cycle Length: 90 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	211	1584	0.170	0.133	26.3	D	26.3	D
WB	LT	245	1834	0.065	0.133	25.9	D	25.9	D
	R	211	1583	0.024	0.133	25.8	D		
NB	L	295	1770	0.037	0.167	23.9	C	15.9	C
	T	1614	3725	0.647	0.433	15.9	C		
	R	686	1583	0.023	0.433	11.1	B		
SB	L	295	1770	0.125	0.167	24.3	C	28.9	D
	T	1614	3725	0.959	0.433	29.1	D		
	R	686	1583	0.016	0.433	11.1	B		

Intersection Delay = 23.7 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.540

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-11-2000
Center For Microcomputers In Transportation

Streets: (E-W) 47TH AVENUE (N-S) WASHINGTON STREET
Analyst: HN File Name: F5PA.HC9
Area Type: Other 9-8-99 AM PK
Comment: FUTURE CONDITIONS WITH PROJECT

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	1	1	2	1	1	2	1
Volumes	25	25	5	5	15	25	35	1525	10	15	785	30
Lane W (ft)		12.0			12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left *			
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left		*			SB Left *			
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	12.0P	12.0P			Green	12.0P	42.0P	
Yellow/AR	3.0	3.0			Yellow/AR	3.0	3.0	

Cycle Length: 90 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	216	1618	0.264	0.133	26.8	D	26.8	D
WB	LT	245	1841	0.086	0.133	26.0	D	26.1	D
	R	211	1583	0.123	0.133	26.1	D		
NB	L	236	1770	0.157	0.133	26.3	D	28.7	D
	T	1739	3725	0.969	0.467	28.9	D		
	R	739	1583	0.015	0.467	9.8	B		
SB	L	236	1770	0.068	0.133	25.9	D	13.0	B
	T	1739	3725	0.499	0.467	12.9	B		
	R	739	1583	0.043	0.467	9.9	B		

Intersection Delay = 23.4 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.606

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-11-2000
Center For Microcomputers In Transportation

Streets: (E-W) 47TH AVENUE (N-S) WASHINGTON STREET
Analyst: HN File Name: F5PP.HC9
Area Type: Other 9-8-99 PM PK
Comment: FUTURE CONDITIONS WITH PROJECT

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	1	1	2	1	1	2	1
Volumes	25	5	5	5	10	5	10	1055	15	35	1520	10
Lane W (ft)		12.0			12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds				
WB Left		*			SB Left	*			
Thru		*			Thru		*		
Right		*			Right		*		
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	12.0P	12.0P			Green	12.0P	42.0P		
Yellow/AR	3.0	3.0			Yellow/AR	3.0	3.0		

Cycle Length: 90 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Group:	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
	Mvmts Cap							
EB	LTR 211	1584	0.170	0.133	26.3	D	26.3	D
WB	LT 245	1834	0.065	0.133	25.9	D	25.9	D
	R 211	1583	0.024	0.133	25.8	D		
NB	L 236	1770	0.047	0.133	25.8	D	14.9	B
	T 1739	3725	0.671	0.467	14.9	B		
	R 739	1583	0.022	0.467	9.8	B		
SB	L 236	1770	0.157	0.133	26.3	D	28.3	D
	T 1739	3725	0.966	0.467	28.5	D		
	R 739	1583	0.015	0.467	9.8	B		

Intersection Delay = 22.9 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.581

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) MILES AVENUE (N-S) WASHINGTON STREET
Analyst: HN File Name: F6A.HC9
Area Type: Other 9-8-99 AM PK
Comment: FUTURE CONDITIONS WITHOUT PROJECT

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	< 0	2	1	1	1	3	1	1	1	< 0
Volumes	20	65	45	85	230	95	20	730	40	65	680	145
Lane W (ft)	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru			*			Thru			*	
	Right			*			Right			*	
	Peds						Peds				
WB	Left	*	*			SB	Left	*	*		
	Thru		*	*			Thru		*	*	
	Right		*	*			Right		*	*	
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		8.0P	7.0P	20.0P		Green		8.0P	6.0P	62.0P	
Yellow/AR		3.0	3.0	3.0		Yellow/AR		3.0	3.0	3.0	

Cycle Length: 129 secs Phase combination order: #1 #2 #3 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	110	1770	0.191	0.062	43.8	E	39.0	D
	TR	271	1749	0.424	0.155	38.1	D		
WB	L	494	3539	0.186	0.140	37.3	D	34.2	D
	T	433	1863	0.559	0.233	34.4	D		
	R	368	1583	0.272	0.233	30.9	D		
NB	L	110	1770	0.191	0.062	43.8	E	16.2	C
	T	2686	5588	0.315	0.481	15.6	C		
	R	761	1583	0.055	0.481	13.6	B		
SB	L	233	1770	0.292	0.132	38.6	D	26.0	D
	TR	998	1814	0.870	0.550	25.0	C		

Intersection Delay = 24.5 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.698

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-08-2000
Center For Microcomputers In Transportation

Streets: (E-W) MILES AVENUE (N-S) WASHINGTON STREET
Analyst: HN File Name: F6P.HC9
Area Type: Other 9-8-99 PM PK
Comment: FUTURE CONDITIONS WITHOUT PROJECT

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	< 0	2	1	1	1	3	1	1	1	< 0
Volumes	20	130	55	60	65	75	35	780	95	100	865	20
Lane W (ft)	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru			*			Thru			*	
	Right			*			Right			*	
	Peds						Peds				
WB	Left	*	*			SB	Left	*	*		
	Thru		*	*			Thru		*	*	
	Right		*	*			Right		*	*	
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		8.0P	6.0P	19.0P		Green		15.0P	6.0P	56.0P	
Yellow/AR		3.0	3.0	3.0		Yellow/AR		3.0	3.0	3.0	

Cycle Length: 128 secs Phase combination order: #1 #2 #3 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	111	1770	0.190	0.063	43.4	E	46.3	E
	TR	264	1780	0.738	0.148	46.6	E		
WB	L	470	3539	0.138	0.133	37.3	D	33.0	D
	T	408	1863	0.167	0.219	30.8	D		
	R	346	1583	0.228	0.219	31.3	D		
NB	L	207	1770	0.178	0.117	38.8	D	18.9	C
	T	2445	5588	0.369	0.438	18.4	C		
	R	693	1583	0.144	0.438	16.4	C		
SB	L	332	1770	0.316	0.188	34.3	D	42.8	E
	TR	942	1856	0.989	0.508	43.8	E		

Intersection Delay = 32.4 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.718

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-11-2000
Center For Microcomputers In Transportation

Streets: (E-W) MILES AVENUE (N-S) WASHINGTON STREET
Analyst: HN File Name: F6PA.HC9
Area Type: Other 9-8-99 AM PK
Comment: FUTURE CONDITIONS WITH PROJECT

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	< 0	2	1	1	1	3	1	1	1	< 0
Volumes	30	65	45	85	230	95	20	750	45	65	705	145
Lane W (ft)	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru			*		Thru			*	
Right			*		Right			*	
Peds					Peds				
WB Left	*	*			SB Left	*	*		
Thru		*	*		Thru		*	*	
Right		*	*		Right		*	*	
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	8.0P	7.0P	20.0P		Green	8.0P	6.0P	62.0P	
Yellow/AR	3.0	3.0	3.0		Yellow/AR	3.0	3.0	3.0	

Cycle Length: 129 secs Phase combination order: #1 #2 #3 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	110	1770	0.292	0.062	44.4	E	39.5	D
	TR	271	1749	0.424	0.155	38.1	D		
WB	L	494	3539	0.186	0.140	37.3	D	34.2	D
	T	433	1863	0.559	0.233	34.4	D		
	R	368	1583	0.272	0.233	30.9	D		
NB	L	110	1770	0.191	0.062	43.8	E	16.2	C
	T	2686	5588	0.323	0.481	15.7	C		
	R	761	1583	0.062	0.481	13.6	B		
SB	L	233	1770	0.292	0.132	38.6	D	27.9	D
	TR	999	1815	0.896	0.550	27.1	D		

Intersection Delay = 25.3 sec/veh Intersection LOS = D
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.720

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 02-11-2000
Center For Microcomputers In Transportation

Streets: (E-W) MILES AVENUE (N-S) WASHINGTON STREET
Analyst: HN File Name: F6PP.HC9
Area Type: Other 9-8-99 PM PK
Comment: FUTURE CONDITIONS WITH PROJECT

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	< 0	2	1	1	1	3	1	1	1	< 0
Volumes	25	130	55	60	65	75	35	825	110	100	905	20
Lane W (ft)	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru			*		Thru			*	
Right			*		Right			*	
Peds					Peds				
WB Left	*	*			SB Left	*	*		
Thru		*	*		Thru		*	*	
Right		*	*		Right		*	*	
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	8.0P	6.0P	19.0P		Green	15.0P	6.0P	56.0P	
Yellow/AR	3.0	3.0	3.0		Yellow/AR	3.0	3.0	3.0	

Cycle Length: 128 secs Phase combination order: #1 #2 #3 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	111	1770	0.235	0.063	43.6	E	46.3	E
	TR	264	1780	0.738	0.148	46.7	E		
WB	L	470	3539	0.138	0.133	37.3	D	33.0	D
	T	407	1863	0.167	0.219	30.8	D		
	R	346	1583	0.228	0.219	31.3	D		
NB	L	207	1770	0.178	0.117	38.8	D	19.1	C
	T	2445	5588	0.391	0.438	18.6	C		
	R	693	1583	0.167	0.438	16.6	C		
SB	L	332	1770	0.316	0.188	34.3	D	53.2	E
	TR	943	1857	1.033	0.508	55.2	E		

Intersection Delay = 36.6 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.743

APPENDIX C

COUNT DATA

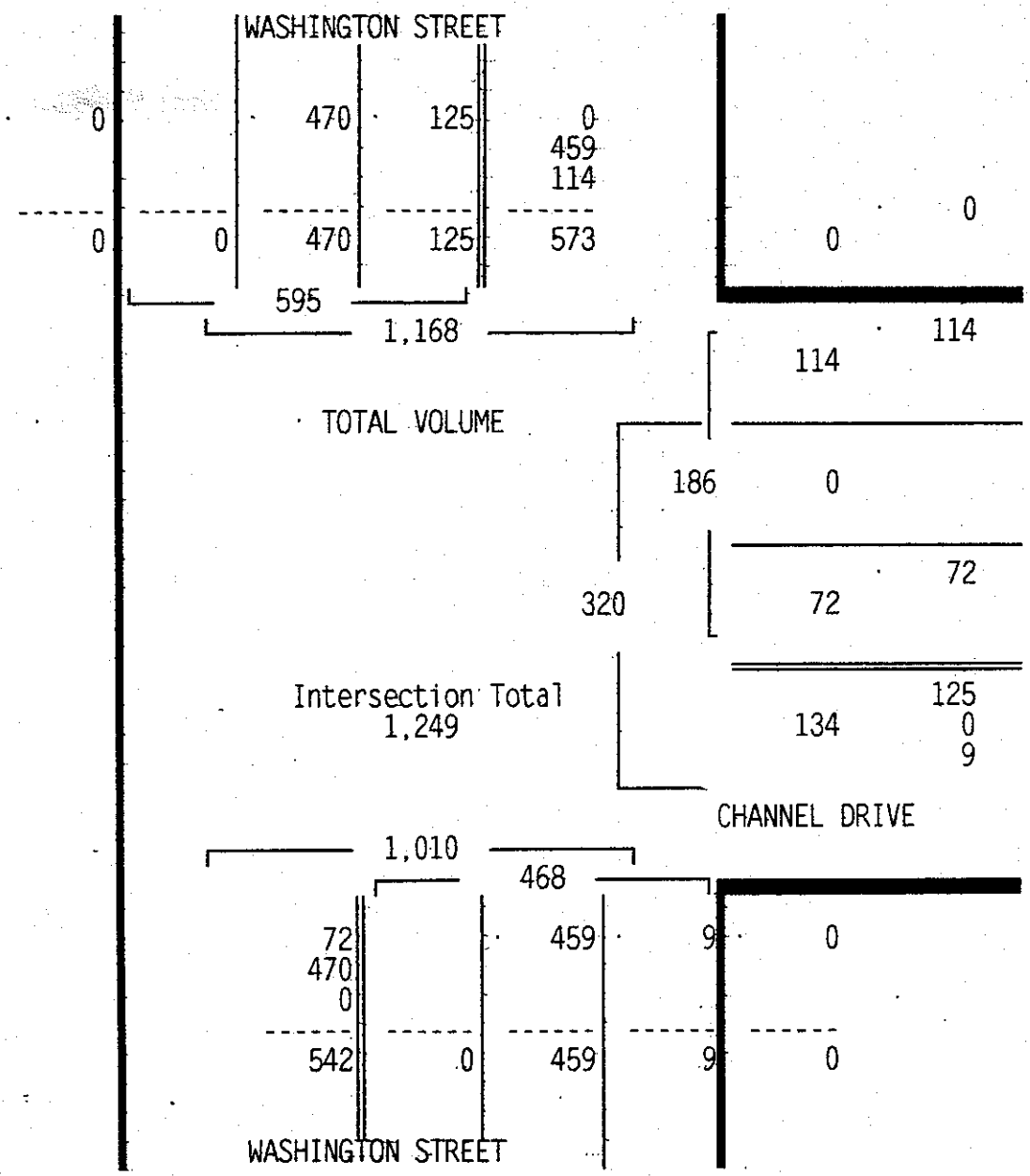
Counts Unlimited, Inc
25424 Jaclyn Avenue
Moreno Valley, CA 92557
909-247-6716

CITY OF LA QUINTA
N/S: WASHINGTON STREET
E/W: CHANNEL DRIVE
WEATHER: SUNNY

Site Code : 00185829
Start Date: 08/26/99
File I.D. : LQWACHAM
Page : 1

TOTAL VOLUME

	WASHINGTON STREET Southbound		CHANNEL DRIVE Westbound		WASHINGTON STREET Northbound		
	Left	Thru	Left	Right	Thru	Right	Total
Date 08/26/99							
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 08/26/99							
Peak start	07:45		07:45		07:45		
Volume	125	470	72	114	459	9	
Percent	21%	79%	39%	61%	98%	2%	
PHF total	595		186		468		
Highest	07:45		07:45		07:45		
Volume	35	126	21	31	144	3	
PHF total	161		52		147		
PHF	.92		.89		.80		



Counts Unlimited, Inc
25424 Jaclyn Avenue
Moreno Valley, CA 92557
909-247-6716

CITY OF LA QUINTA
[illegible]: WASHINGTON STREET
[illegible]: CHANNEL DRIVE
WEATHER: SUNNY

Site Code : 00185829
Start Date: 08/26/99
File I.D. : LQWACHAM
Page : 1

TOTAL VOLUME

	WASHINGTON STREET Southbound		CHANNEL DRIVE Westbound		WASHINGTON STREET Northbound		
	Left	Thru	Left	Right	Thru	Right	Total
Date 08/26/99							
[illegible]:00	19	88	13	27	95	0	242
07:15	20	97	19	21	129	1	287
[illegible]:30	26	120	20	24	107	1	298
[illegible]:45	35	126	21	31	144	3	360
Hr Total	100	431	73	103	475	5	1187
[illegible]:00	29	127	14	26	90	1	287
08:15	25	106	13	30	109	3	286
08:30	36	111	24	27	116	2	316
[illegible]:45	34	109	28	26	113	1	311
[illegible] Total	124	453	79	109	428	7	1200
[illegible]OTAL*	224	884	152	212	903	12	2387

[illegible]k Hour Analysis By Individual Approach for the Period: 07:00 to 09:00 on 08/26/99

[illegible]eak start	07:45		08:00		07:00	
Volume	125	470	79	109	475	5
[illegible]ercent	21%	79%	42%	58%	99%	1%
[illegible] total	595		188		480	
Highest	07:45		08:45		07:45	
V[illegible]lume	35	126	28	26	144	3
[illegible] total	161		54		147	
PHF	.92		.87		.82	

[illegible]k Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 08/26/99

[illegible]eak start	07:45		07:45		07:45	
Volume	125	470	72	114	459	9
[illegible]ercent	21%	79%	39%	61%	98%	2%
[illegible] total	595		186		468	
Highest	07:45		07:45		07:45	
V[illegible]lume	35	126	21	31	144	3
[illegible] total	161		52		147	
PHF	.92		.89		.80	

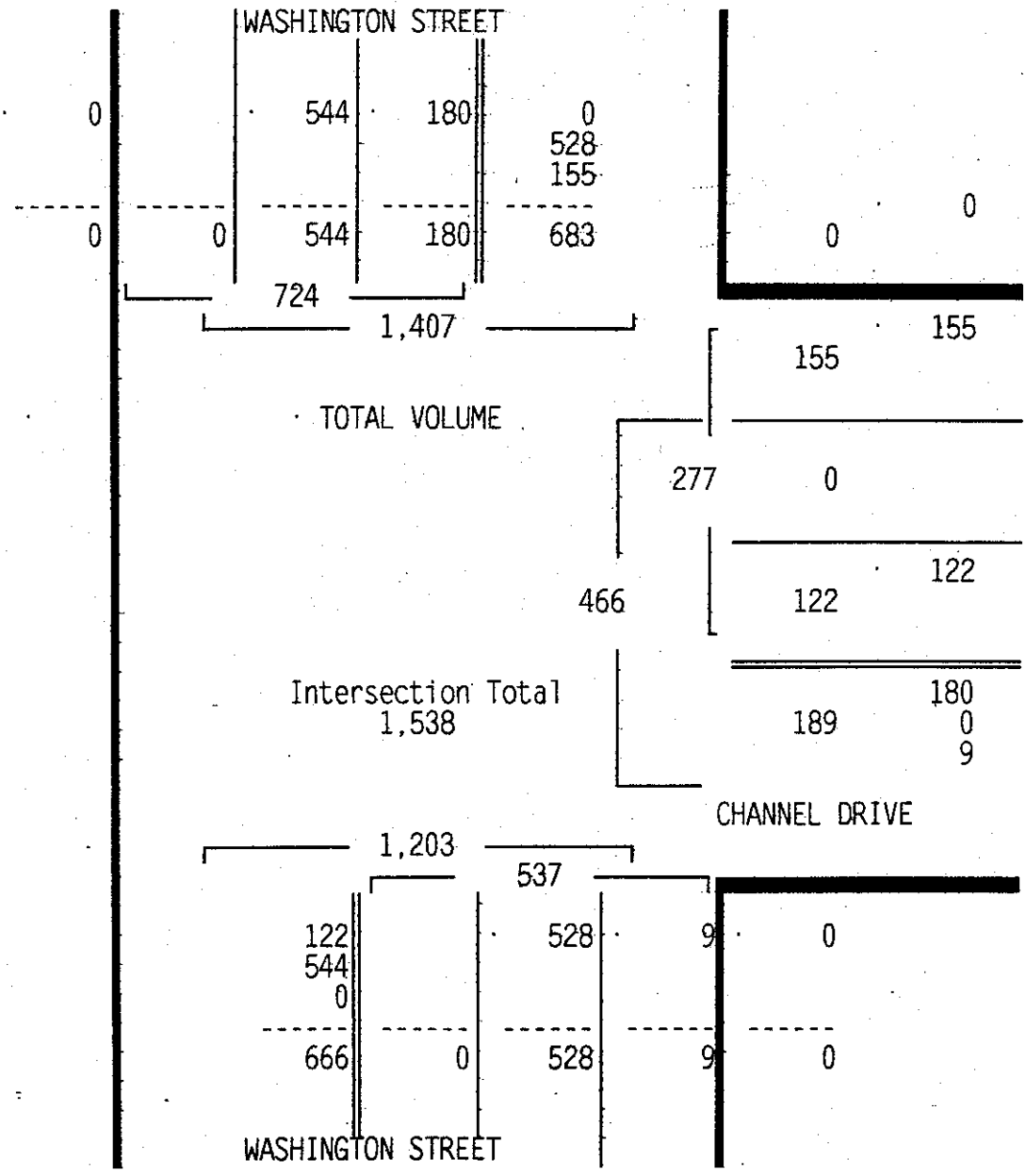
Counts Unlimited, Inc
25424 Jaclyn Avenue
Moreno Valley, CA 92557
909-247-6716

CITY OF LA QUINTA
N/S: WASHINGTON STREET
E/W: CHANNEL DRIVE
WEATHER: SUNNY

Site Code : 00185829
Start Date: 08/25/99
File I.D. : LQWACHPM
Page : 1

TOTAL VOLUME

	WASHINGTON STREET Southbound		CHANNEL DRIVE Westbound		WASHINGTON STREET Northbound		
	Left	Thru	Left	Right	Thru	Right	Total
Date 08/25/99							
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 08/25/99							
Peak start	16:45		16:45		16:45		
Volume	180	544	122	155	528	9	
Percent	25%	75%	44%	56%	98%	2%	
V total	724		277		537		
Highest	17:15		17:15		17:15		
Volume	43	164	26	49	139	4	
V total	207		75		143		
PHF	.87		.92		.94		



Counts Unlimited, Inc
25424 Jaclyn Avenue
Moreno Valley, CA 92557
909-247-6716

CITY OF LA QUINTA
S: WASHINGTON STREET
W: CHANNEL DRIVE
WEATHER: SUNNY

Site Code : 00185829
Start Date: 08/25/99
File I.D. : LQWACHPM
Page : 1

TOTAL VOLUME

	WASHINGTON STREET Southbound		CHANNEL DRIVE Westbound		WASHINGTON STREET Northbound		
	Left	Thru	Left	Right	Thru	Right	Total
Date 08/25/99							
:00	37	119	31	50	119	3	359
16:15	50	119	19	50	122	2	362
:30	40	125	22	53	105	3	348
:45	44	116	36	34	129	4	363
Hr Total	171	479	108	187	475	12	1432
:00	45	132	29	39	140	1	386
17:15	43	164	26	49	139	4	425
17:30	48	132	31	33	120	0	364
:45	31	129	23	41	128	1	353
Total	167	557	109	162	527	6	1528
OTAL*	338	1036	217	349	1002	18	2960

ak Hour Analysis By Individual Approach for the Period: 16:00 to 18:00 on 08/25/99

eak start	17:00		16:00		16:45		
Volume	167	557	108	187	528	9	
rcent	23%	77%	37%	63%	98%	2%	
total	724		295		537		
Highest	17:15		16:00		17:15		
lume	43	164	31	50	139	4	
total	207		81		143		
PHF	.87		.91		.94		

ak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 08/25/99

eak start	16:45		16:45		16:45		
Volume	180	544	122	155	528	9	
rcent	25%	75%	44%	56%	98%	2%	
total	724		277		537		
Highest	17:15		17:15		17:15		
lume	43	164	26	49	139	4	
total	207		75		143		
PHF	.87		.92		.94		

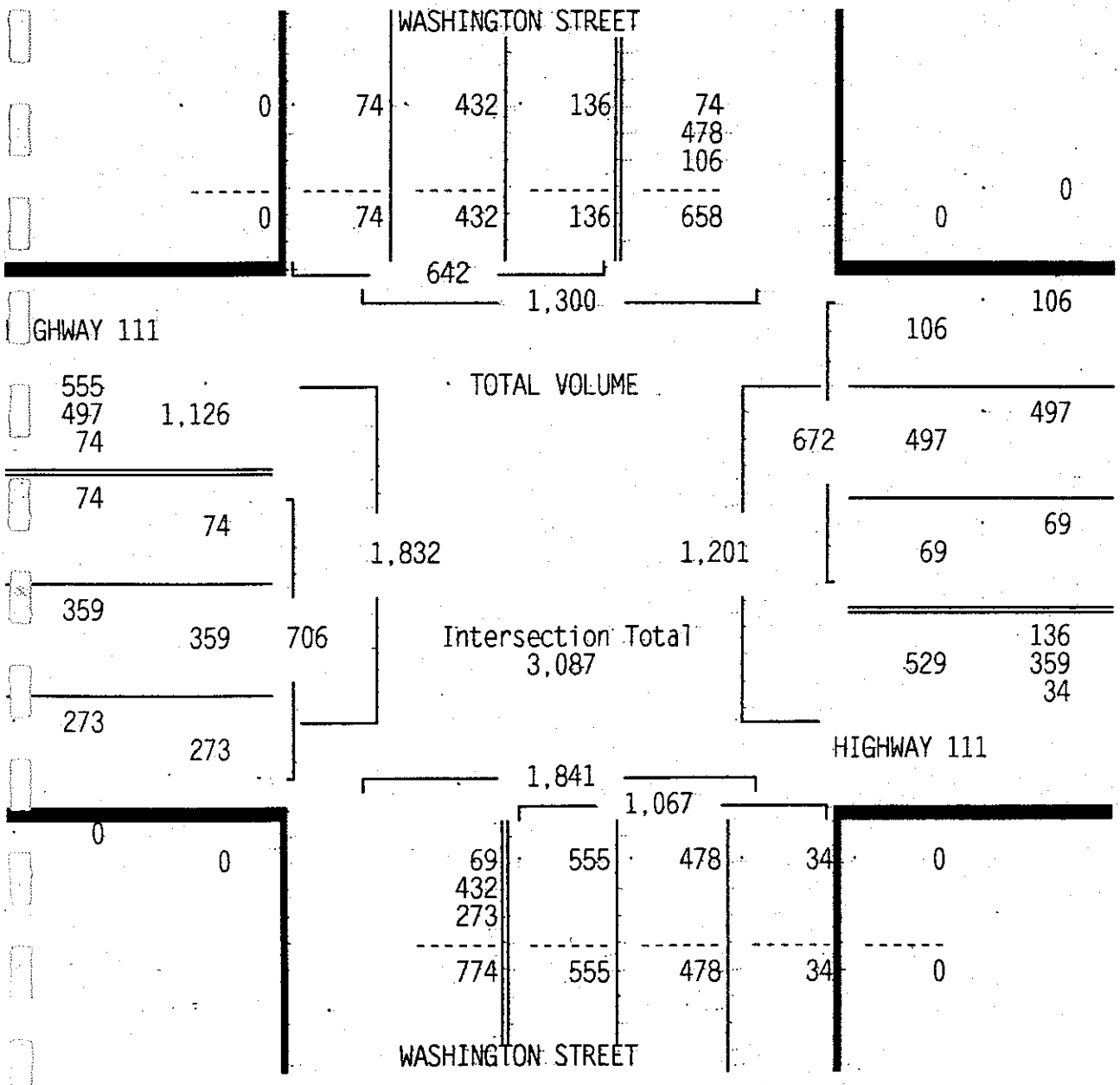
Counts Unlimited, Inc
25424 Jaclyn Avenue
Moreno Valley, CA 92557
909-247-6716

CITY OF LA QUINTA
N : WASHINGTON STREET
E : HIGHWAY 111
WEATHER: SUNNY

Site Code : 18581908
Start Date: 08/31/99
File I.D. : LQWA111A
Page : 1

TOTAL VOLUME

	WASHINGTON STREET Southbound			HIGHWAY 111 Westbound			WASHINGTON STREET Northbound			HIGHWAY 111 Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Date 08/31/99													
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 08/31/99													
Peak start	07:30			07:30			07:30			07:30			
Volume	136	432	74	69	497	106	555	478	34	74	359	273	
Percent	21%	67%	12%	10%	74%	16%	52%	45%	3%	10%	51%	39%	
PHF total	642			672			1067			706			
Highest	07:45			07:30			07:30			07:45			
Volume	52	130	20	12	156	20	170	152	6	21	113	83	
PHF total	202			188			328			217			
PHF	.79			.89			.81			.81			



Counts Unlimited, Inc
25424 Jaclyn Avenue
Moreno Valley, CA 92557
909-247-6716

CITY OF LA QUINTA
S: WASHINGTON STREET
W: HIGHWAY 111
WEATHER: SUNNY

Site Code : 18581908
Start Date: 08/31/99
File I.D. : LQWA111A
Page : 1

TOTAL VOLUME

	WASHINGTON STREET Southbound			HIGHWAY 111 Westbound			WASHINGTON STREET Northbound			HIGHWAY 111 Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Date 08/31/99													
:00	21	88	10	11	60	13	99	99	7	7	65	49	529
07:15	24	108	22	13	79	27	123	138	5	9	68	60	676
:30	42	100	18	12	156	20	170	152	6	14	97	62	849
:45	52	130	20	18	143	27	162	121	10	21	113	83	900
Hr Total	139	426	70	54	438	87	554	510	28	51	343	254	2954
:00	18	97	17	6	89	25	103	109	6	17	74	74	635
08:15	24	105	19	33	109	34	120	96	12	22	75	54	703
08:30	36	85	20	18	101	29	115	98	9	15	90	57	673
:45	36	113	26	23	129	30	104	120	13	35	82	61	772
Total	114	400	82	80	428	118	442	423	40	89	321	246	2783
OTAL*	253	826	152	134	866	205	996	933	68	140	664	500	5737

ak Hour Analysis By Individual Approach for the Period: 07:00 to 09:00 on 08/31/99

eak start	07:15			07:30			07:15			07:30		
Volume	136	435	77	69	497	106	558	520	27	74	359	273
rcent	21%	67%	12%	10%	74%	16%	50%	47%	2%	10%	51%	39%
total	648			672			1105			706		
Highest	07:45			07:30			07:30			07:45		
lume	52	130	20	12	156	20	170	152	6	21	113	83
total	202			188			328			217		
PHF	.80			.89			.84			.81		

ak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 08/31/99

eak start	07:30			07:30			07:30			07:30		
Volume	136	432	74	69	497	106	555	478	34	74	359	273
rcent	21%	67%	12%	10%	74%	16%	52%	45%	3%	10%	51%	39%
total	642			672			1067			706		
Highest	07:45			07:30			07:30			07:45		
lume	52	130	20	12	156	20	170	152	6	21	113	83
total	202			188			328			217		
PHF	.79			.89			.81			.81		

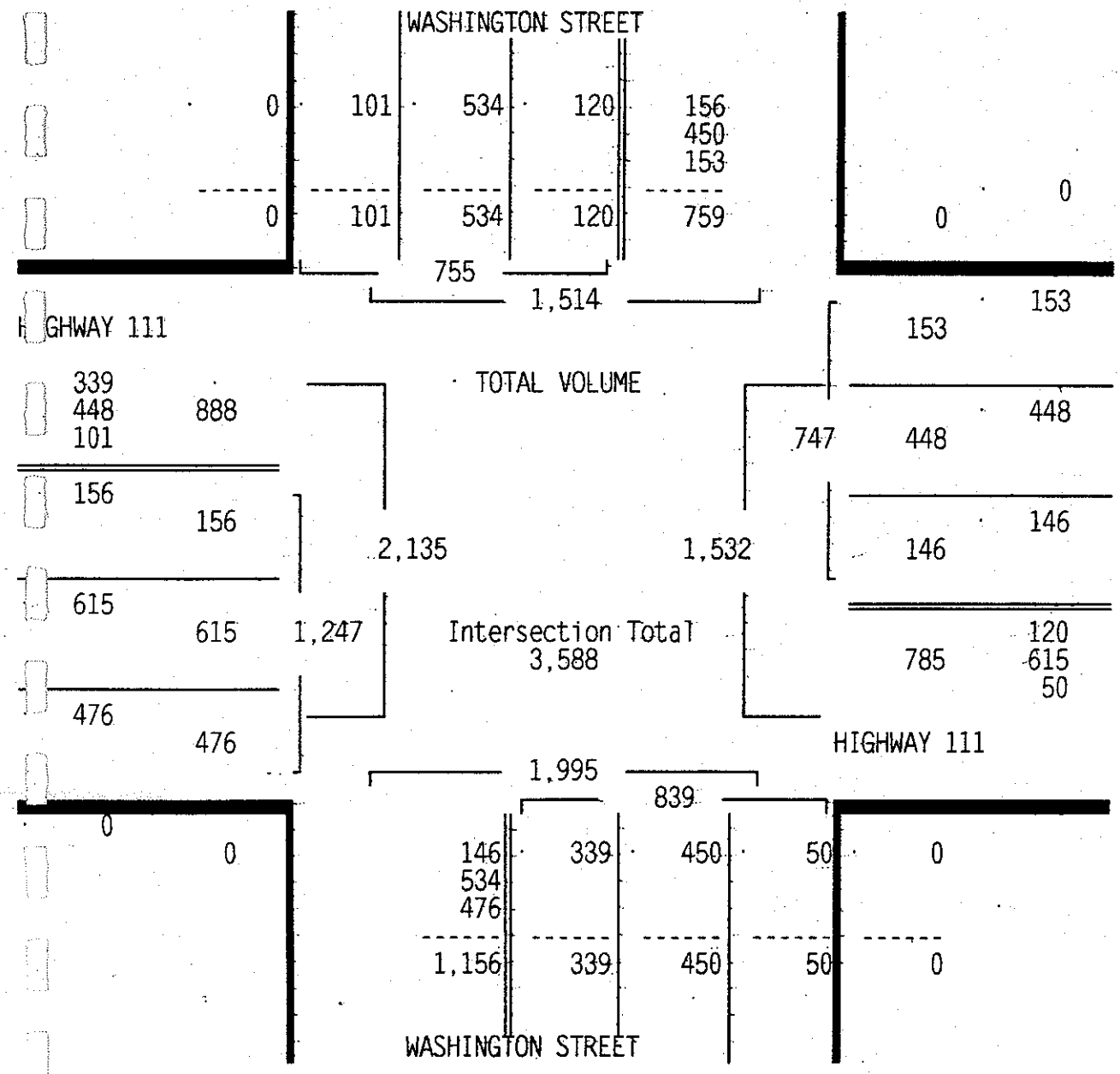
Counts Unlimited, Inc
25424 Jaclyn Avenue
Moreno Valley, CA 92557
909-247-6716

CITY OF LA QUINTA
N/S: WASHINGTON STREET
E/W: HIGHWAY 111
WEATHER: SUNNY

Site Code : 18581825
Start Date: 08/31/99
File I.D. : LQWA111P
Page : 1

TOTAL VOLUME

	WASHINGTON STREET Southbound				HIGHWAY 111 Westbound				WASHINGTON STREET Northbound				HIGHWAY 111 Eastbound				
	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Total
Date 08/31/99																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 08/31/99																	
Peak start	16:30				16:30				16:30				16:30				
Volume	120	534	101	0	146	448	153	0	339	450	50	0	156	615	476	0	
Percent	16%	71%	13%	0%	20%	60%	20%	0%	40%	54%	6%	0%	13%	49%	38%	0%	
PHF total	755				747				839				1247				
Highest	17:15				17:15				17:00				16:45				
Volume	40	159	24	0	40	135	42	0	84	144	12	0	43	163	126	0	
PHF total	223				217				240				332				
PHF	.85				.86				.87				.94				



Counts Unlimited, Inc
25424 Jaclyn Avenue
Moreno Valley, CA 92557
909-247-6716

CITY OF LA QUINTA
[illegible]S: WASHINGTON STREET
[illegible]W: HIGHWAY 111
WEATHER: SUNNY

Site Code : 18581825
Start Date: 08/31/99
File I.D. : LQWA111P
Page : 1

TOTAL VOLUME

	WASHINGTON STREET Southbound			HIGHWAY 111 Westbound			WASHINGTON STREET Northbound			HIGHWAY 111 Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Date 08/31/99													
[illegible]:00	40	116	23	30	106	35	78	95	11	35	140	92	801
16:15	42	114	21	33	105	37	74	90	12	37	143	90	798
[illegible]:30	34	129	29	29	110	36	92	112	17	39	148	94	869
[illegible]:45	24	103	30	37	103	41	70	86	8	43	163	126	834
Hr Total	140	462	103	129	424	149	314	383	48	154	594	402	3302
[illegible]:00	22	143	18	40	100	34	84	144	12	44	155	125	921
17:15	40	159	24	40	135	42	93	108	13	30	149	131	964
17:30	30	115	21	33	91	39	90	98	8	38	160	123	846
[illegible]:45	23	126	27	36	94	40	90	82	19	32	117	103	789
[illegible] Total	115	543	90	149	420	155	357	432	52	144	581	482	3520
[illegible]OTAL*	255	1005	193	278	844	304	671	815	100	298	1175	884	6822

[illegible]k Hour Analysis By Individual Approach for the Period: 16:00 to 18:00 on 08/31/99

Peak start	16:30			16:30			17:00			16:45		
Volume	120	534	101	146	448	153	357	432	52	155	627	505
[illegible]cent	16%	71%	13%	20%	60%	20%	42%	51%	6%	12%	49%	39%
[illegible] total	755			747			841			1287		
Highest	17:15			17:15			17:00			16:45		
[illegible]ume	40	159	24	40	135	42	84	144	12	43	163	126
[illegible] total	223			217			240			332		
PHF	.85			.86			.88			.97		

[illegible]k Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 08/31/99

Peak start	16:30			16:30			16:30			16:30		
Volume	120	534	101	146	448	153	339	450	50	156	615	476
[illegible]cent	16%	71%	13%	20%	60%	20%	40%	54%	6%	13%	49%	38%
[illegible] total	755			747			839			1247		
Highest	17:15			17:15			17:00			16:45		
[illegible]ume	40	159	24	40	135	42	84	144	12	43	163	126
[illegible] total	223			217			240			332		
PHF	.85			.86			.87			.94		

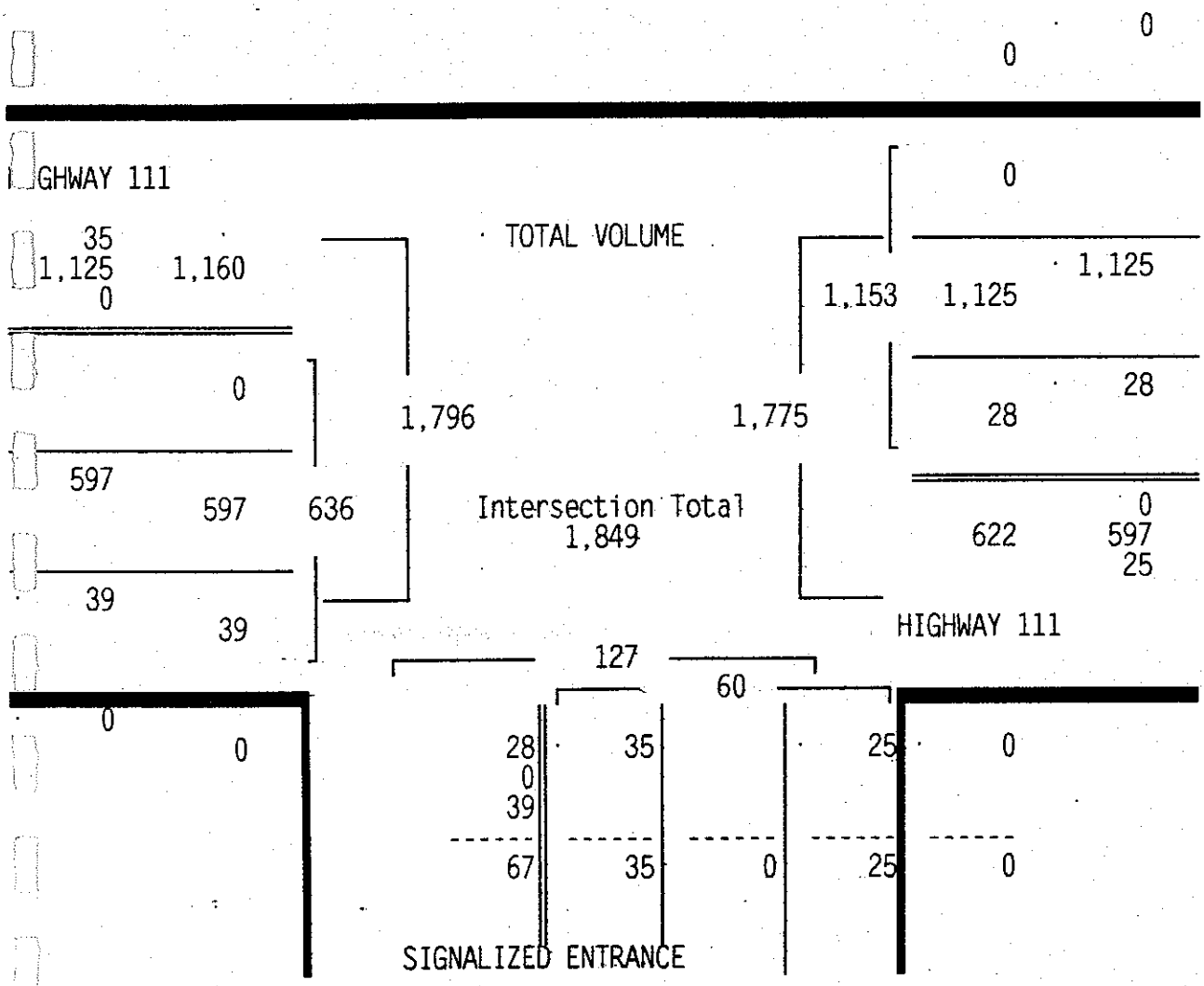
Counts Unlimited, Inc
25424 Jaclyn Avenue
Moreno Valley, CA 92557
909-247-6716

CITY OF LA QUINTA
N/S: PLAZA LA QUINTA SIGNALIZED ENTRANCE
E/W: HIGHWAY 111
WEATHER: SUNNY

Site Code : 00185830
Start Date: 08/25/99
File I.D. : LQSC111A
Page : 1

TOTAL VOLUME

	HIGHWAY 111 Westbound		SIGNALIZED ENTRANCE Northbound		HIGHWAY 111 Eastbound		
	Left	Thru	Left	Right	Thru	Right	Total
Date 08/25/99							
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 08/25/99							
Peak start 07:30			07:30		07:30		
Volume	28	1125	35	25	597	39	
Percent	2%	98%	58%	42%	94%	6%	
PK total	1153		60		636		
Highest	07:45		07:30		07:45		
Volume	6	351	10	12	160	9	
P/V total	357		22		169		
PHF	.81		.68		.94		



Counts Unlimited, Inc
25424 Jaclyn Avenue
Moreno Valley, CA 92557
909-247-6716

CITY OF LA QUINTA
S: PLAZA LA QUINTA SIGNALIZED ENTRANCE
N: HIGHWAY 111
WEATHER: SUNNY

Site Code : 00185830
Start Date: 08/25/99
File I.D. : LQSC111A
Page : 1

TOTAL VOLUME

	HIGHWAY 111 Westbound		SIGNALIZED ENTRANCE Northbound		HIGHWAY 111 Eastbound		
	Left	Thru	Left	Right	Thru	Right	Total
Date 08/25/99							
:00	4	193	3	0	80	2	282
07:15	5	227	4	1	118	7	362
:30	4	330	10	12	147	4	507
:45	6	351	6	6	160	9	538
Hr Total	19	1101	23	19	505	22	1689
:00	5	208	14	5	147	16	395
:15	13	236	5	2	143	10	409
08:30	6	211	7	7	127	7	365
:45	13	214	13	0	126	10	376
Total	37	869	39	14	543	43	1545
OTAL*	56	1970	62	33	1048	65	3234

ak Hour Analysis By Individual Approach for the Period: 07:00 to 09:00 on 08/25/99

eak start	07:30		07:30		07:30	
Volume	28	1125	35	25	597	39
rcent	2%	98%	58%	42%	94%	6%
total	1153		60		636	
Highest	07:45		07:30		07:45	
olume	6	351	10	12	160	9
total	357		22		169	
PHF	.81		.68		.94	

ak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 08/25/99

eak start	07:30		07:30		07:30	
Volume	28	1125	35	25	597	39
rcent	2%	98%	58%	42%	94%	6%
total	1153		60		636	
Highest	07:45		07:30		07:45	
olume	6	351	10	12	160	9
total	357		22		169	
PHF	.81		.68		.94	

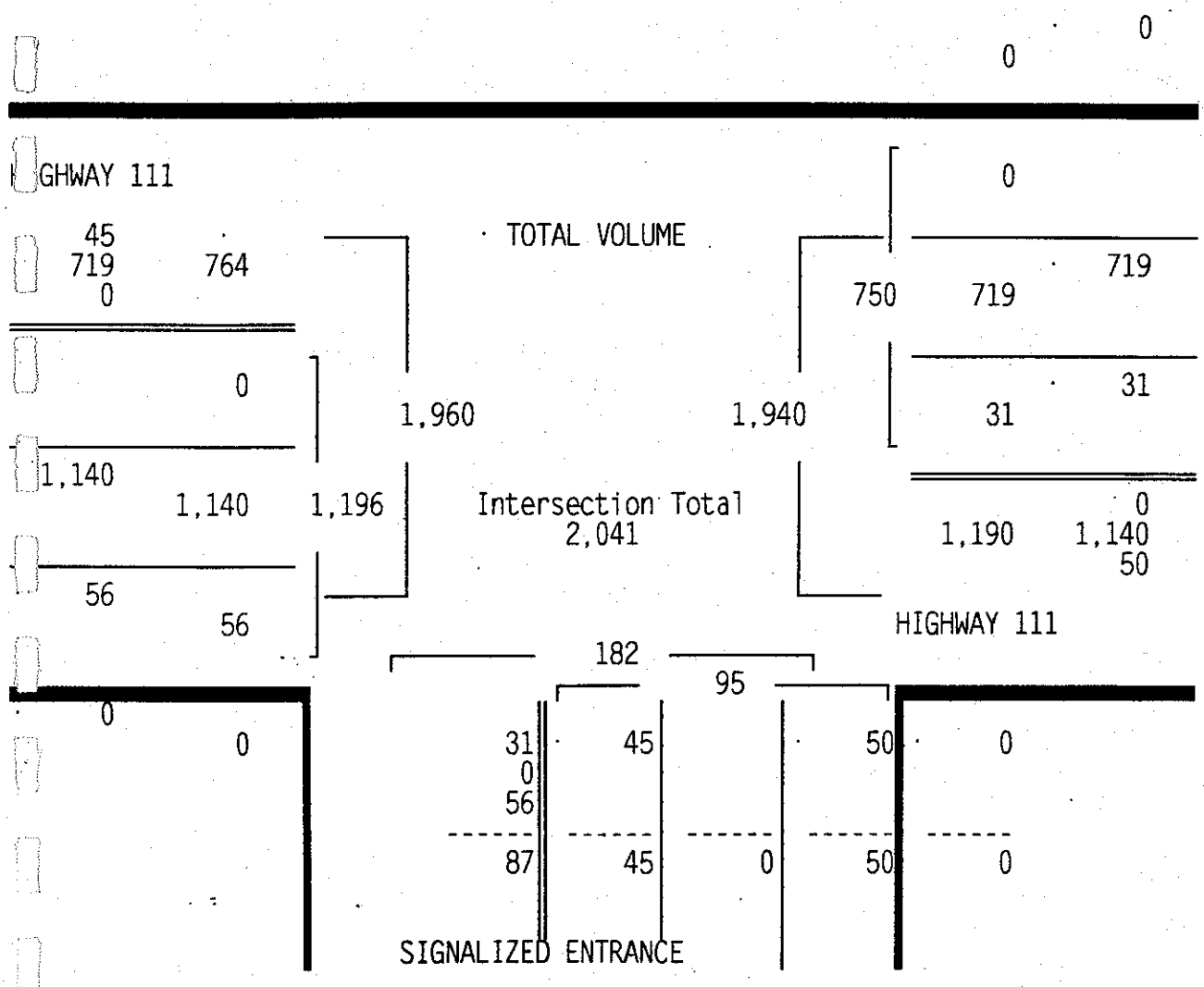
Counts Unlimited, Inc
25424 Jaclyn Avenue
Moreno Valley, CA 92557
909-247-6716

CITY OF LA QUINTA
[illegible]: PLAZA LA QUINTA SIGNALIZED ENTRANCE
[illegible]: HIGHWAY 111
WEATHER: SUNNY

Site Code : 00185830
Start Date: 08/25/99
File I.D. : LQSC111P
Page : 1

TOTAL VOLUME

	HIGHWAY 111 Westbound		SIGNALIZED ENTRANCE Northbound		HIGHWAY 111 Eastbound		
	Left	Thru	Left	Right	Thru	Right	Total
Date 08/25/99							
[illegible]k Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 08/25/99							
[illegible]k start	16:30		16:30		16:30		
Volume	31	719	45	50	1140	56	
[illegible]ercent	4%	96%	47%	53%	95%	5%	
[illegible] total	750		95		1196		
Highest	16:30		17:15		17:00		
Volume	6	203	12	16	339	18	
[illegible] total	209		28		357		
PHF	.90		.85		.84		



Counts Unlimited, Inc
25424 Jaclyn Avenue
Moreno Valley, CA 92557
909-247-6716

CITY OF LA QUINTA
S: PLAZA LA QUINTA SIGNALIZED ENTRANCE
W: HIGHWAY 111
WEATHER: SUNNY

Site Code : 00185830
Start Date: 08/25/99
File I.D. : LQSC111P
Page : 1

TOTAL VOLUME

	HIGHWAY 111 Westbound		SIGNALIZED ENTRANCE Northbound		HIGHWAY 111 Eastbound		
	Left	Thru	Left	Right	Thru	Right	Total
Date 08/25/99							
:00	7	213	9	8	233	9	479
16:15	6	195	15	11	254	8	489
:30	6	203	13	10	254	11	497
:45	11	156	10	10	237	15	439
Hr Total	30	767	47	39	978	43	1904
:00	10	173	10	14	339	18	564
:15	4	187	12	16	310	12	541
17:30	8	161	13	12	253	18	465
:45	7	144	17	5	190	9	372
Total	29	665	52	47	1092	57	1942
OTAL*	59	1432	99	86	2070	100	3846

ak Hour Analysis By Individual Approach for the Period: 16:00 to 18:00 on 08/25/99

ak start	16:00		17:00		16:45	
Volume	30	767	52	47	1139	63
rcent	4%	96%	53%	47%	95%	5%
total	797		99		1202	
Highest	16:00		17:15		17:00	
olume	7	213	12	16	339	18
total	220		28		357	
HF	.91		.88		.84	

ak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 08/25/99

ak start	16:30		16:30		16:30	
Volume	31	719	45	50	1140	56
rcent	4%	96%	47%	53%	95%	5%
total	750		95		1196	
Highest	16:30		17:15		17:00	
olume	6	203	12	16	339	18
total	209		28		357	
HF	.90		.85		.84	

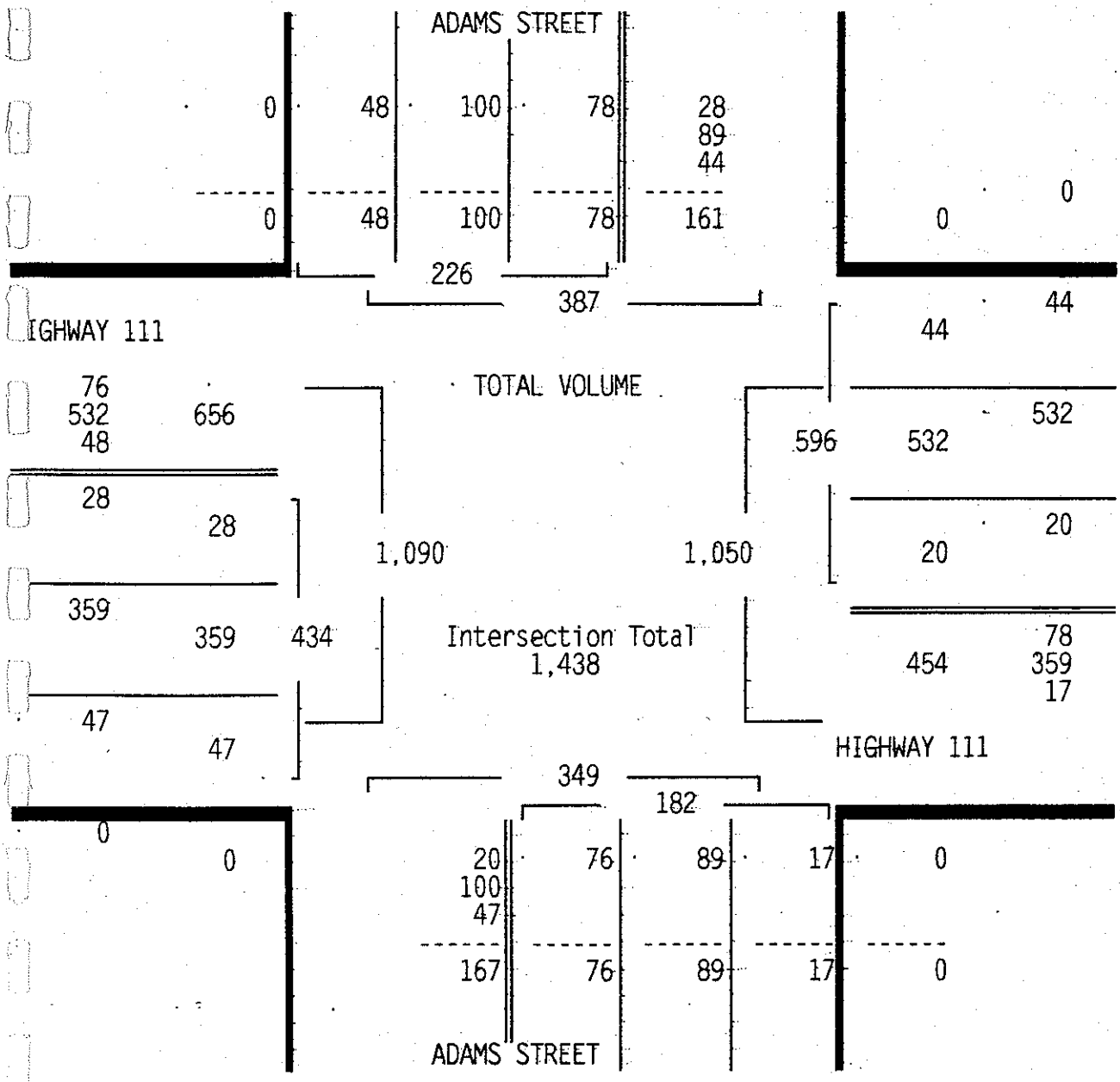
Counts Unlimited, Inc
25424 Jaclyn Avenue
Moreno Valley, CA 92557
909-247-6716

CITY OF LA QUINTA
S: ADAMS STREET
W: HIGHWAY 111
WEATHER: SUNNY

Site Code : 00185818
Start Date: 08/31/99
File I.D. : LQAD111A
Page : 1

TOTAL VOLUME

	ADAMS STREET Southbound			HIGHWAY 111 Westbound			ADAMS STREET Northbound			HIGHWAY 111 Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Date 08/31/99													
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 08/31/99													
Peak start	07:30			07:30			07:30			07:30			
Volume	78	100	48	20	532	44	76	89	17	28	359	47	
Percent	35%	44%	21%	3%	89%	7%	42%	49%	9%	6%	83%	11%	
total	226			596			182			434			
Highest	07:45			07:30			07:45			07:45			
Volume	27	40	10	3	165	8	28	30	5	9	106	16	
total	77			176			63			131			
PHF	.73			.85			.72			.83			



CITY OF LA QUINTA
S: ADAMS STREET
W: HIGHWAY 111
WEATHER: SUNNY

Counts Unlimited, Inc
25424 Jaclyn Avenue
Moreno Valley, CA 92557
909-247-6716

Site Code : 00185818
Start Date: 08/31/99
File I.D. : LQAD111A
Page : 1

TOTAL VOLUME

	ADAMS STREET Southbound			HIGHWAY 111 Westbound			ADAMS STREET Northbound			HIGHWAY 111 Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Date 08/31/99													
:00	6	16	6	7	83	9	11	15	2	4	82	9	250
07:15	12	17	10	4	114	4	13	12	5	3	75	4	273
:30	14	20	12	3	165	8	16	19	5	3	99	11	375
:45	27	40	10	4	145	13	28	30	5	9	106	16	433
Hr Total	59	93	38	18	507	34	68	76	17	19	362	40	1331
:00	19	19	15	5	105	14	18	23	4	8	68	12	310
08:15	18	21	11	8	117	9	14	17	3	8	86	8	320
08:30	13	17	8	3	130	12	12	15	9	8	94	5	326
:45	14	24	17	4	122	17	23	28	5	8	97	11	370
Total	64	81	51	20	474	52	67	83	21	32	345	36	1326
OTAL*	123	174	89	38	981	86	135	159	38	51	707	76	2657

ak Hour Analysis By Individual Approach for the Period: 07:00 to 09:00 on 08/31/99

eak start	07:30			07:30			07:30			07:30		
Volume	78	100	48	20	532	44	76	89	17	28	359	47
rcent	35%	44%	21%	3%	89%	7%	42%	49%	9%	6%	83%	11%
total	226			596			182			434		
Highest	07:45			07:30			07:45			07:45		
lume	27	40	10	3	165	8	28	30	5	9	106	16
total	77			176			63			131		
PHF	.73			.85			.72			.83		

ak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 08/31/99

eak start	07:30			07:30			07:30			07:30		
Volume	78	100	48	20	532	44	76	89	17	28	359	47
rcent	35%	44%	21%	3%	89%	7%	42%	49%	9%	6%	83%	11%
total	226			596			182			434		
Highest	07:45			07:30			07:45			07:45		
lume	27	40	10	3	165	8	28	30	5	9	106	16
total	77			176			63			131		
PHF	.73			.85			.72			.83		

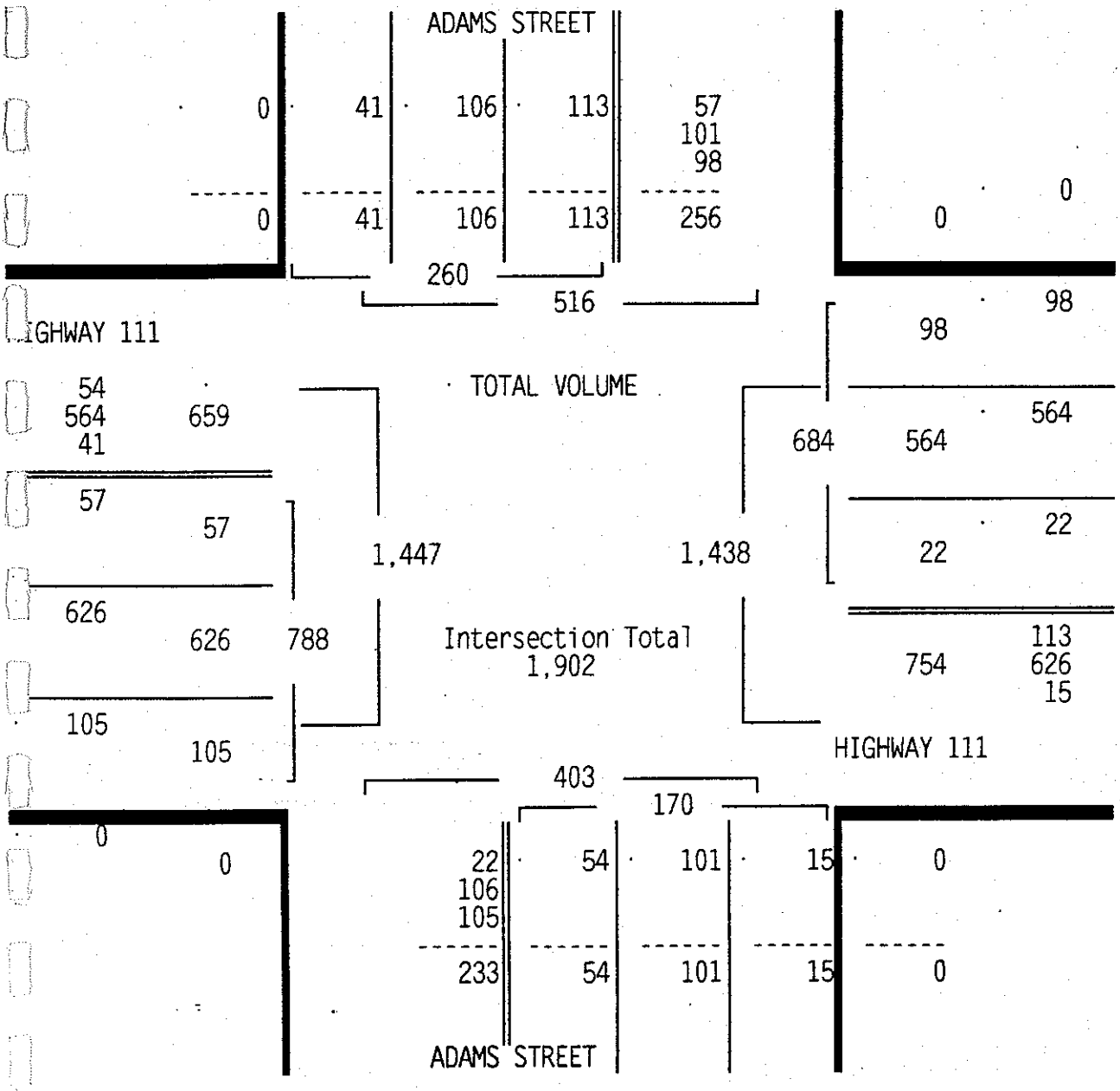
Counts Unlimited, Inc
25424 Jaclyn Avenue
Moreno Valley, CA 92557
909-247-6716

CITY OF LA QUINTA
N/S: ADAMS STREET
E/W: HIGHWAY 111
WEATHER: SUNNY

Site Code : 00185818
Start Date: 08/31/99
File I.D. : LQAD111P
Page : 1

TOTAL VOLUME

	ADAMS STREET Southbound			HIGHWAY 111 Westbound			ADAMS STREET Northbound			HIGHWAY 111 Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Date 08/31/99													
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 08/31/99													
Peak start	16:30			16:30			16:30			16:30			
Volume	113	106	41	22	564	98	54	101	15	57	626	105	
Percent	43%	41%	16%	3%	82%	14%	32%	59%	9%	7%	79%	13%	
PHF total	260			684			170			788			
Highest	16:45			17:00			17:15			17:15			
Volume	30	37	10	6	166	29	17	30	3	13	175	31	
PHF total	77			201			50			219			
PHF	.84			.85			.85			.90			



Counts Unlimited, Inc
25424 Jaclyn Avenue
Moreno Valley, CA 92557
909-247-6716

CITY OF LA QUINTA
N[illegible]: ADAMS STREET
E[illegible]: HIGHWAY 111
WEATHER: SUNNY

Site Code : 00185818
Start Date: 08/31/99
File I.D. : LQAD111P
Page : 1

TOTAL VOLUME

	ADAMS STREET Southbound			HIGHWAY 111 Westbound			ADAMS STREET Northbound			HIGHWAY 111 Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Date 08/31/99													
1[illegible]00	25	29	13	5	182	21	16	35	3	11	164	15	519
16:15	35	23	4	5	136	22	12	30	5	4	151	18	445
1[illegible]30	31	22	10	6	113	23	19	19	2	17	151	19	432
1[illegible]45	30	37	10	3	136	14	9	22	5	13	145	26	450
Hr Total	121	111	37	19	567	80	56	106	15	45	611	78	1846
1[illegible]00	28	21	8	6	166	29	9	30	5	14	155	29	500
17:15	24	26	13	7	149	32	17	30	3	13	175	31	520
17:30	30	17	8	6	106	27	16	32	1	10	155	24	432
1[illegible]45	39	24	11	4	129	21	17	35	3	8	107	13	411
H[illegible]Total	121	88	40	23	550	109	59	127	12	45	592	97	1863
[illegible]TAL	242	199	77	42	1117	189	115	233	27	90	1203	175	3709

P[illegible]k Hour Analysis By Individual Approach for the Period: 16:00 to 18:00 on 08/31/99

P[illegible]k start	16:00			16:30			17:00			16:45		
Volume	121	111	37	22	564	98	59	127	12	50	630	110
P[illegible]cent	45%	41%	14%	3%	82%	14%	30%	64%	6%	6%	80%	14%
P[illegible]total	269			684			198			790		
Highest	16:45			17:00			17:45			17:15		
V[illegible]ume	30	37	10	6	166	29	17	35	3	13	175	31
P[illegible]total	77			201			55			219		
PHF	.87			.85			.90			.90		

P[illegible]k Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 08/31/99

P[illegible]k start	16:30			16:30			16:30			16:30		
Volume	113	106	41	22	564	98	54	101	15	57	626	105
P[illegible]cent	43%	41%	16%	3%	82%	14%	32%	59%	9%	7%	79%	13%
P[illegible]total	260			684			170			788		
Highest	16:45			17:00			17:15			17:15		
V[illegible]ume	30	37	10	6	166	29	17	30	3	13	175	31
P[illegible]total	77			201			50			219		
PHF	.84			.85			.85			.90		

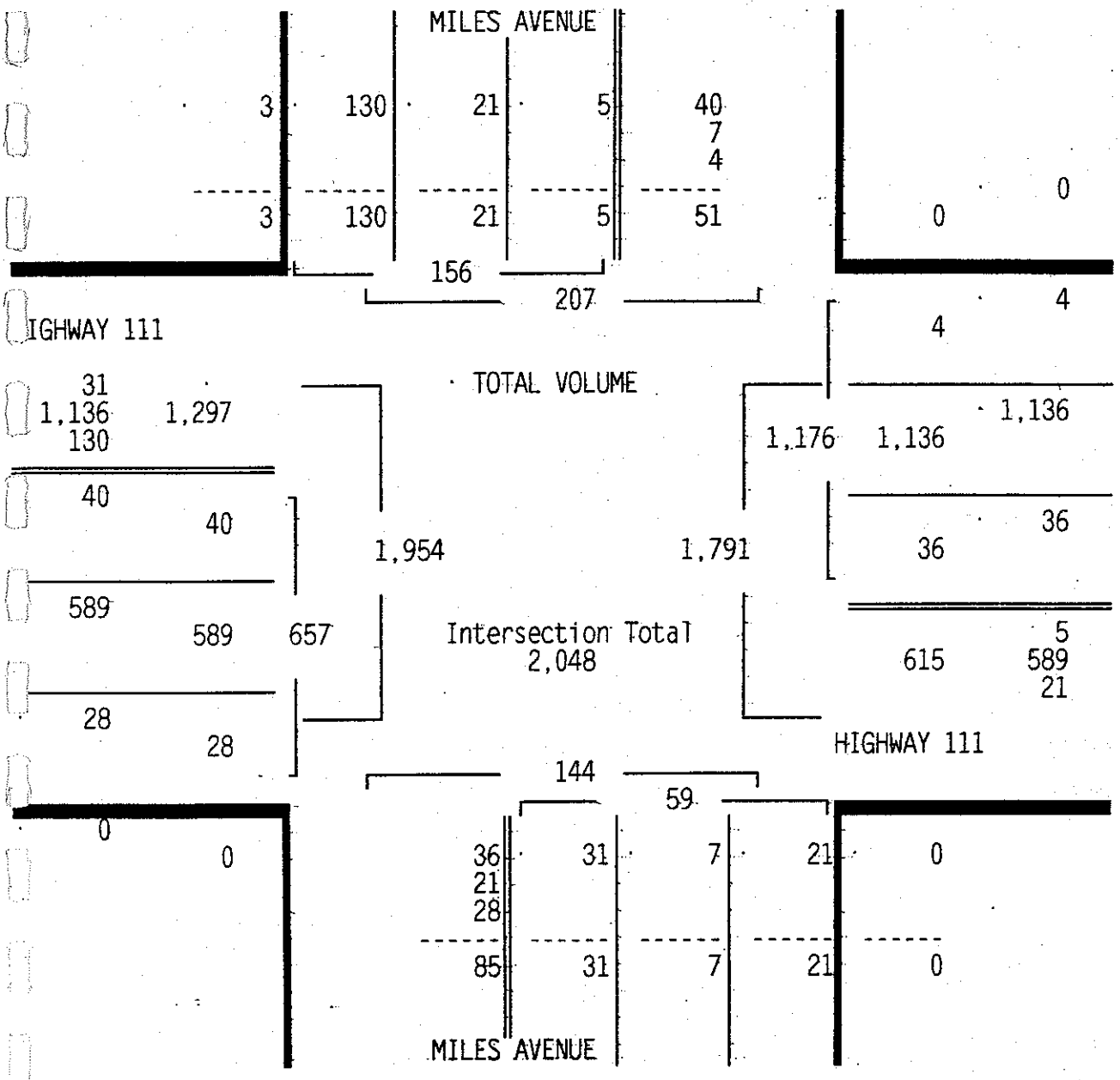
Counts Unlimited, Inc
25424 Jaclyn Avenue
Moreno Valley, CA 92557
909-247-6716

CITY OF LA QUINTA
S: MILES AVENUE
W: HIGHWAY 111
WEATHER: SUNNY

Site Code : 00185818
Start Date: 08/26/99
File I.D. : LQMI111A
Page : 1

TOTAL VOLUME

	MILES AVENUE Southbound			HIGHWAY 111 Westbound			MILES AVENUE Northbound			HIGHWAY 111 Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Date 08/26/99													
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 08/26/99													
Peak start	07:15			07:15			07:15			07:15			
Volume	5	21	130	36	1136	4	31	7	21	40	589	28	
Percent	3%	13%	83%	3%	97%	0%	53%	12%	36%	6%	90%	4%	
PHF total	156			1176			59			657			
Highest	07:45			07:45			08:00			07:45			
Volume	0	4	54	12	361	2	10	1	9	13	178	6	
PHF total	58			375			20			197			
PHF	.67			.78			.74			.83			



Counts Unlimited, Inc
25424 Jaclyn Avenue
Moreno Valley, CA 92557
909-247-6716

CITY OF LA QUINTA
S: MILES AVENUE
W: HIGHWAY 111
WEATHER: SUNNY

Site Code : 00185818
Start Date: 08/26/99
File I.D. : LQMI111A
Page : 1

TOTAL VOLUME

	MILES AVENUE Southbound			HIGHWAY 111 Westbound			MILES AVENUE Northbound			HIGHWAY 111 Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Date 08/26/99													
:00	3	6	18	12	175	1	3	1	2	3	98	15	337
07:15	0	4	17	10	232	0	5	3	3	10	123	8	415
:30	1	7	33	3	297	2	9	1	4	5	142	7	511
:45	0	4	54	12	361	2	7	2	5	13	178	6	644
Hr Total	4	21	122	37	1065	5	24	7	14	31	541	36	1907
:00	4	6	26	11	246	0	10	1	9	12	146	7	478
08:15	3	2	28	4	219	0	5	0	18	8	105	8	400
08:30	1	3	28	9	231	0	4	2	10	7	159	10	464
:45	2	6	23	6	233	1	12	3	5	8	153	5	457
Total	10	17	105	30	929	1	31	6	42	35	563	30	1799
OTAL*	14	38	227	67	1994	6	55	13	56	66	1104	66	3706

ak Hour Analysis By Individual Approach for the Period: 07:00 to 09:00 on 08/26/99

eak start	07:30			07:15			08:00			07:45		
Volume	8	19	141	36	1136	4	31	6	42	40	588	31
rcent	5%	11%	84%	3%	97%	0%	39%	8%	53%	6%	89%	5%
total	168			1176			79			659		
Highest	07:45			07:45			08:15			07:45		
lume	0	4	54	12	361	2	5	0	18	13	178	6
total	58			375			23			197		
PHF	.72			.78			.86			.84		

ak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 08/26/99

eak start	07:15			07:15			07:15			07:15		
Volume	5	21	130	36	1136	4	31	7	21	40	589	28
rcent	3%	13%	83%	3%	97%	0%	53%	12%	36%	6%	90%	4%
total	156			1176			59			657		
Highest	07:45			07:45			08:00			07:45		
lume	0	4	54	12	361	2	10	1	9	13	178	6
total	58			375			20			197		
PHF	.67			.78			.74			.83		

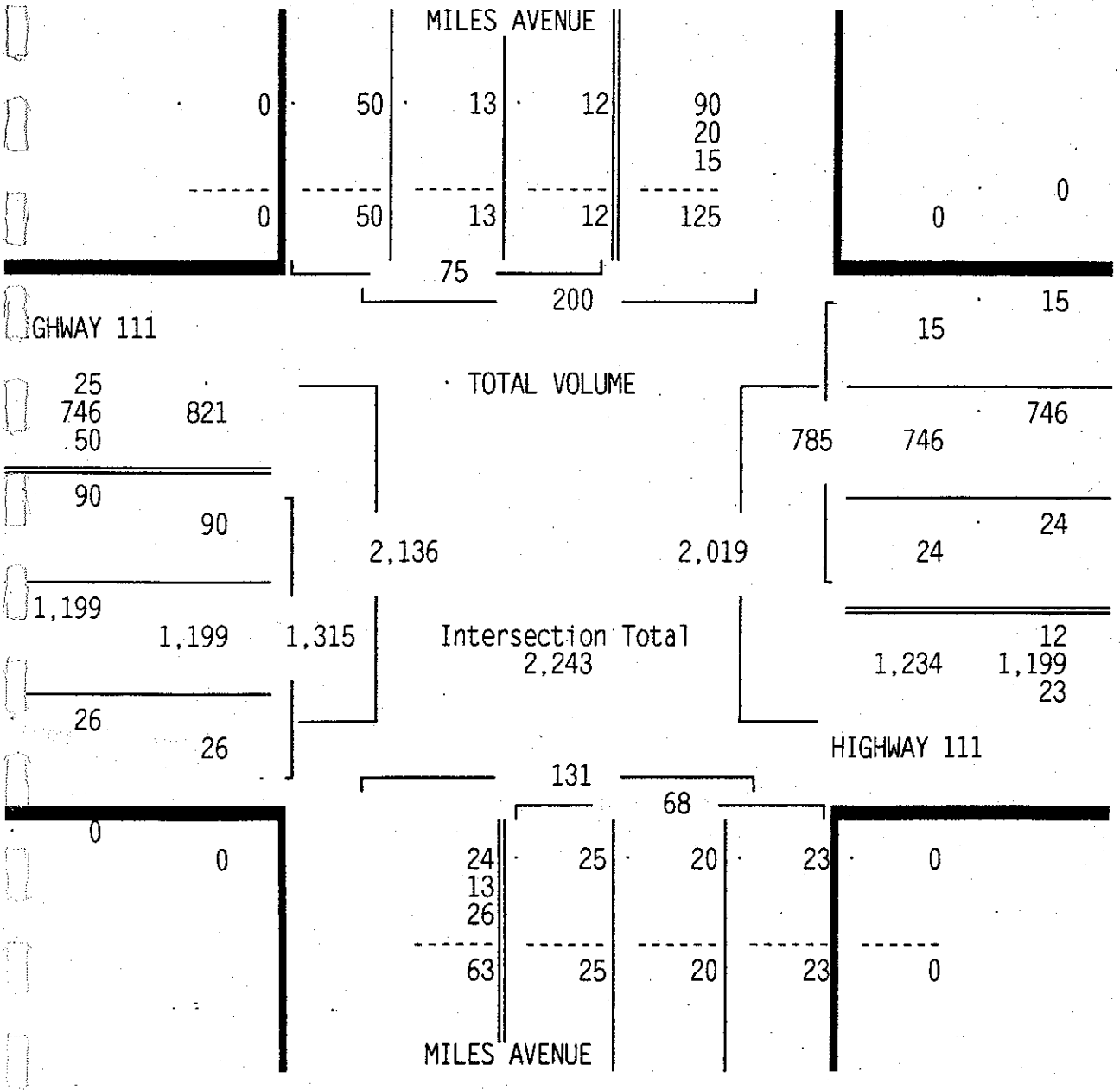
Counts Unlimited, Inc
25424 Jaclyn Avenue
Moreno Valley, CA 92557
909-247-6716

CITY OF LA QUINTA
S: MILES AVENUE
W: HIGHWAY 111
WEATHER: SUNNY

Site Code : 00185818
Start Date: 08/26/99
File I.D. : LQMI111P
Page : 1

TOTAL VOLUME

	MILES AVENUE Southbound			HIGHWAY 111 Westbound			MILES AVENUE Northbound			HIGHWAY 111 Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Date 08/26/99													
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 08/26/99													
Peak start	16:30			16:30			16:30			16:30			
Volume	12	13	50	24	746	15	25	20	23	90	1199	26	
Percent	16%	17%	67%	3%	95%	2%	37%	29%	34%	7%	91%	2%	
total	75			785			68			1315			
Highest	16:30			17:15			17:00			17:15			
Volume	3	2	22	5	207	4	7	5	10	27	333	4	
total	27			216			22			364			
PHF	.69			.91			.77			.90			



CITY OF LA QUINTA
[illegible]: MILES AVENUE
E-W: HIGHWAY 111
WEATHER: SUNNY

Counts Unlimited, Inc
25424 Jaclyn Avenue
Moreno Valley, CA 92557
909-247-6716

Site Code : 00185818
Start Date: 08/26/99
File I.D. : LQMI111P
Page : 1

TOTAL VOLUME

	MILES AVENUE Southbound			HIGHWAY 111 Westbound			MILES AVENUE Northbound			HIGHWAY 111 Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Date 08/26/99													
[illegible]:00	1	5	14	6	202	0	5	3	9	17	289	9	560
16:15	1	3	10	7	185	2	9	6	4	22	275	7	531
[illegible]:30	3	2	22	9	179	3	8	3	6	18	308	6	567
[illegible]:45	2	0	9	4	187	2	6	5	4	10	273	10	512
Hr Total	7	10	55	26	753	7	28	17	23	67	1145	32	2170
[illegible]:00	4	8	8	6	173	6	7	5	10	35	285	6	553
17:15	3	3	11	5	207	4	4	7	3	27	333	4	611
17:30	0	2	7	7	200	1	5	5	5	25	280	7	544
[illegible]:45	1	0	10	4	160	2	8	0	10	16	246	6	463
[illegible] Total	8	13	36	22	740	13	24	17	28	103	1144	23	2171
[illegible]TAL*	15	23	91	48	1493	20	52	34	51	170	2289	55	4341

[illegible]k Hour Analysis By Individual Approach for the Period: 16:00 to 18:00 on 08/26/99

Peak start	16:30			16:45			16:15			16:30		
Volume	12	13	50	22	767	13	30	19	24	90	1199	26
[illegible]cent	16%	17%	67%	3%	96%	2%	41%	26%	33%	7%	91%	2%
[illegible] total	75			802			73			1315		
Highest	16:30			17:15			17:00			17:15		
[illegible]ume	3	2	22	5	207	4	7	5	10	27	333	4
[illegible] total	27			216			22			364		
PHF	.69			.93			.83			.90		

[illegible]k Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 08/26/99

Peak start	16:30			16:30			16:30			16:30		
Volume	12	13	50	24	746	15	25	20	23	90	1199	26
[illegible]cent	16%	17%	67%	3%	95%	2%	37%	29%	34%	7%	91%	2%
[illegible] total	75			785			68			1315		
Highest	16:30			17:15			17:00			17:15		
[illegible]ume	3	2	22	5	207	4	7	5	10	27	333	4
[illegible] total	27			216			22			364		
PHF	.69			.91			.77			.90		

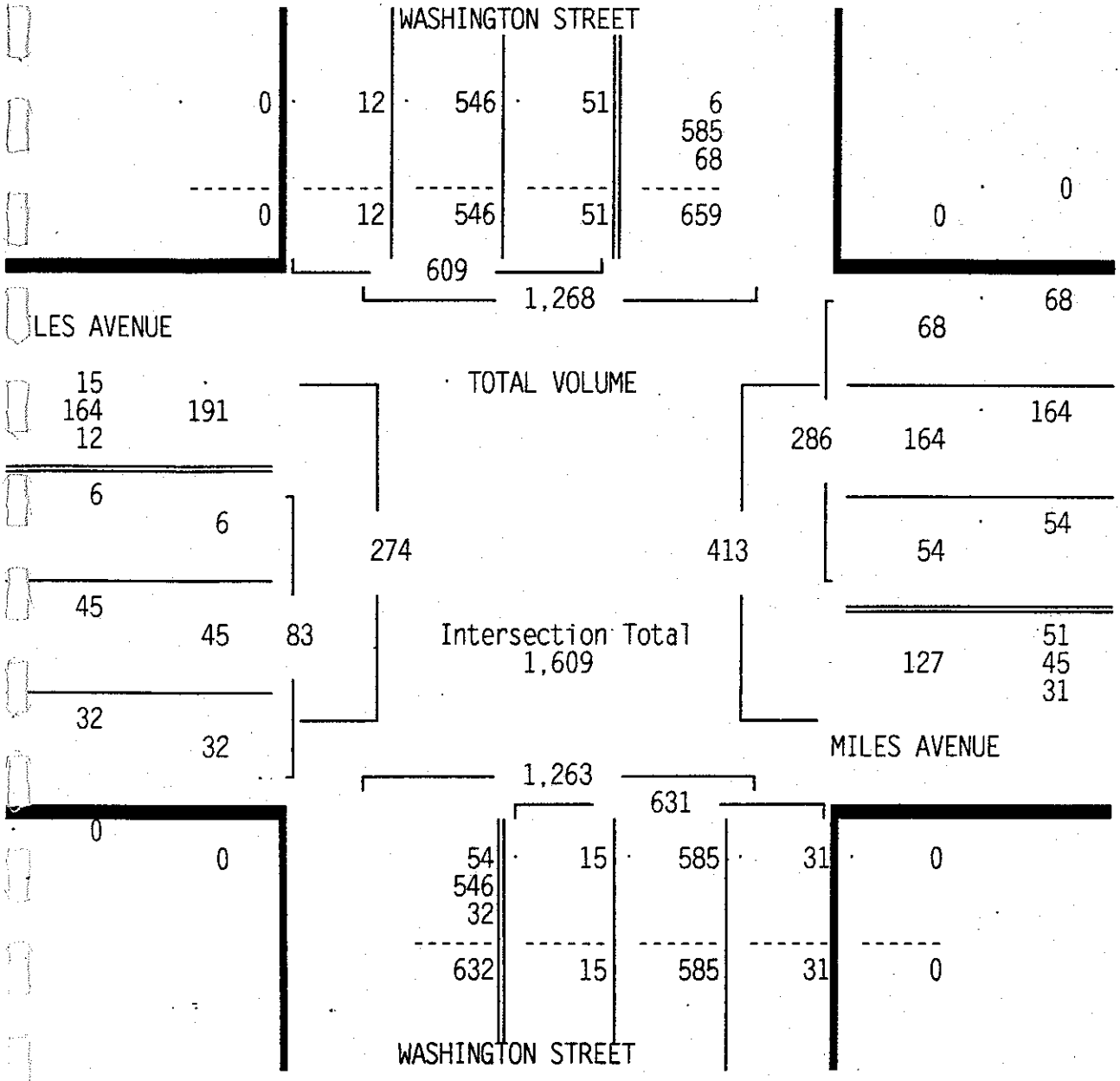
CITY OF LA QUINTA
S: WASHINGTON STREET
W: MILES AVENUE
WEATHER: SUNNY

Counts Unlimited, Inc
25424 Jaclyn Avenue
Moreno Valley, CA 92557
909-247-6716

Site Code : 00185818
Start Date: 08/25/99
File I.D. : LQWAMIAM
Page : 1

TOTAL VOLUME

	WASHINGTON STREET Southbound			MILES AVENUE Westbound			WASHINGTON STREET Northbound			MILES AVENUE Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Date 08/25/99													
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 08/25/99													
Peak start	07:30			07:30			07:30			07:30			
Volume	51	546	12	54	164	68	15	585	31	6	45	32	
Percent	8%	90%	2%	19%	57%	24%	2%	93%	5%	7%	54%	39%	
PHF total	609			286			631			83			
Highest	07:45			07:45			07:30			07:45			
Volume	14	169	4	13	72	24	5	161	8	1	18	8	
PHF total	187			109			174			27			
PHF	.81			.66			.91			.77			



CITY OF LA QUINTA
S: WASHINGTON STREET
W: MILES AVENUE
WEATHER: SUNNY

Counts Unlimited, Inc
25424 Jaclyn Avenue
Moreno Valley, CA 92557
909-247-6716

Site Code : 00185818
Start Date: 08/25/99
File I.D. : LQWAMIAM
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TOTAL VOLUME

	WASHINGTON STREET Southbound			MILES AVENUE Westbound			WASHINGTON STREET Northbound			MILES AVENUE Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Date 08/25/99													
:00	7	130	5	10	18	7	1	109	5	4	1	2	299
07:15	12	135	4	9	21	15	5	128	4	1	4	2	340
:30	13	124	1	11	36	19	5	161	8	0	4	7	389
:45	14	169	4	13	72	24	4	141	5	1	18	8	473
Hr Total	46	558	14	43	147	65	15	539	22	6	27	19	1501
:00	14	146	2	15	30	12	3	146	9	2	12	7	398
:15	10	107	5	15	26	13	3	137	9	3	11	10	349
08:30	11	126	4	19	13	13	4	124	10	2	8	5	339
:45	10	137	3	15	25	10	4	146	9	2	8	6	375
Total	45	516	14	64	94	48	14	553	37	9	39	28	1461
OTAL*	91	1074	28	107	241	113	29	1092	59	15	66	47	2962

ak Hour Analysis By Individual Approach for the Period: 07:00 to 09:00 on 08/25/99

ak start	07:15			07:30			07:30			07:45		
Volume	53	574	11	54	164	68	15	585	31	8	49	30
rcent	8%	90%	2%	19%	57%	24%	2%	93%	5%	9%	56%	34%
total	638			286			631			87		
Highest	07:45			07:45			07:30			07:45		
olume	14	169	4	13	72	24	5	161	8	1	18	8
total	187			109			174			27		
HF	.85			.66			.91			.81		

ak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 08/25/99

ak start	07:30			07:30			07:30			07:30		
Volume	51	546	12	54	164	68	15	585	31	6	45	32
rcent	8%	90%	2%	19%	57%	24%	2%	93%	5%	7%	54%	39%
total	609			286			631			83		
Highest	07:45			07:45			07:30			07:45		
olume	14	169	4	13	72	24	5	161	8	1	18	8
total	187			109			174			27		
HF	.81			.66			.91			.77		

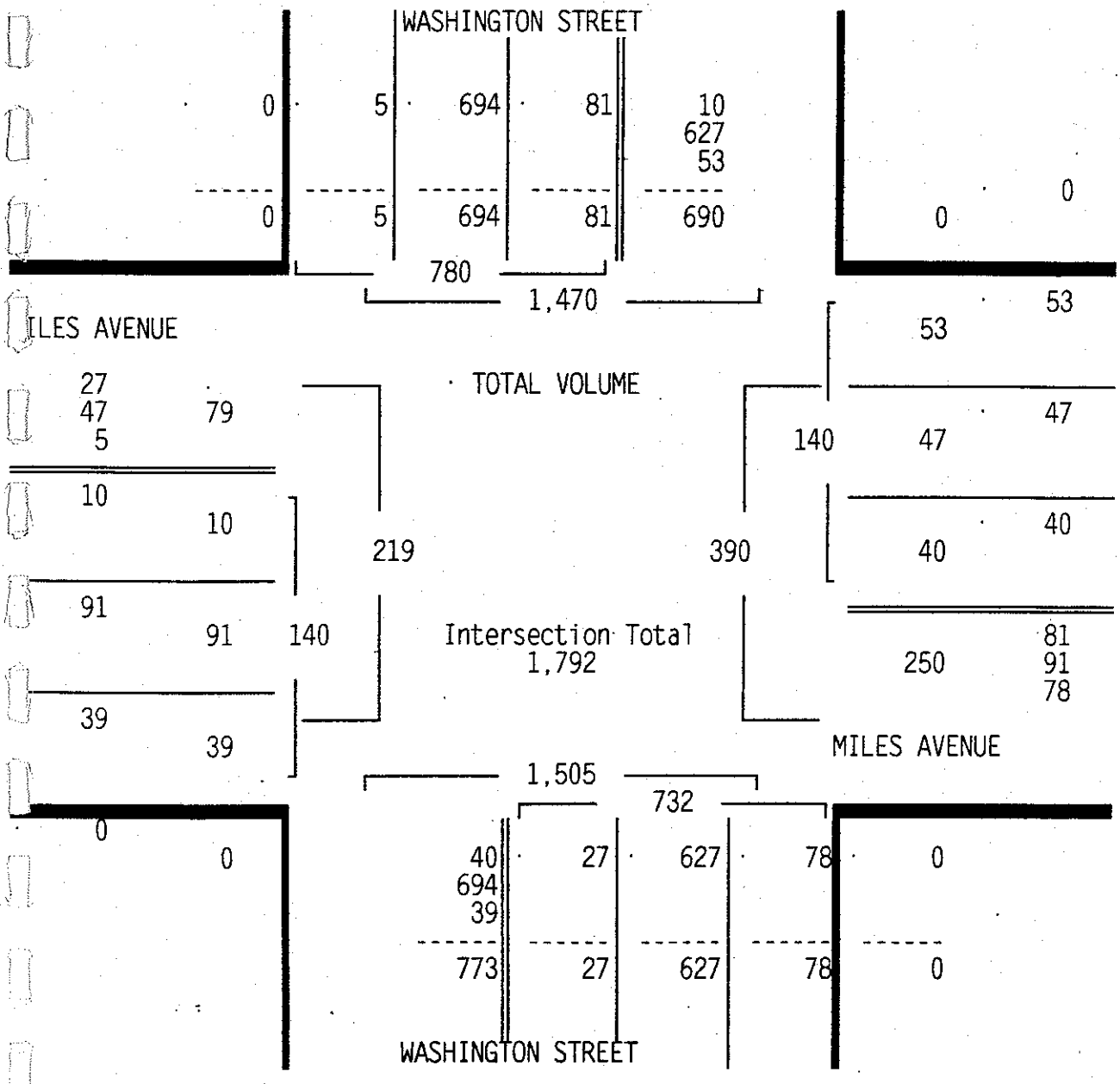
CITY OF LA QUINTA
S: WASHINGTON STREET
W: MILES AVENUE
WEATHER: SUNNY

Counts Unlimited, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
909-247-6716

Site Code : 00185818
Start Date: 08/25/99
File I.D. : LQWAMIPM
Page : 1

TOTAL VOLUME

	WASHINGTON STREET Southbound			MILES AVENUE Westbound			WASHINGTON STREET Northbound			MILES AVENUE Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Date 08/25/99													
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 08/25/99													
Peak start	16:45			16:45			16:45			16:45			
Volume	81	694	5	40	47	53	27	627	78	10	91	39	
Percent	10%	89%	1%	29%	34%	38%	4%	86%	11%	7%	65%	28%	
PHF total	780			140			732			140			
Highest	17:15			16:45			17:00			17:15			
Volume	22	191	0	11	13	14	5	163	19	2	31	15	
PHF total	213			38			187			48			
PHF	.92			.92			.98			.73			



CITY OF LA QUINTA
S: WASHINGTON STREET
W: MILES AVENUE
WEATHER: SUNNY

25424 Jaclyn Avenue
Moreno Valley, CA 92557
909-247-6716

Site Code : 00185818
Start Date: 08/25/99
File I.D. : LQWAMIPM
Page : 1

TOTAL VOLUME

	WASHINGTON STREET Southbound			MILES AVENUE Westbound			WASHINGTON STREET Northbound			MILES AVENUE Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Date 08/25/99													
:00	15	155	2	15	8	13	8	145	29	1	15	6	412
16:15	13	150	0	12	12	11	10	166	18	2	16	9	419
:30	10	147	2	7	13	21	4	135	17	3	24	5	388
:45	10	158	2	11	13	14	8	150	21	1	18	6	412
Hr Total	48	610	6	45	46	59	30	596	85	7	73	26	1631
:00	21	172	1	5	13	16	5	163	19	3	23	7	448
:15	22	191	0	11	8	12	6	161	18	2	31	15	477
17:30	28	173	2	13	13	11	8	153	20	4	19	11	455
:45	29	137	2	13	8	6	8	146	23	0	14	10	396
Total	100	673	5	42	42	45	27	623	80	9	87	43	1776
OTAL*	148	1283	11	87	88	104	57	1219	165	16	160	69	3407

ak Hour Analysis By Individual Approach for the Period: 16:00 to 18:00 on 08/25/99

ak start	16:45			16:00			16:45			16:45		
Volume	81	694	5	45	46	59	27	627	78	10	91	39
rcent	10%	89%	1%	30%	31%	39%	4%	86%	11%	7%	65%	28%
total	780			150			732			140		
Highest	17:15			16:30			17:00			17:15		
olume	22	191	0	7	13	21	5	163	19	2	31	15
total	213			41			187			48		
HF	.92			.91			.98			.73		

ak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 08/25/99

ak start	16:45			16:45			16:45			16:45		
Volume	81	694	5	40	47	53	27	627	78	10	91	39
rcent	10%	89%	1%	29%	34%	38%	4%	86%	11%	7%	65%	28%
total	780			140			732			140		
Highest	17:15			16:45			17:00			17:15		
olume	22	191	0	11	13	14	5	163	19	2	31	15
total	213			38			187			48		
HF	.92			.92			.98			.73		

CITY OF LA QUINTA
S: WASHINGTON STREET
W: 47TH AVENUE
WEATHER: SUNNY

25424 Jaclyn Avenue
Moreno Valley, CA 92557
909-247-6716

Site Code : 00185826
Start Date: 08/25/99
File I.D. : LQWA47AM
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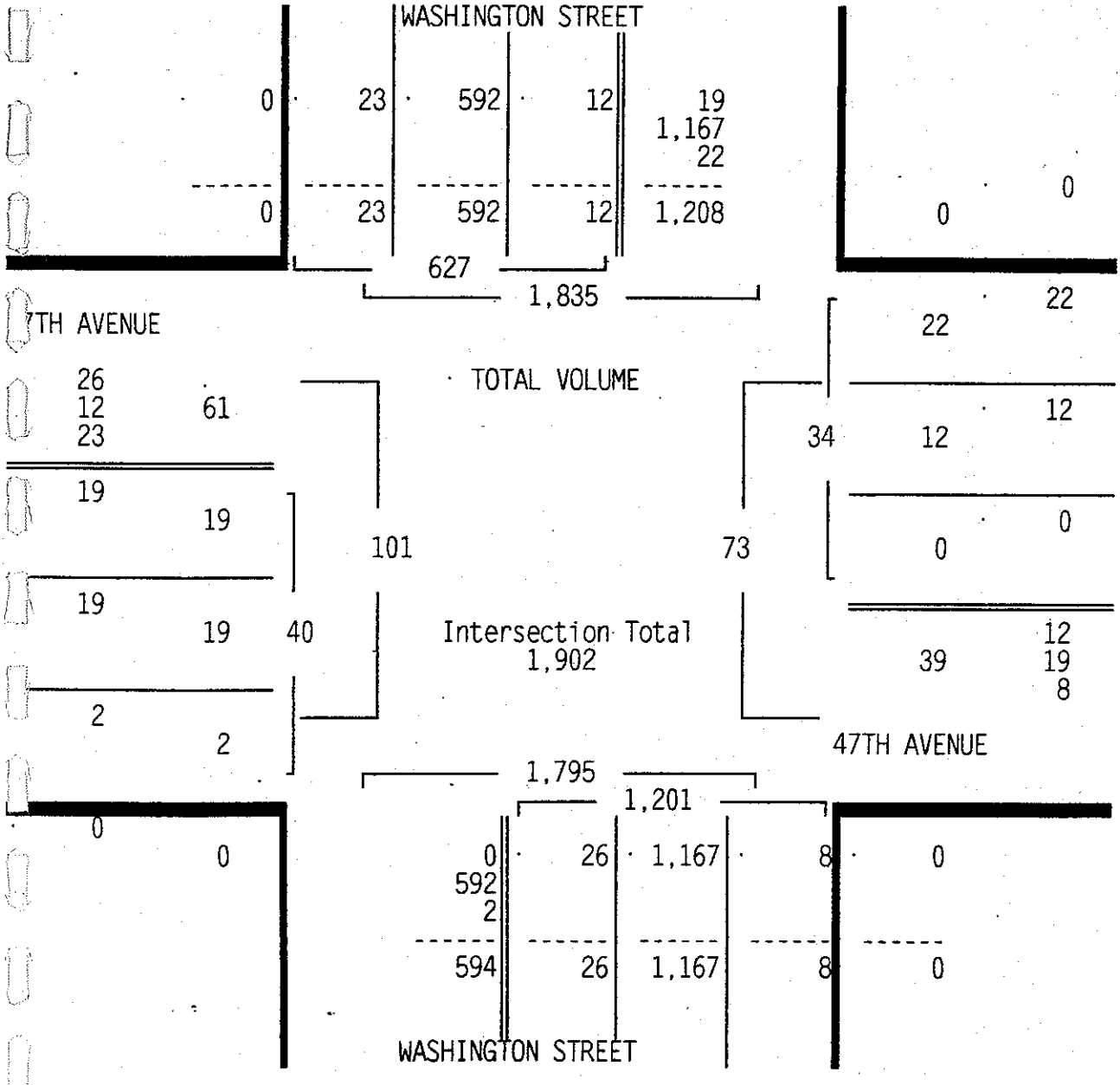
TOTAL VOLUME

	WASHINGTON STREET Southbound			47TH AVENUE Westbound			WASHINGTON STREET Northbound			47TH AVENUE Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Date 08/25/99													
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 08/25/99													
Peak start	07:15			07:15			07:15			07:15			
Volume	12	592	23	0	12	22	26	1167	8	19	19	2	
Percent	2%	94%	4%	0%	35%	65%	2%	97%	1%	48%	48%	5%	
PHF total	627			34			1201			40			
Highest	07:45			07:45			07:30			07:30			
Volume	3	175	13	0	8	7	7	369	1	6	6	0	
PHF total	191			15			377			12			
PHF	.82			.57			.80			.83			



CITY OF LA QUINTA
S: WASHINGTON STREET
W: 47TH AVENUE
WEATHER: SUNNY

25424 Jaclyn Avenue
Moreno Valley, CA 92557
909-247-6716

Site Code : 00185826
Start Date: 08/25/99
File I.D. : LQWA47AM
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TOTAL VOLUME

	WASHINGTON STREET Southbound			47TH AVENUE Westbound			WASHINGTON STREET Northbound			47TH AVENUE Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Date 08/25/99													
:00	3	126	1	0	1	2	1	196	0	2	0	0	332
07:15	1	121	2	0	2	2	4	238	2	4	5	0	381
:30	3	139	3	0	0	3	7	369	1	6	6	0	537
:45	3	175	13	0	8	7	10	318	2	7	5	0	548
Hr Total	10	561	19	0	11	14	22	1121	5	19	16	0	1798
:00	5	157	5	0	2	10	5	242	3	2	3	2	436
:15	3	107	3	1	0	3	1	248	3	4	1	2	376
08:30	5	144	4	0	1	2	0	249	5	24	2	3	439
:45	3	125	1	0	3	5	2	227	2	13	2	0	383
Total	16	533	13	1	6	20	8	966	13	43	8	7	1634
OTAL*	26	1094	32	1	17	34	30	2087	18	62	24	7	3432

ak Hour Analysis By Individual Approach for the Period: 07:00 to 09:00 on 08/25/99

ak start	07:15			07:15			07:30			08:00		
Volume	12	592	23	0	12	22	23	1177	9	43	8	7
rcent	2%	94%	4%	0%	35%	65%	2%	97%	1%	74%	14%	12%
total	627			34			1209			58		
Highest	07:45			07:45			07:30			08:30		
Volume	3	175	13	0	8	7	7	369	1	24	2	3
total	191			15			377			29		
HF	.82			.57			.80			.50		

ak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 08/25/99

ak start	07:15			07:15			07:15			07:15		
Volume	12	592	23	0	12	22	26	1167	8	19	19	2
rcent	2%	94%	4%	0%	35%	65%	2%	97%	1%	48%	48%	5%
total	627			34			1201			40		
Highest	07:45			07:45			07:30			07:30		
Volume	3	175	13	0	8	7	7	369	1	6	6	0
total	191			15			377			12		
HF	.82			.57			.80			.83		

CITY OF LA QUINTA
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W: 47TH AVENUE
WEATHER: SUNNY

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Site Code : 00185826
Start Date: 08/25/99
File I.D. : LQWA47PM
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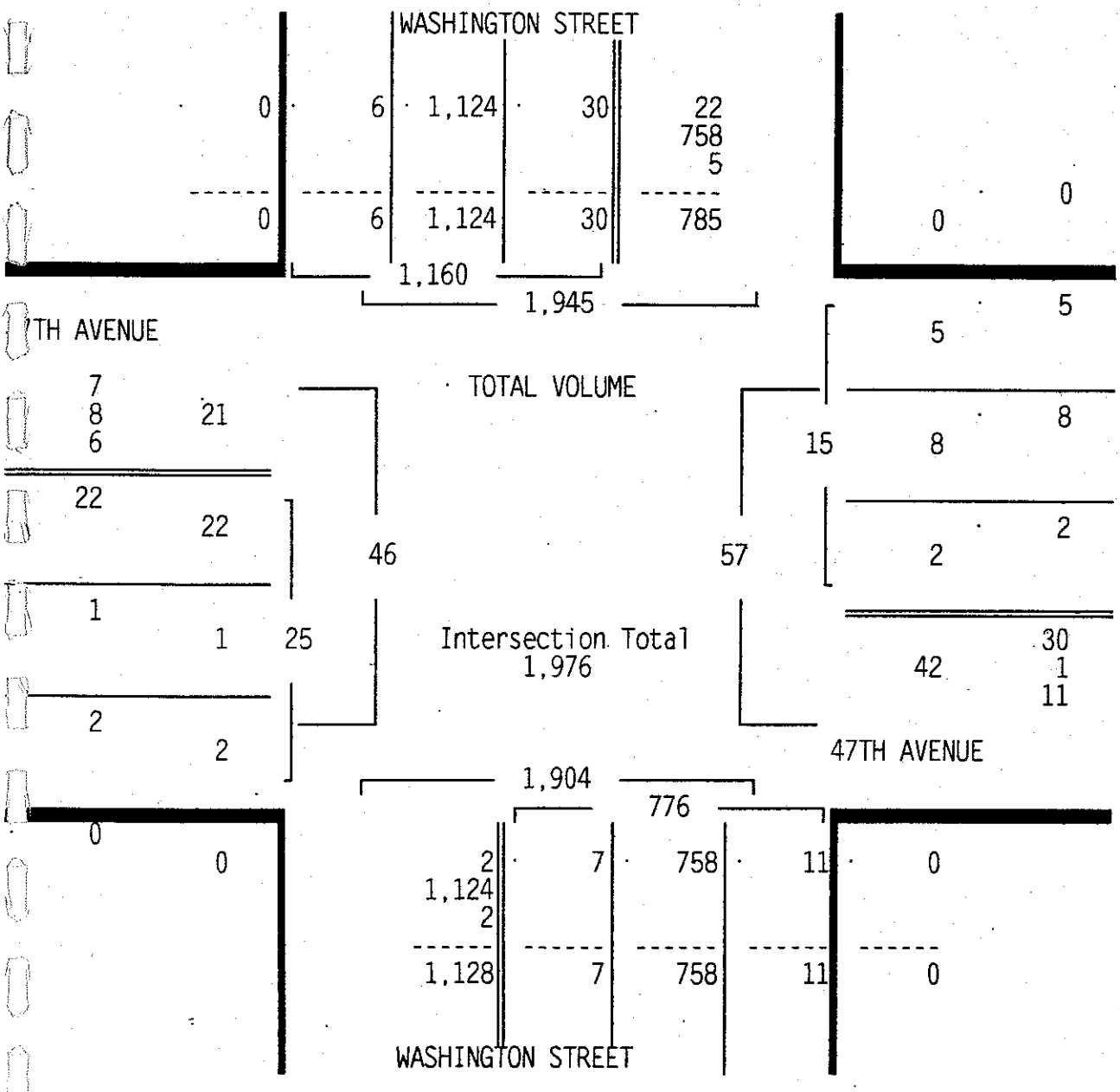
TOTAL VOLUME

	WASHINGTON STREET Southbound			47TH AVENUE Westbound			WASHINGTON STREET Northbound			47TH AVENUE Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Date 08/25/99													
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 08/25/99													
Peak start	16:45			16:45			16:45			16:45			
Volume	30	1124	6	2	8	5	7	758	11	22	1	2	
Percent	3%	97%	1%	13%	53%	33%	1%	98%	1%	88%	4%	8%	
total	1160			15			776			25			
Highest	17:15			16:45			17:15			17:00			
Volume	6	319	2	0	3	2	1	206	5	8	0	0	
total	327			5			212			8			
PHF	.89			.75			.92			.78			



CITY OF LA QUINTA
S: WASHINGTON STREET
W: 47TH AVENUE
WEATHER: SUNNY

25424 Jaclyn Avenue
Moreno Valley, CA 92557
909-247-6716

Site Code : 00185826
Start Date: 08/25/99
File I.D. : LQWA47PM
Page : 1

TOTAL VOLUME

	WASHINGTON STREET Southbound			47TH AVENUE Westbound			WASHINGTON STREET Northbound			47TH AVENUE Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Date 08/25/99													
:00	10	241	1	0	1	2	1	194	2	4	0	0	456
16:15	6	214	1	0	6	3	0	202	3	9	0	0	444
16:30	5	181	0	1	3	4	1	194	1	2	2	2	396
:45	6	251	1	0	3	2	1	177	0	5	0	1	447
Total	27	887	3	1	13	11	3	767	6	20	2	3	1743
:00	7	264	2	2	0	0	3	189	3	8	0	0	478
:15	6	319	2	0	1	2	1	206	5	3	1	1	547
17:30	11	290	1	0	4	1	2	186	3	6	0	0	504
17:45	11	241	2	0	2	1	2	161	5	5	1	0	431
Total	35	1114	7	2	7	4	8	742	16	22	2	1	1960
OTAL*	62	2001	10	3	20	15	11	1509	22	42	4	4	3703

ak Hour Analysis By Individual Approach for the Period: 16:00 to 18:00 on 08/25/99

ak start	16:45			16:00			16:30			16:15		
Volume	30	1124	6	1	13	11	6	766	9	24	2	3
Percent	3%	97%	1%	4%	52%	44%	1%	98%	1%	83%	7%	10%
total	1160			25			781			29		
ghest	17:15			16:15			17:15			16:15		
Volume	6	319	2	0	6	3	1	206	5	9	0	0
total	327			9			212			9		
F	.89			.69			.92			.81		

ak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 08/25/99

ak start	16:45			16:45			16:45			16:45		
Volume	30	1124	6	2	8	5	7	758	11	22	1	2
Percent	3%	97%	1%	13%	53%	33%	1%	98%	1%	88%	4%	8%
total	1160			15			776			25		
ghest	17:15			16:45			17:15			17:00		
Volume	6	319	2	0	3	2	1	206	5	8	0	0
total	327			5			212			8		
F	.89			.75			.92			.78		